



BULLETIN

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Electric Railroaders Association

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Front Cover Photo

Friday, May 1, was the second day of scheduled activities for the ERA's 2026 International Tour to Scotland, Northern England and the Isle of Man. In the morning, the group traveled via ScotRail from Edinburgh to Glasgow. We were treated to a tour of SPT-Strathclyde Partnership for Transport's Glasgow Subway headquarters/control center and maintenance depot at Broomloan. Seen here in the new maintenance shop is Metro Glasgow No. 313 (Stadler, 2021). Glasgow received 17 of these x-car trainsets, which were built between 2018 and 2024, Jeff Erlitz 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 Meeting

Friday, July 31, at 6:30 p.m.

Presenting This Month: Yury Maller

ERA's annual mid-year in-person meeting and dinner is, once again, being held at Manducatis Restaurant in Long Island City. Join us for a delicious dinner and a captivating slide presentation by Yury Maller, highlighting the ERA's 2026 traction tour of Scotland, Northern England and the Isle of Man. This exclusive event is free for paid ERA members (plus one guest), so come connect with fellow railfans! Cash bar begins at 6:00 p.m. A brief meeting, with dinner, begins at 6:30 and the presentation will follow at or around 7:30. Please be aware that this meeting is limited to the first 40 persons to register.

To register for the meeting, email Mike Glikin at trnsper@aol.com or call him at 917-714-7087.

Trip Notices/Save the Dates

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. Visit <https://erausa.org/regional-trips/2026/10/01/> for the details.

Rear Cover Photo

Sunday, June 7, was the second day of the New York Transit Museum's annual Parade of Trains at Brighton Beach. BMT B-Type 2390-2391-2392 (American Car and Foundry, 1917) was caught heading southbound just north of the Neck Road station, complete with the New York Transit Museum's 50th Anniversary banner. James Mardigian photo

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

Date	Country	City	Segment	Distance (miles)	Railway/Metro/Tram
6/1	Latvia	Riga	Line 7/14: Eglaines iela/Dole (ex Kengarags) to Kengarags	1.1	T
6/15	Germany	Berlin	S15: Wedding to Hauptbahnhof	1.3	R
6/18	China	Foshan	Line 3: Lianhe to Zhongshan Park	2.5	M
6/19	Turkey	Istanbul	M11: Arnavutköy Hastane to Halkali	13.5	M
6/28	China	Shenzhen	Line 13: Shangwu to Lisonglang	12.0	M
6/29	Malaysia	Kuala Lumpur	Line 11: Bandar Utama to Johan Setia (New line)	23.5	M
6/30	Taiwan	Taipei	Sanying Line: Yingtao Fude to Dingpu (New line)	8.6	M
"	China	Shenyang	Line 3: Nan Liguang to Fangjialan	?	M
"	"	Xi'an	Line 5: Yanminghu to Xi'andongzhan	1.1	M

URBAN RAIL NEWS, JUNE 30

Rail News in Review

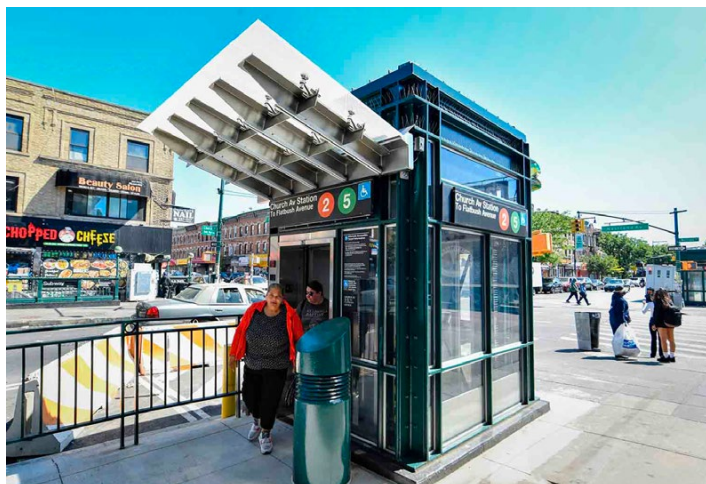
New York Metropolitan Area

NEW YORK CITY TRANSIT (NYCT)

Elevator/Accessibility News

On June 2, one new elevator was placed into service at Church Avenue 2 5, from the street to the southbound platform. This was not a completely new installation; it was a replacement. Elevator EL321 is located in Fare Control Area R-640 and is on the southwest corner of Church and Nostrand Avenues. The elevator installer and maintainer is Mid-American.

MTA PRESS RELEASE, June 2



The new elevator, on the southwest corner of Church & Nostrand.
Marc A. Hermann/MTA photo

On June 11, the elevators at Rockaway Boulevard A were placed into service. There is one three-stop elevator connecting the street to the mezzanine and northbound

platform and one new two-stop elevator connecting the mezzanine to the southbound platform. A new fare control area (*Editor's note: Presumably N-134A*) with three new turnstiles and an AutoGate was added next to the elevator entrance on the northbound platform.

In addition, project crews replaced two stairwells and added a third, making them all ADA compliant. Other accessibility improvements included new platform edge tactile strips, ADA boarding areas, modifications to the station agent booth and Braille signage throughout the station. These upgrades are intended to enhance passenger flow, in addition to the improved accessibility, for the station's 5,600 daily riders.



View south at Rockaway and Woodhaven Boulevards back in October 2024 showing the steelwork for the elevator that was going to be installed to the northbound platform. Google Street View photo

Rockaway Boulevard is the fourth newly accessible station to open as part of ADA Package 3, which was the first in MTA history to be awarded using a public-private

partnership model. This required that the Design-Build contractor EAE finance the project with equity and bonds to be reimbursed in installments only if the new assets are built and maintained to MTA standards. This is intended to result in significant savings for the Authority over that time. The design-build team includes Urbahn Architects, Dewberry, Forte Construction and EAE Halmar International. The elevator manufacturer and installer is Otis Elevator.

[MTA PRESS RELEASE](#), June 11

The MTA announced on June 16 the fourth transit improvement bonus awarded under Zoning for Accessibility (ZFA), which will provide new accessibility upgrades to the platforms and stairways at the Nevins Street **2 3 4 5** station. The project will create an accessible transfer between the express and local lines, a station where more than 10,000 riders transfer each day. This will be the latest transit improvement funded by a private developer through ZFA, a bonus provision which allows developers to improve access to public transit in the busiest areas of the city in exchange for an increase in their building's density.

As part of the agreement at Nevins Street, Charney Companies, the developer of 95 Rockwell Place, will finance and construct improvements to the station including:

- Building ADA-accessible boarding areas, creating an accessible transfer between express and local trains on both the northbound and southbound platforms
- Replacing tactile edges and rubbing boards along the entirety of all four station platform edges
- Replacing all four mezzanine-to-platform stairs (two on the northbound platform and two on the southbound platform) with new ADA compliant stairways

Zoning for Accessibility (ZFA) creates incentives for private developers to design their buildings to incorporate future station accessibility projects or build the improvements themselves at nearby MTA stations in exchange for a zoning bonus.

Another ZFA project was announced for the 50th Street **1** station. As part of this agreement, Extell Development Company, the developer of 871 Seventh Avenue, has agreed to fund and build these upgrades:

- Two new sidewalk-to-platform elevators serving the northbound and southbound platforms
- A new sidewalk stair entrance and fare control area serving the northbound platform to be located on Broadway south of 52nd Street
- Structural rehab work on behalf of the MTA for the station at the southern corners of Broadway and 50th Street

Work is expected to begin in April 2027 with the target completion date of October 2028.

[MTA PRESS RELEASE](#), June 16

[MTA PRESS RELEASE](#), June 23

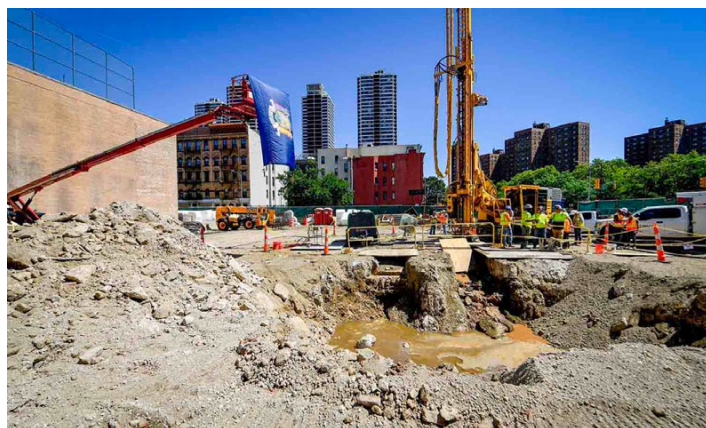
And, on June 26, two new replacement elevators went into service at Roosevelt Avenue-Jackson Heights **E F M R**. Elevator EL 421 goes from the mezzanine to the northbound platform and EL422 from the mezzanine to the southbound platform. The elevator design-builder is Forte-Gramercy JV

(a joint venture).

[MTA PRESS RELEASE](#), June 26

Second Avenue Subway Groundbreaking

A groundbreaking ceremony took place on June 8 for Phase 2 of the Second Avenue Subway project. It occurred at the location where, in early 2027, a tunnel boring machine (TBM) will be lowered into the ground to begin mining the new subway tunnels from 120th Street and Second Avenue to 125th Street and Malcolm X Boulevard.



Site of the groundbreaking ceremony, at 120th Street and Second Avenue, on June 8. Marc A. Hermann/MTA photo

In addition, the MTA has awarded Contract 3, which will construct the structural shells of the new 106th Street Station and associated tunneling, from 105th Street to 110th Street. The contractor is expected to begin this work in the coming months. This section, originally designated as Route No. 132A-Section 12, will be done using the cut and cover method. Section 11, from 99th to 105th Streets, and Section 13, from 110th to 120th Streets, were constructed in this fashion and completed in the 1970s.

The MTA is applying lessons from Phase 1 of the project to deliver more than \$1 billion in savings and is on track to complete advanced utility relocations (Contract 1) early, allowing pending work on this project to start six months faster than originally scheduled.

The MTA is already scoping and designing a potential next phase of this line westward across 125th Street to Broadway, with three new stations and more than 160,000 potential daily riders. Following the completion of an MTA feasibility study in 2025, this year's FY27 enacted state budget secured \$25 million to conduct preliminary engineering and design of a tunnel extension and approval of an efficient environmental review process. If the project is advanced, work on the tunnel could continue seamlessly using much of the same equipment, including the TBM, from Phase 2, saving time and money.

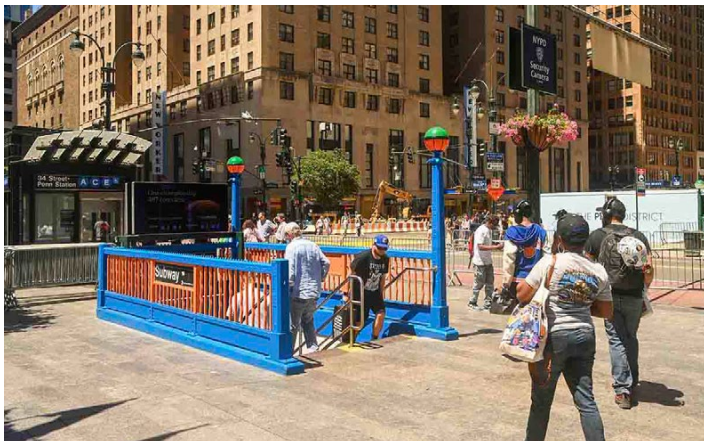
[MTA PRESS RELEASE](#), June 8

Honoring the New York Knicks

Following the New York Knicks victory in the 2026 NBA Finals, the MTA will preserve the orange and blue painted

subway entrance at 34th Street and Eighth Avenue as the Knicks defend their title in the 2026–27 season. Before the NBA finals, this entrance to the station was adorned in the orange and blue colors of the Knicks and the entrance lamp globes were repainted to resemble basketballs. The entrance quickly became an unofficial New York City landmark, greeting fans on their way to watch parties and games and becoming a destination for fans unto itself.

MTA PRESS RELEASE, June 17

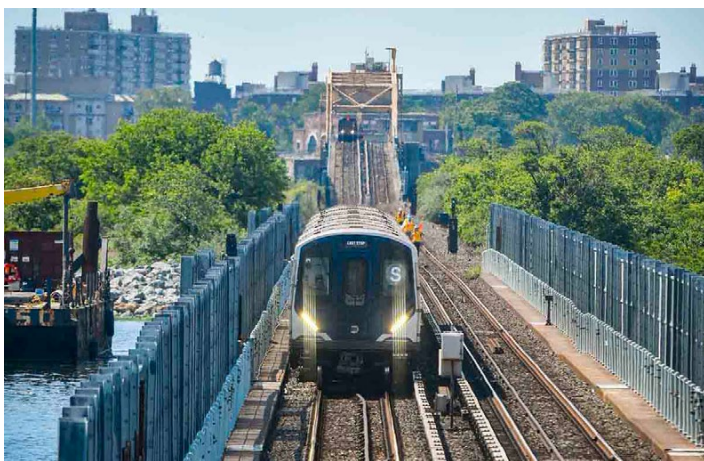


The station entrance at the southeast corner of West 34th Street and Eighth Avenue at the 34th Street-Penn Station **A C E** station entrance, painted blue and orange during the New York Knicks finals, seen on Tuesday, June 16. Marc A. Hermann/MTA photo

Rockaway Park Shuttle Goes All-R-211A

The last remaining set of R-46s on the **S** Rockaway Shuttle was swapped out for R-211As on or about June 17. As of May 17, three trains were assigned to the shuttle, one each of R-46s, R-179s and R-211As. On weekends during the summer, with full-length trains and extended service to Rockaway Boulevard, the car requirement more than doubles, from 15 to 50 cars. These all come from the **A** pool at Pitkin Yard, which aren't needed on the weekends.

MTA PRESS RELEASE, June 21



The 1007 **S** from Rockaway Park to Broad Channel is seen approaching Broad Channel in this 300mm telephoto view to the south on June 17. Marc A. Hermann/MTA photo

Aqueduct Race Track Closes/Special Trip Operates

The MTA and The New York Racing Association (NYRA) celebrated the Aqueduct Racetrack in South Ozone Park by running the last-ever “Aqueduct Special” nostalgia train non-stop from Hoyt-Schermerhorn in Brooklyn to the Aqueduct Racetrack. At the event, NYRA President David O’Rourke officially declared that June 26, 2026 is “Aqueduct Special Day.” This event highlighted the Aqueduct Racetrack’s 132-year history in New York City, and the impact it had on the entire Southeast Queens community.

Aqueduct Racetrack, which opened its doors to the public on September 27, 1894, closed its doors forever at the conclusion of the June 28 card. The track’s closure consolidated NYRA’s downstate racing operations to Belmont Park.

Aqueduct Racetrack was completely rebuilt between 1955 and 1959. Aqueduct Racetrack Station, on the IND Rockaway Line, opened in 1959 to coincide with the reopening of the racetrack. It remains the only New York City subway station that generally serves trains traveling in one direction, with Manhattan-bound **A** trains stopping there.

The station was constructed after NYRA announced plans in 1955 to modernize the racetrack. As part of the 1955 modernization project, NYRA funded a subway station designed to accommodate large race-day crowds, with ramps providing direct access to the track. NYRA also agreed to pay for the station’s maintenance, an arrangement that ended during the 1974–75 racing season.

When the station opened, three special express trains operated to Aqueduct Racetrack on race days. Two departed from the now-decommissioned lower level of 42nd Street-Port Authority Bus Terminal on the IND Eighth Avenue Line, while a third departed from Hoyt-Schermerhorn Streets in Brooklyn.



The Aqueduct Special, led by R-6-1 No. 1300 (Pressed Steel Car, 1936) arrives at Aqueduct Racetrack, on the southbound side, opposite the platform. Marc A. Hermann/MTA photo

The 42nd Street trains departed at 12:20 and 12:45 p.m. and reached the racetrack in 28 minutes, compared with approximately 46 minutes for regular service. The Hoyt-Schermerhorn train departed at 12:35 p.m. and

completed the trip in 18 minutes, approximately 13 minutes less than the non-express service. On Saturdays, the trains departed 20 minutes earlier. Advertisements assured riders that every train would arrive in time for the Daily Double.

The original fare was 50 cents. Station turnstiles were modified to accept 50-cent pieces, and personnel were reportedly on hand with an ample supply of the coins when the service debuted.

The Aqueduct Special was not the only service adjustment made for race-day crowds. Trains on the **A** line also operated at eight-minute intervals on race days.

In late September 1959, the Transit Authority expanded the service to five express trains on weekdays and eight on Saturdays. The Aqueduct Special carried more than 340,000 passengers during its first year.

By 1978, one Aqueduct Special departed daily from 57th Street. The final Aqueduct Special ran in October 1981, when the fare was \$3.

[MTA PRESS RELEASE](#), June 26

Tracks Out of Service Long-Term

The northbound platform at 103rd Street–Corona Plaza on the IRT Flushing **7** Line has been out of service undergoing station renovation work since May 5, 2025. It was going to be returned to service on Friday, June 26 but that work has now been extended to Monday, September 28. Judlau Contracting, Inc. is doing this work under contract A-46026.

From June 1 to July 17, Tracks 52 and 53 in the IRT 239th Street Yard are out of service for plate and tie renewal, as well as ballast tamping. This work is being done in conjunction with new track worker classes, basically on the job training.

From June 1 to July 31, Track A13 in Coney Island Yard (the track closest to the car wash) is out of service for concrete pad and electrical utility pole installation work. Also in Coney Island Yard, Track 25A, at the north end of the Inspection Shed, is out of service from June 15 to September 4. This is for track replacement and concrete work.

Lastly, starting on Monday, June 22, and continuing to the end of the year (and into next year), Tracks 9 through 11 in Canarsie Yard are out of service. This is to enable C.A.C. Industries, Inc., under contract C-33943, to completely rebuild the car wash on Track 10, along with its associated structures and utilities.

LONG ISLAND RAIL ROAD (LIRR)

U.S. Open Golf Championship

Once again, the LIRR provided service to the U.S Open, which was played at Shinnecock Hills Golf Club in Southampton from June 15 through June 21. This was the first time the championship was in Long Island since 2018, when the LIRR carried over 77,000 fans.

LIRR service for this year's event was significantly increased compared to the last time around. The railroad stopped an average of seven to eight additional trains per day during the tournament week, while also increasing



One of the many trains serving the temporary Shinnecock Hills Station during the U.S. Open, on Saturday, June 20. Sunny Zheng photo

train lengths and adjusting schedules to provide additional rider capacity and more direct service options to and from Shinnecock Hills Station in Southampton.

During practice rounds Monday through Wednesday, the LIRR operated 22 trains serving Shinnecock Hills Station, including 10 arriving trains and 12 departing trains, compared to 11 total trains in 2018. During championship rounds Thursday and Friday, the railroad operated 25 trains serving Southampton, including 12 arrivals and 13 departures, compared to 15 total trains in 2018.

Weekend championship service was also increased substantially. On Saturday and Sunday, the LIRR operated 26 trains serving Shinnecock Hills Station, including 13 arriving trains and 13 departing trains, compared to 18 total trains during the 2018 championship.

[MTA PRESS RELEASE](#), June 2

Babylon Station Platform Renovations Completed

On June 3, it was announced that both reconstructed 12-car platforms at the Babylon Station had been completed, ahead of the peak summer ridership season. This marks a key milestone in the major station renovation of the 62-year-old station that will deliver greater accessibility with four elevators (up from two), modern passenger amenities and upgraded infrastructure when it is substantially completed in December 2026.

Babylon is one of three stations in LIRR ADA Package 2, which also includes Forest Hills and Hollis Stations. The project was phased in such a way to avoid construction during peak summer ridership from May to September and the \$127 million overhaul includes improvements and repairs that will make the station safer, more reliable and more accessible.

Platform structural reconstruction was completed in two major eight-month phases and crews worked seven days a week to maintain the project on schedule and on budget. Construction operations for Phase 1 commenced in early



View east of the current situation at Babylon, with both platforms restored to their 12-car lengths. Marc A. Hermann/MTA photo

September 2024, when the western end of both platforms closed, reducing the usual 12-car platforms to just six cars. When the project shifted to Phase 2 in September 2025, the eastern end of both platforms closed, and the newly enhanced western ends opened. A street-to-platform elevator was kept in service at all times.

The work completed so far includes:

- Full replacement of two 12-car platforms, totaling approx. 2,040 linear feet
- Installation of approximately 1,100 linear feet of new platform canopy
- Two new ADA-compliant elevators placed into service (September 2025)
- New platform lighting installed
- Initial station plaza upgrades completed, including paver installation and utility work
- Full replacement of eight stairwells (four per platform)

The remaining work at Babylon Station will not require any more platform closures. Both platforms will remain fully accessible to accommodate 12-car trains as the project advances toward substantial completion in December 2026.

In addition to general punch list items, the following remains to be completed:

- Rehabilitation of the two existing elevators
- Replacement of two existing escalators
- Completion of platform waiting rooms and canopy finishes
- Station building ADA upgrades including bathroom renovations and building doors to ADA standards
- Railing replacement on viaduct
- Commissioning of the new automated snow and ice melting system that will keep the platform free of snow and ice during winter storms
- Upgrades to the station plaza, including concrete work, new kiosks, updated signage and new and improved lighting
- Reconfiguration and improvement of parking in conformation with requirement of the Americans with Disabilities Act, including new curb cuts
- Installation of new communication and security systems

[MTA PRESS RELEASE](#), June 3

America 250 Engine Wrap

Like many other railroads across the U.S.A., the LIRR has wrapped one of their locomotives in a commemorative red/white/blue scheme to honor the 250th anniversary of the founding of our nation.

DM30AC No. 521 (EMD, 10/1999, s/n 956623-22) was the locomotive chosen for this display. The scheme selected is, basically, the exact same one that was applied to the “as-delivered” paint scheme of GP38-2 No. 252 (EMD, 1/1976, s/n 756091-3), 50 years ago!



The 521 was caught on its inaugural trip in this wrap on Train No. 14 from Penn Station to Montauk on June 11, way out near Napeague Beach, between Amagansett and Montauk. The dramatic looking sky was courtesy of a thunderstorm that had just begun when the train came along. Joe Stroppel photo

Bridge Replacement Work

The MTA has awarded a contract to complete the design and reconstruction of three aging bridges that carry vehicular traffic over LIRR tracks on the East End of Long Island: Sagg Road Bridge in Sagaponack (east of Bridgehampton Station), Cranberry Hole Road Bridge in Amagansett and River Avenue Bridge in Eastport.

Each structure, built between 1895 and 1921, serves vehicular traffic over the LIRR’s Montauk Branch. Because of structural deficiencies, two of the bridges – River Avenue and Cranberry Hole Road Bridge – are currently closed. Construction of new, safe and modern bridges is expected to begin in the coming months.

These bridges are primarily of timber construction and have significantly deteriorated over time. Despite maintenance and temporary repairs, their structural condition has been further compromised by large, overweight vehicles traveling across these bridges against posted weight limit restrictions. As such, the Cranberry Hole Road and River Avenue Bridge have been closed to vehicular and pedestrian traffic since July 2023 and early 2024 respectively.

The new bridges will be designed to meet current roadway, structural and railroad clearance requirements. Major work elements include demolition of the existing bridges, construction of new bridge structures and retaining walls, roadway

reconstruction at bridge approaches and drainage improvements.

Design completion is anticipated in January 2027, with demolition work beginning later this year and the project is scheduled for completion by July 2028. The total project budget is \$51 million.

[MTA PRESS RELEASE](#), June 30

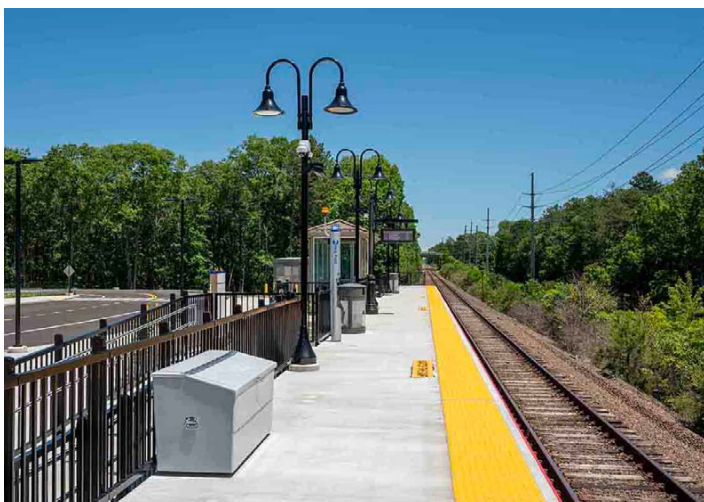
Yaphank Station Relocation

Over the past year or two, the LIRR has been constructing a new station to replace the current Yaphank Station. Located about 3,000 feet east of the current one, the new Yaphank-BNL Station (BNL=Brookhaven National Laboratory) is actually located in the northwest corner of the hamlet of Manorville. Manorville lost its previous station on May 12, 1980.



(Above) Train No. 906 (Ronkonkoma-Greenport) arrives at the current Yaphank station with DE30AC No. 418 (EMD, 8/1998) leading the way. (Below) Looking east on the platform of the new Yaphank-BNL station, which is actually in Manorville. Both photos were taken on June 16.

Jeff Erlitz photos



The station had been scheduled to be moved on Thursday, June 18 but, as of publication time, we do not know when this will now happen.

AMTRAK/NJ TRANSIT

Gateway Tunnel Progresses

The Gateway Development Commission (GDC) awarded the contract for Hudson Tunnel Project Construction Package 3: The New Jersey Surface Alignment, to Skanska Creamer Sanzari NJSA JV. This contract will build approximately 1.5 miles of new infrastructure that will support the tracks connecting the new rail tunnel under the Hudson River to the existing Northeast Corridor. Construction associated with the project is expected to begin in 2026.

Seven of the ten construction packages that make up the Hudson Tunnel Project are now in progress. This part of the project will build 7,540 feet of new infrastructure from County Road in Secaucus to the tunnel portal at Tonnelle Avenue in North Bergen. This infrastructure will enable installation of the future tracks that will connect the new tunnel under the Hudson River to the existing Northeast Corridor tracks in New Jersey. Tracks, signals, and other railroad systems will be installed as part of a future construction package.

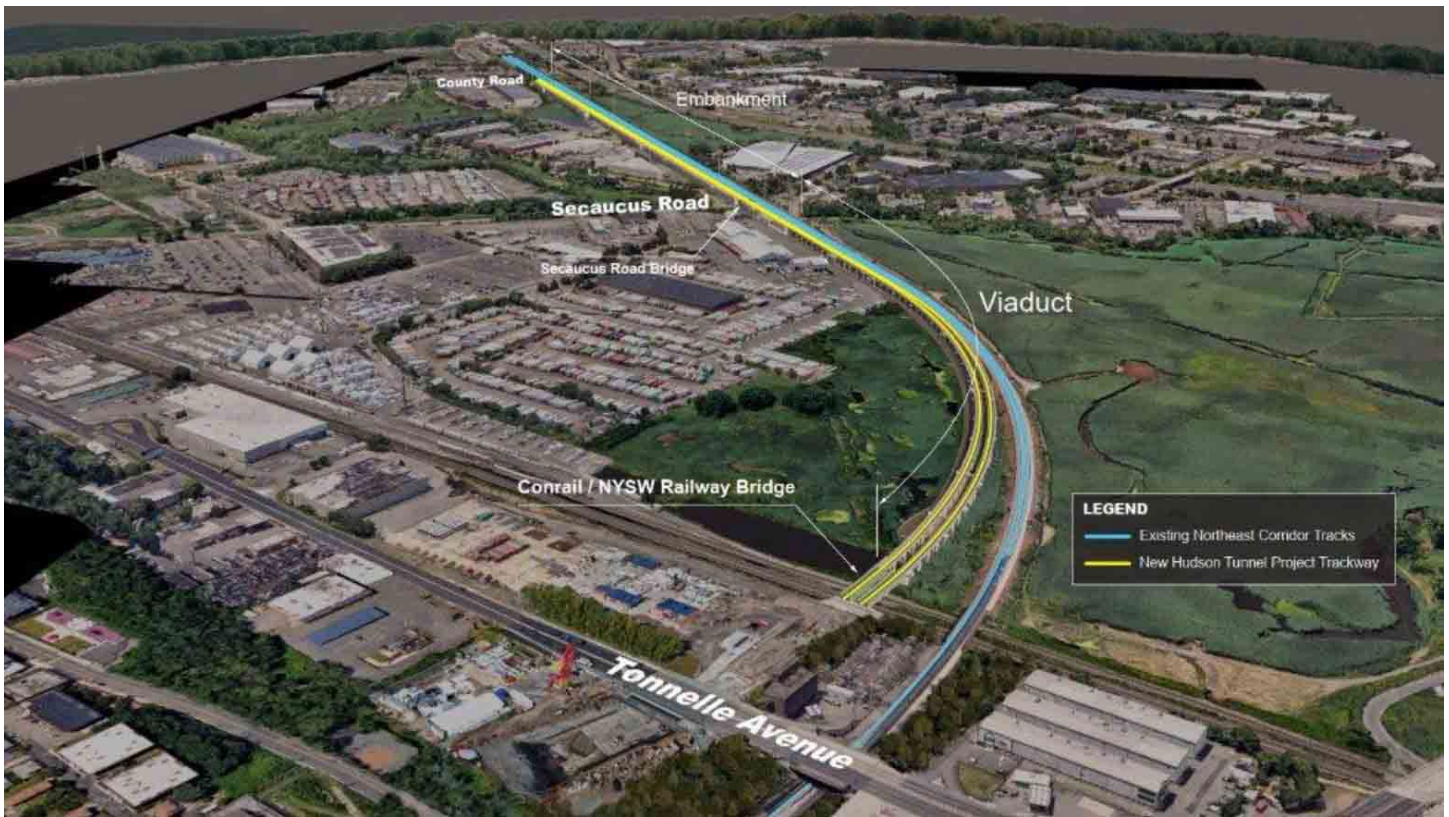
The project involves a wide variety of heavy civil design and construction work, including:

- Building 4,170 feet of retaining walls and installing lightweight concrete fill to create the embankment next to the existing Northeast Corridor tracks where the new tracks will run
- Constructing 3,150 feet of viaduct that will carry the new tracks over wetlands in the Meadowlands
- Building bridges over Secaucus Road and existing Conrail and New York, Susquehanna & Western freight tracks
- Additional infrastructure, including access roads, drainage structures, equipment platforms and stairs
- Relocating utilities, protecting water and sewer lines, and moving an auxiliary signal power substation

The project's location adds to the complexity. The NJ Surface Alignment contractor will be working adjacent to active train tracks, which requires extra safety precautions and careful coordination with railroad operators. This project also involves construction in sections of the New Jersey Meadowlands. Work in these areas must be conducted in compliance with environmental regulations to protect the regional ecosystem of wetlands.

Skanska Creamer Sanzari NJSA JV was selected following a competitive process and proposal review by an Evaluation Panel consisting of technical experts and representatives from GDC, the State of New York, NJ Transit and Amtrak. The contract price for this project is \$711,669,000.

The contract includes seven Alternative Technical Concepts (ATCs) proposed by the contractor during the procurement process. ATCs are design or construction approaches that incorporate innovative solutions from the private sector that differ from the project's preliminary design while maintaining all technical, safety, and performance requirements. GDC conducted a thorough technical review of the contractor's proposed ATCs and concluded



Rendering of the new infrastructure that the NJ Surface Alignment Project will build these changes will help reduce costs, minimize environmental impacts and improve long-term maintenance of the infrastructure the project will build. Gateway Development Commission

The Board also approved the Market Case Estimate (MCE) for the project and authorized GDC's CEO to issue a Notice to Proceed (NTP) to Skanska Creamer Sanzari NJSA JV.
[GDC PRESS RELEASE](#), June 1

East River Tunnel Progress

After working on Line 2 of the East River Tunnels for 13 months, Amtrak is performing testing and commissioning work in preparation for returning the tunnel to service in August. Lines 1 and 2 of the tunnels had been damaged during Hurricane Sandy, along with Lines 3 and 4 but, apparently, to a greater degree than Lines 3 and 4.

At the start of the outage last summer, crews decommissioned the tunnel and removed decades-old infrastructure, including 24,000 linear feet of running rail, 12,000 feet of third rail, 8,100 tons of ballast and 8,000 railroad ties. During the demolition phase, crews removed approximately 24,000 linear feet of benchwall across the three-mile-long tunnel. At roughly 20,000 cubic yards of concrete, that's equivalent to more than 650 construction dumpsters.

The extreme age, density and composition of the concrete made demolition especially complex. The bench walls were built to last more than a century, with concrete, rebar, terra-cotta conduits, cables and steel throughout. To advance this work, crews used robotic demolition machines and hydraulic rock splitters throughout the tunnel. These machines

enabled precise work in tight spaces while keeping operators safely away from debris.

Once the benchwalls were removed and the tunnel was stripped down to its concrete liner, crews accessed areas that had been hidden for decades, revealing critical repair needs including blocked drainage systems, deteriorated conduits and widespread water infiltration. These discoveries reinforced the need for a comprehensive rebuild rather than surface-level repairs.

With demolition complete, the project shifted to rebuilding the tunnel with modern infrastructure. Key upgrades included:

- A new high and low benchwall configuration to improve emergency egress and maintenance access
- Modern direct-fixation track that improves drainage and ride quality
- A more effective drainage system
- New signal, communication, and power systems

Safety improvements included advanced fire and life safety systems, like more extensive heat and smoke detection systems, improved communications and clearer emergency paths.

As the project progressed, crews uncovered unexpected conditions that couldn't be identified until construction was fully underway. For example, one of the final phases involved installing the overhead catenary system equipment that will power Amtrak's and NJT's trains. This required carefully chipping into the existing 116-year-old tunnel ceiling and installing new brackets. More than half of those locations encountered voids or leaks that were not stable enough to support new installations.

Voids are empty pockets of concrete that prevent a secure



A very recent view looking railroad-west in Line 2 at what we believe to be newly-installed Home Signal No. 582W, which is located at a new control point, CP Low. If this is, in fact, that location it is under the East River and is 1,045 feet east of First Avenue. Amtrak photo

connection. To address this, crews injected high strength material to reinforce affected locations, adjusting installation locations and waterproofing each area. While this added complexity to the project, it is not a safety concern. The tunnel remains structurally sound, and these repairs help ensure long-term reliability.

With Line 2 nearing completion, the project team is preparing for the next phase. Train service is scheduled to resume in Line 2 in August, followed by a similar outage of Line 1 later this fall. Before the Line 1 closure begins, Amtrak will complete infrastructure hardening work to help maintain reliable service during the second phase.

[ERT REHAB PROJECT UPDATE](#), June 18

Other U.S. Systems

HOUSTON, TEXAS

Metro Renames Rail Station

Metro announced that the Cesar Chavez/67th Street MetroRail station on the Green Line in Houston's East End will be renamed the Joe E. Ramirez MetroRail station, following the City of Houston's recent street name change. The renaming was previously approved by the Metro Board of Directors. The name change reflects Metro's commitment to maintaining consistency across the region's transportation network while honoring the legacy of Joe E. Ramirez, an American veteran and respected community leader whose contributions have had a lasting impact on Houston's East End.

New station signage will be installed. Maps, schedules and digital customer information systems will also be updated to reflect the new name.

[METRO NEWS BULLETIN](#), June 26

PHILADELPHIA, PA.

South Broad Concourse Reopens

SEPTA announced the reopening of the South Broad Concourse, the underground corridor that connects 15th Street/City Hall stations to Walnut-Locust Station. Starting today, the concourse will open 15 minutes after the first train leaves Fern Rock Transit Center and close 30 minutes after the last train. The reopening comes in time to accommodate this summer's major events. It will remain open permanently.



The South Broad Concourse, now reopened. SEPTA photo

The South Broad Concourse had been closed since the start of the COVID-19 pandemic. Over the last few years, SEPTA has bolstered staffing of cleaners as well as the ranks of SEPTA Transit Police. This allowed the Authority to plan for the reopening and ensure the concourse could be maintained and kept safe, secure and clean long-term. SEPTA also made improvements to the concourse, including new cameras, bi-directional roto-gates, cashier booth and wayfinding signage.

[SEPTA NEWS](#), June 2

PITTSBURGH, PA.

Spirit of '76 Returns

As communities across the nation prepare to celebrate the 250th anniversary of the United States, Pittsburgh Regional Transit (PRT) unveiled a specially wrapped light rail vehicle inspired by the iconic "Spirit of '76" PCC streetcar that traveled Pittsburgh's rails during the nation's Bicentennial celebration in 1976. Created in recognition of America250, the nationwide commemoration of the signing of the Declaration of Independence, the two-car train combines a historic design that many Pittsburghers remember with a renewed spirit of civic pride.

The original "Spirit of '76" streetcar was introduced as part of nationwide Bicentennial celebrations. It quickly became one of the most recognizable vehicles in the Port Authority fleet. Adorned in patriotic colors and imagery, it reflected the pride and optimism of a nation celebrating 200 years of independence. PRT's tribute coincides with the Pennsylvania



PRT LRV No. 4255, in its new America 250 wrap. PRT photo

Trolley Museum's recent unveiling of a restored Bicentennial-era streetcar, offering another opportunity for the public to experience a piece of the region's transit history during the America250 commemoration.

PRT's modern interpretation captures the spirit of the original design while adapting it to today's light rail fleet. Featuring a patriotic red, white and blue design inspired by the 1976 PCC, the commemorative light rail car serves as a rolling tribute to both the nation's history and the enduring role of public transportation in connecting communities.

The commemorative vehicle No. 4255 will operate throughout PRT's light rail system at least through the rest of the year, allowing riders and rail enthusiasts alike to experience a modern tribute to one of the most memorable vehicles in Pittsburgh transit history.

[PRT NEWS RELEASES](#), June 30

International

ENGLAND

Collision on East Midlands Railway

The Rail Accident Investigation Branch (RAIB) has issued an investigation update into the collision between two East Midlands Railway passenger trains near Elstow, Bedfordshire, on June 19. The accident occurred at approximately 5:15 p.m. on the Midland Main Line, around four kilometers south of Bedford station. Train 1H46, the 4:40 p.m. service from Corby to London St. Pancras, collided with train 1B67, the 3:50 p.m. service from Nottingham to London St. Pancras.

The driver of train 1H46 died as a result of the collision. A total of 162 people were injured, with 102 requiring hospital treatment. At the time of the update, 53 people remained in hospital, including eight in critical condition. Both trains sustained significant damage and were partially derailed.

RAIB deployed investigators to the scene shortly after being notified of the accident and continues to work alongside the British Transport Police, the Office of Rail and Road and the

railway companies involved. Investigators have recovered on-train data recorders from both trains, along with CCTV footage, signaling records and radio communications. Detailed surveys of the damaged vehicles have also been carried out using laser scanning and aerial imaging. Testing of signaling equipment in the area is ongoing.

The collision took place on the Up Fast line approaching signal WH152, on a section of railway comprising four tracks between Bedford and Flitwick. Maximum permitted line speeds at the location range between 100 mph and 125 mph, depending on train type. Train 1B67, a five-car Class 810 bi-mode multiple unit, had come to an unexpected stand after a fault developed in its Automatic Warning System (AWS). According to RAIB, the fault triggered an automatic brake application.

Data from railway systems indicates that the track circuit occupied by train 1B67 correctly registered the train's presence. As a result, signal WH154, located behind the stationary train, automatically displayed a red aspect intended to protect the train from following movements. The approaching train, 1H46, was a four-car Class 360 electric multiple unit. Forward-facing CCTV footage shows that after departing Bedford station, the train passed two successive yellow signals before crossing from the Up Slow line to the Up Fast line at Bedford South Junction.

RAIB states that CCTV footage shows signal WH154 was displaying a red aspect as train 1H46 approached and subsequently passed it. Analysis of data from the train's front on-train data recorder remains ongoing, as investigators were only able to access the equipment after recovery operations. Consequently, RAIB has not yet determined what AWS indications the driver received or how they responded.

However, preliminary analysis of data recovered from a recorder in the rear vehicle indicates that braking was initiated approximately nine seconds before the collision while the train was traveling at around 76 mph. The train's speed had reduced to approximately 49 mph at the point of impact.



Collision between two passenger trains near Elstow. RAIB photo

Recovery work at the site continues, with damaged vehicles being lifted by crane and transported by road to secure storage facilities for further examination. RAIB is also coordinating

with Network Rail to facilitate repairs needed to restore railway operations. The investigation will examine the sequence of events leading to the collision, including the actions of those involved, the performance of braking and warning systems on train 1H46, the circumstances surrounding the stop made by train 1B67, and the operation and visibility of signal WH154.

Investigators will also assess the crash worthiness of both trains, the emergency response to the incident and the effectiveness of measures designed to mitigate the risk of signal overruns at the location. The inquiry will consider whether previous safety recommendations were adequately addressed.

RAIB emphasized that its investigation is independent of those being undertaken by the railway industry, the British Transport Police and the Office of Rail and Road. A final report, including any safety recommendations, will be published once the investigation has concluded.

[RAILWAY-NEWS](#), June 25

EUROPE

EURO6000 Locomotives Ordered

Stadler and Alpha Trains, Europe's leading private lessor of locomotives and trains, have signed a new agreement for 25 additional Stadler EURO6000 multi-system electric locomotives. This order underlines the long-standing and successful partnership between Alpha Trains and Stadler Valencia, with more than 150 locomotives ordered since 2007.



Rendering of Alpha Trains' new EURO6000 electric locomotive. Stadler

The 25 new locomotives, scheduled for delivery in 2028, are a response to the evolving needs of the Iberian and European rail markets. This addition brings the total number of 92 EURO6000 in the Alpha Trains' fleet.

The order consists of a mix of configurations:

- The Iberian gauge units will play a key role in the further development of the Iberian rail freight market. As a central player in the region, Alpha Trains continues to invest in modern, high-performance assets to streamline domestic logistics
- The EURO6000s with standard UIC gauge are designed for

the Mediterranean corridor and are the only locomotives capable of providing a seamless connection from Spain to France, Belgium and Luxembourg. The route is a key component of the Trans-European Transport Network (TEN-T) and plays a vital role in promoting modal shift and sustainable logistics across Europe.

With six axles and a power output of 6MW, the EURO6000 locomotives can haul, in single-locomotive operation, heavy trains of more than 2,000 tons on steep gradients while maintaining an adequate commercial speed. Its multi-system capability and proven reliability make it ideal for long-distance, cross-border operations on both conventional and newly developed infrastructure.

[STADLER MEDIA RELEASES](#), June 17

ISTANBUL, TURKEY

Longest Metro Line Completed

The final 21.7-kilometer section of Istanbul's Airport Express Line M11 opened on June 19. At 67.7 kilometers, Line M11 is the city's longest metro line. The line now follows an inverted U-shape running from Halkali in the west via the airport in the north to Gayrettepe in Istanbul's business district. The underground line with 15 stations has a maximum speed of 120km/h, making it the fastest metro line in the city.

The final section runs from Halkali north to Arnavutköy Hastane. Prior to this, Line M11 has been completed in three stages. The first 34-kilometer stage opened in January 2023 from the airport freight terminal to Kagithane, followed a year later by the 3.5-kilometer section from Kagithane south to Gayrettepe. The 8.5-kilometer freight terminal to Arnavutköy Hastane section opened in March 2024.

Line M11 connects with Marmaray cross-city and main line services at Halkali, as well as lines M9 at Olimpiyatköy and M3 further north at Kayaşehir, and Line M2 at Gayrettepe.

[INTERNATIONAL RAILWAY JOURNAL](#), June 22

KUALA LUMPUR, MALAYSIA

Shah Alam Line Opens

The Shah Alam Line, the latest edition to Kuala Lumpur's growing transit network, opened on June 28. The 37.8-kilometer Shah Alam Line runs from Bandar Utama on the Sungai Buloh – Kajang Line southwest to Johan Setia with 20 stations and includes a 2.5-kilometer underground section. The line also interchanges with the Kelana Jaya Line at Glenmarie.

Six stations have car parks, providing a combined total of 2,300 spaces. The Shah Alam Line also has 13 Rapid KL feeder bus routes and is served by 20 Rapid KL on-demand zones. Passengers are able to travel free of charge on the new line until July 31.

Operator Prasarana says the new line is expected to benefit more than two million residents along the western Klang

Valley corridor covering Petaling Jaya, Shah Alam and Klang. Ridership is projected at 67,000 journeys per day in the first year of operation.

[INTERNATIONAL RAILWAY JOURNAL](#), June 30

MONTREAL, CANADA

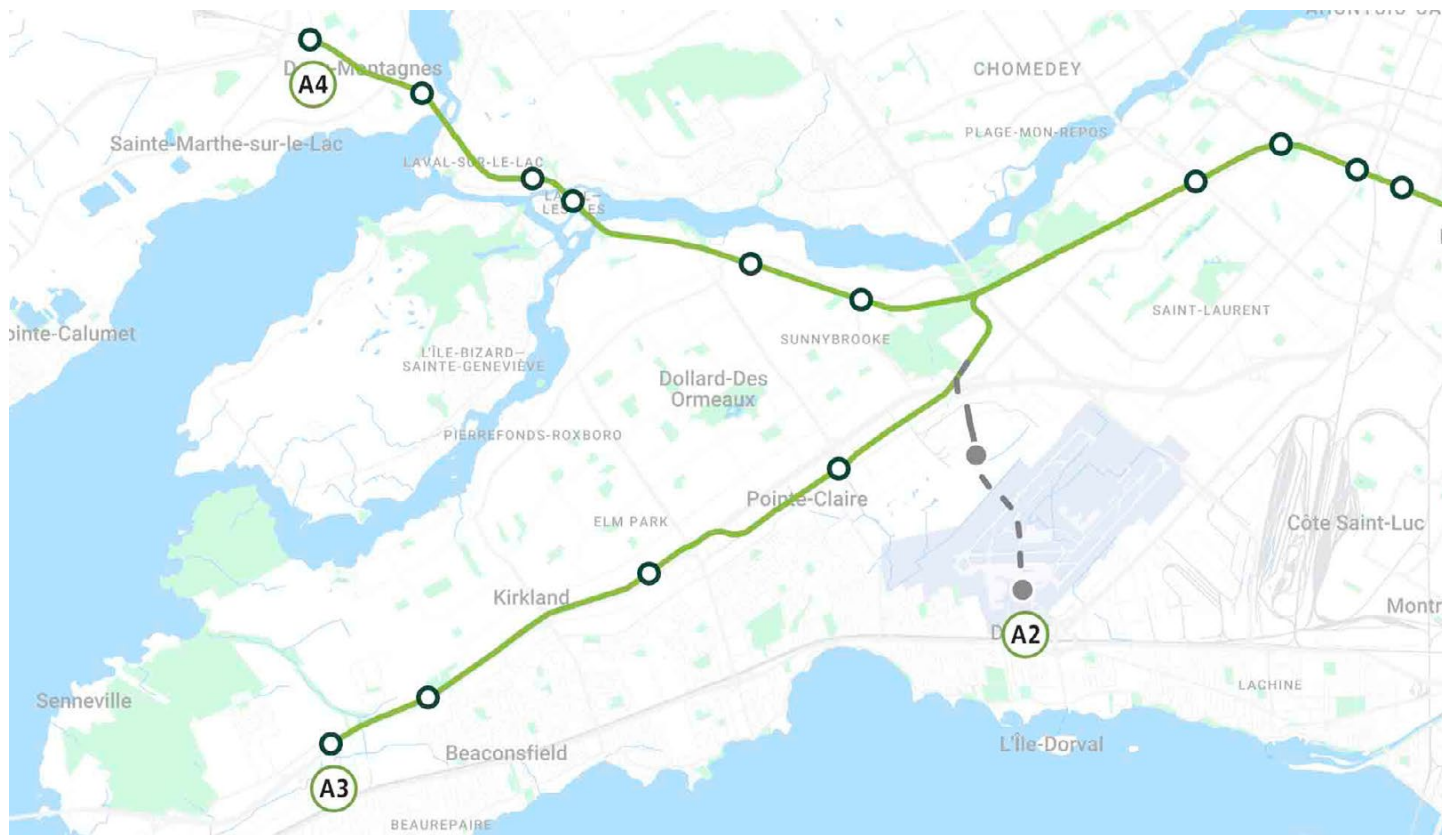
Another Segment of REM Opens

Regular services have started carrying passengers on the Anse-à-l'Orme branch of Montréal's Réseau Express Métropolitain automated metro, which adds a further 14 kilometers and four stations to the expanding network.

Designated as route A3, the branch diverges from the recently-opened northern route A4 to Deux Montagnes beyond Bois-Franc station and heads southwest to serve 10 municipalities and boroughs in the western part of the Île de Montréal; much of the line runs on a new viaduct, flanking a section of the Trans-Canada Highway. The branch adds four fully-accessible stations at Des Sources, Fairview-Pointe-Claire, Kirkland and Anse-à-l'Orme. There is a large park-and-ride facility at Kirkland, while a depot and stabling yard have been provided at the terminus.

The line was formally inaugurated on May 15 with a celebration at Fairview-Pointe-Claire station. This was followed by an open weekend for public visitors ahead of the start of services on May 18.

(Below) Map of the west part of the REM network, showing the new branch to Anse-à-l'Orme, Route A3. Also shown is the last remaining line to open, A2, to the airport. REM



REM services run through from Anse-à-l'Orme to Brossard on the South Shore, providing four trains per hour for much of the day. The line's 15-minute interval off-peak service combines with a similar frequency between Deux-Montagnes and Brossard to provide eight trains per hour through the city center. The peak service currently offers a 3½-minute headway between Brossard and Bois Franc, with alternate trains continuing to Deux-Montagnes and one in four diverging to serve Anse-à-l'Orme.

Meanwhile, test running has started on the final section of the network, a 3-kilometer branch which diverges from the Anse-à-l'Orme line to serve the city's international airport, designated as route A2. Including a 2.5-kilometer tunnel, this section will add two more stations at Marie Curie and YUL-Aéroport-Montréal-Trudeau; the latter is being built by the airport authority. Track laying on the spur was completed in 2025, and the promoters confirmed earlier this year that the airport branch was on course to open in spring 2027. This will take the network to a total of 67 route-kilometers and 26 stations.

[RAILWAY GAZETTE INTERNATIONAL](#), June 2

TORONTO, CANADA

Streetcar Service Changes

Effective June 7, TTC introduced the next schedule change. These changes include the following:

- Bathurst Corridor
 - Night service on 307 Bathurst bus will be shortened to end at Bathurst Station. Service south to Exhibition will be

provided by a 311 Bathurst night car running from St. Clair to Exhibition Loop

- Service on 511 Bathurst will be improved
- 311 streetcars will run out of service through St. Clair West Station
- Spadina Corridor – Service on the 510 Spadina streetcar will be shortened to turn at Queens Quay Loop; service to Union Station will be provided by 509/309 Harbourfront and by 310 Spadina
- Waterfront – Service on 509 Harbourfront will be improved and a new 309 Harbourfront night car will operate
- King Corridor – Service will be improved on 504 King
- Queen/Lake Shore Boulevard West
 - 507/501/301 Long Branch service will be replaced by buses due to construction at Long Branch Loop
 - 508 Lake Shore streetcar service will be suspended for the summer season returning after Labor Day
 - 301L night buses will operate from Long Branch Loop to Dufferin Loop via Queen and Dufferin providing an overlap with the 301 Queen night car

STEVE MUNRO TRANSIT & POLITICS, June 6

UPPSALA, SWEDEN

New Trams Ordered

Škoda Group has won the contract to supply trams to Uppsala. The contract comprises an initial order of 20 bi-directional trams with an option for another 18 vehicles down the line. It also includes long-term maintenance and overhaul services so that Škoda will be responsible for the trams throughout their lifecycle. The total contract value is €270 million.

Uppsala's tramway is currently under construction and has a planned opening date of 2029. Škoda's trams will then run on the entire network. The trams Škoda will supply to the city of Uppsala will be based on its Tampere tram platform, which has demonstrated reliable service in Nordic conditions. Taking an established platform as the basis for this new order minimizes technical risk, while also allowing the vehicles to be customized to the particular circumstances in Uppsala. Each tram will be 38 meters long, 100% low-floor and bi-directional.

With 80 fixed seats, Škoda says each tram's capacity is 186 passengers, measured at 2.5 passengers per square meter. Each vehicle will feature three double doors and two single doors on each side to help efficient passenger flow. The specifications for these trams includes USB charging ports, clear passenger information systems, flexible spaces for wheelchairs and prams and enhanced visual and audio guidance, as well as advanced climate control.

The trams will also feature digital safety technologies, such as Škoda's anti-collision system, which is designed to help prevent collisions with vehicles, pedestrians and obstacles. Additionally, the trams will contain an intelligent speed limiter system that will automatically adjust the vehicle speed in curves and other specified sections.

RAILWAY-NEWS, June 30



Rendering of the new Škoda trams for Uppsala. Škoda Group

VANCOUVER, CANADA

Broadway Subway Project Progress

Dynamic testing is underway on the Broadway Subway Project, marking the first time SkyTrain vehicles are operating on the new extension and advancing progress toward a fall 2027 opening. The Broadway Subway Project will extend the Millennium Line west from VCC–Clark Station to Arbutus Street in Metro Vancouver. Once complete, the extension will provide fast, reliable transit service through one of the region's busiest corridors.

Once complete, the Millennium Line will have the capacity to move more than three times as many people as the current 99 B-Line, as the trip from VCC–Clark to Arbutus will take 11 minutes, saving the average transit commuter almost 30 minutes a day. Riders will be able to travel on one train with no transfers from Lafarge Lake–Douglas Station in Coquitlam to Arbutus Street in Vancouver in approximately 46 minutes.

Dynamic testing allows crews to confirm the trains, tracks, signals and communications systems are all working together safely. Different tests will be conducted to ensure that trains have safe clearance, are properly positioned and that signals are working properly. Testing will also examine how multiple trains operate on the tracks at the same time. Initial testing uses driver-operated trains before transitioning to automatic train control.

MASS TRANSIT, June 1



Paul's ERA Bookshelf

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

Electric Railways in former New York Central Territory — From the 1960s to the early 1980s by George W. Hamlin, Silverlake Images, LLC (Ron's Books), Harrison, New York, 2026, softcover, 82 pages.

Electric Railways in former Pennsy Territory — From the 1960s to the early 1980s by George W. Hamlin, Silverlake Images, LLC (Ron's Books), Harrison, New York, 2025, softcover, 80 pages.

With the demise of Morning Sun Books' printing operation in 2024 (all digital format), a small number of photo books have been published in a similar format by Ron's Books. Recently, a series of books have been published continuing publication of the extensive Matt Herson photo collection, including books covering the New York City subway divisions and other topics. The newest are a two-volume set covering historic electric railroad operations of the Pennsylvania Railroad and New York Central Railroad territories. In the introduction to the Pennsy volume, Hamlin describes the journey as a "visual history" of the equipment used in the territories. These two books can be considered a continuation of the Morning Sun Books' *Electric Railways of North America In Color: Featuring the Photography of Matt Herson, Volume 1* which covers the Milwaukee Road, the New Haven, the Chicago North Shore and many others.

The Pennsy book covers most of the former territory of the Pennsylvania's electrification. Included are operations by the Pennsylvania, Penn Central, Conrail and Amtrak as well as a few pictures of commuter rail operators. The territory covered includes the corridor between New York and Washington, as well as the Port Road freight line. A lot of pictures are featured in Sunnyside Yard. Freight trains are included, but most of the pictures are passenger trains. Equipment includes the various classes of Pennsy and later Amtrak-purchased electrics, including the experimental units operated by the Pennsy and later Conrail.

The New York Central book exclusively covers the New York City/Grand Central Terminal electrification. The Cleveland Union Terminal and Michigan Central (Detroit Tunnel) electrifications are not covered but the P-motor class electrics are included in their later time serving GCT. The photographs are organized by equipment type, with detailed captions describing the date, location and other technical information. Photos cover operations during the New York Central, Penn Central and early Conrail/MTA and almost exclusively passenger operations, the Class R-2 freight motors are included but mostly switching passenger consists. Locomotives and the various classes of EMUs are included, including the Metroliners in the various phases and later Amtrak equipment. Long distance and commuter operations are also covered.

The quality of the photographs and printing is high and comparable to Morning Sun Books. While these books are not a comprehensive treatment of the subject, they offer another view into the day-to-day operations of the territories

covered during the post-war transition from private to public operation of the electric zones. These books are of interest to those who enjoy the Morning Sun Books format and collect views from this era.

Links to book information:

www.libib.com/u/grether?solo=164777192 (NYC)

www.libib.com/u/grether?solo=159745232 (PRR)

ELECTRIC RAILWAYS IN FORMER NEW YORK CENTRAL TERRITORY

From the 1960s to the Early 1980s

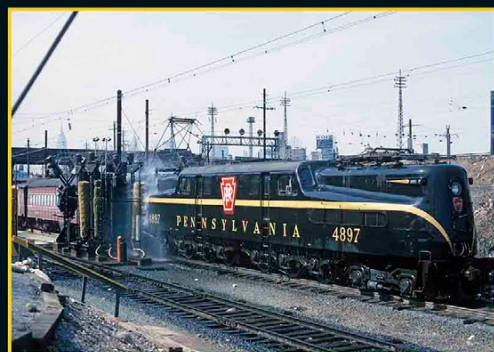


BY GEORGE W. HAMLIN

Photography by Matt Herson and from the Matt Herson Collection

ELECTRIC RAILWAYS IN FORMER PENNSY TERRITORY

From the 1960s to the Early 1980s



BY GEORGE W. HAMLIN

Photography by Matt Herson and from the Matt Herson Collection

FIFA World Cup Train Wraps

By Jeff Erlitz (ERA #3997), Photographs and captions by Matt Csenge

NYCT has wrapped nine trains to commemorate the 2026 World Cup in futbol/soccer. They are an ad buy from the New York and New Jersey World Cup Host Committee and the NYC Mayor's Office. Their real-time locations are highlighted in the MTA app with a soccer ball icon. You can find them across nine different NYC subway lines, with each of the competing teams represented:

- **1** Senegal vs. France
- **2** **5** Norway vs. Senegal
- **4** Portugal/Tunisia/Canada/Croatia/United States/Haiti/

Switzerland/Uzbekistan/Ghana/Japan

- **6** Panama vs. England
- **7** Ecuador vs. Germany
- **A** Spain/Scotland/Saudi Arabia/DR Congo/Australia/United States/Cape Verde/Netherlands/Jordan/Sweden
- **E** Colombia/Egypt/Algeria/Uruguay/New Zealand/Turkey/Iraq/Curaçao/Ivory Coast/Czechia
- **F** Argentina/South Africa/Bosnia/Austria/Paraguay/South Korea/Iran/Mexico/Belgium/Qatar
- **R** Morocco vs Brazil



The wrapped **1** train heading downtown at Dyckman Street on the IRT Broadway-7th Avenue Line. This train is wrapped half and half promoting the France vs. Senegal group stage match. June 6.



The wrapped **4** train between Kingsbridge and Fordham Roads on the IRT Jerome Avenue Line. From front to back, this train's wraps feature: United States, Ghana, Uzbekistan, Switzerland, Haiti, Portugal, Tunisia, Canada, Croatia and Japan. June 28.



The wrapped **5** train rounding the curve at West Farms Square-East Tremont Avenue Station on the IRT White Plains Road Line. This train is wrapped half and half promoting the Norway vs. Senegal group stage match. June 19.



The wrapped **6** train rounding the curve at Whitlock Avenue Station on the IRT Pelham Line. This train is wrapped half and half for the England vs. Panama group stage match. June 19.



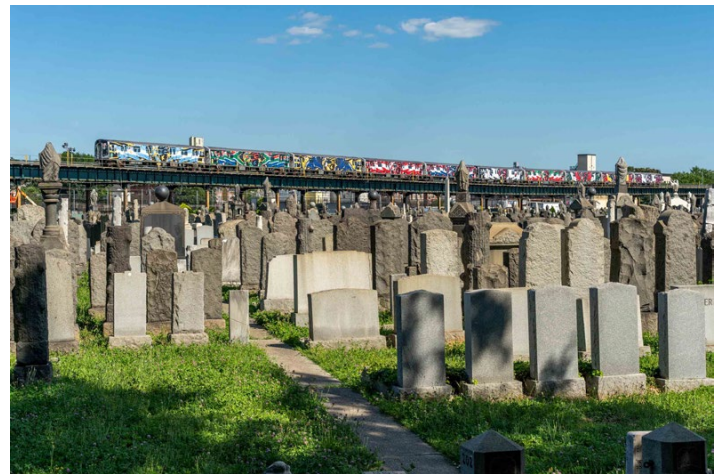
The wrapped **7** train arriving at Queensboro Plaza Station on the IRT Flushing Line. This train is wrapped half and half (approximately, since trains on this line are 11 cars long) for the Ecuador vs. Germany group stage match. June 13.



The wrapped **A** train arriving at 181st Street Station on the IND Eighth Avenue Line. From front to back, this train's wraps feature: Spain, Scotland, Saudi Arabia, Democratic Republic of Congo, Australia, United States, Cape Verde, Netherlands, Jordan and Sweden. June 17.



The wrapped **E** train arriving at 14th Street Station on the IND Eighth Avenue Line. From front to back, this train's wraps feature: New Zealand, Uruguay, Algeria, Egypt, Colombia, Czechia, Ivory Coast, Curaçao, Iraq and Turkey. June 24.



The wrapped **F** train is passing Washington Cemetery on the IND Culver Line. From left to right, this train's wraps feature: Argentina, South Africa, Bosnia and Herzegovina, Austria, Paraguay, South Korea, Iran, Mexico, Belgium and Qatar. June 24.



The wrapped **R** train arriving at Prospect Street Station on the BMT Fourth Avenue Line. This train is wrapped half and half promoting the Brazil vs. Morocco group stage match. June 6.



The decorations were not limited to the outsides of the trains, as every internal advertising slot also had matching inserts, like this one for Morocco! June 6.

A Visit to Los Angeles Metro's Wilshire Extension

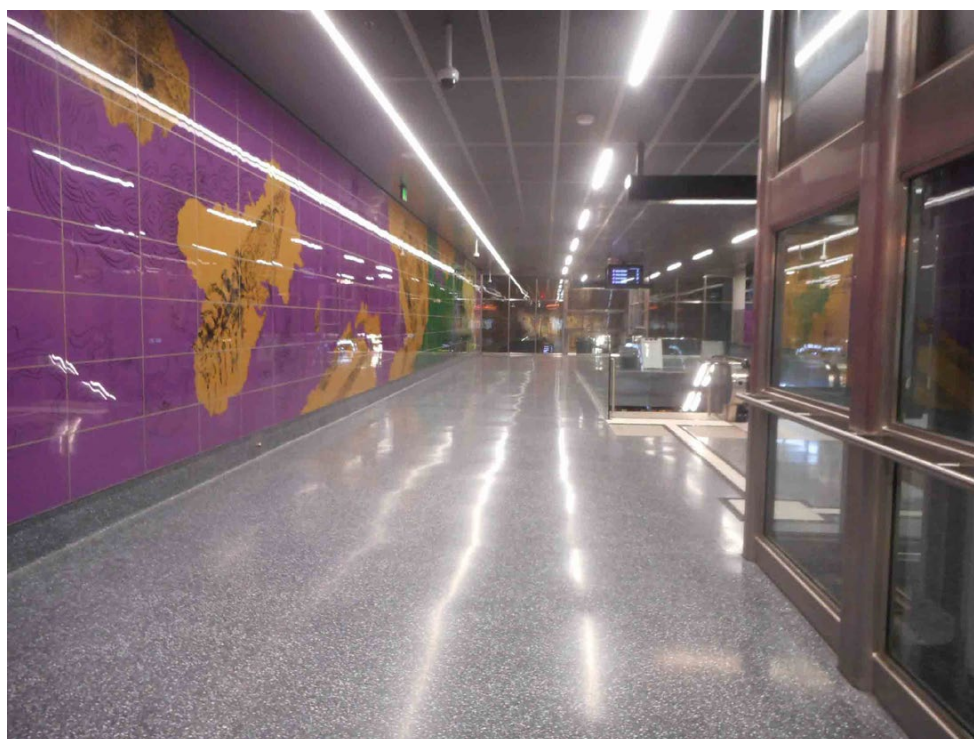
By Jeff Erlitz (ERA #3997), Photographs by Alan Weeks

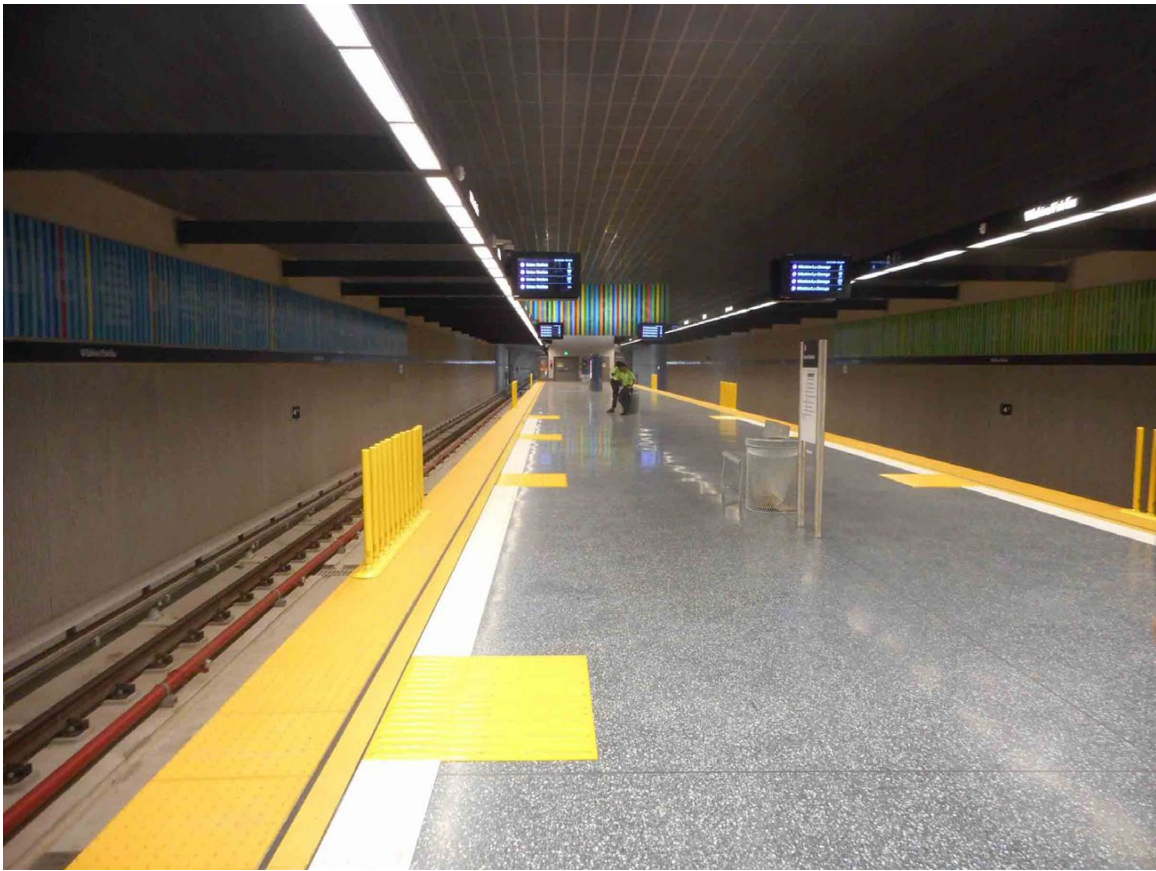
On May 8, Los Angeles County Metropolitan Transportation Authority opened Section 1 of the D Line Subway Extension. Three new underground stations, Wilshire/La Brea, Wilshire/

Fairfax and Wilshire/La Cienega were included in this extension. On May 29, our Los Angeles area reporter, Alan Weeks, visited the new extension and sent in these photographs.

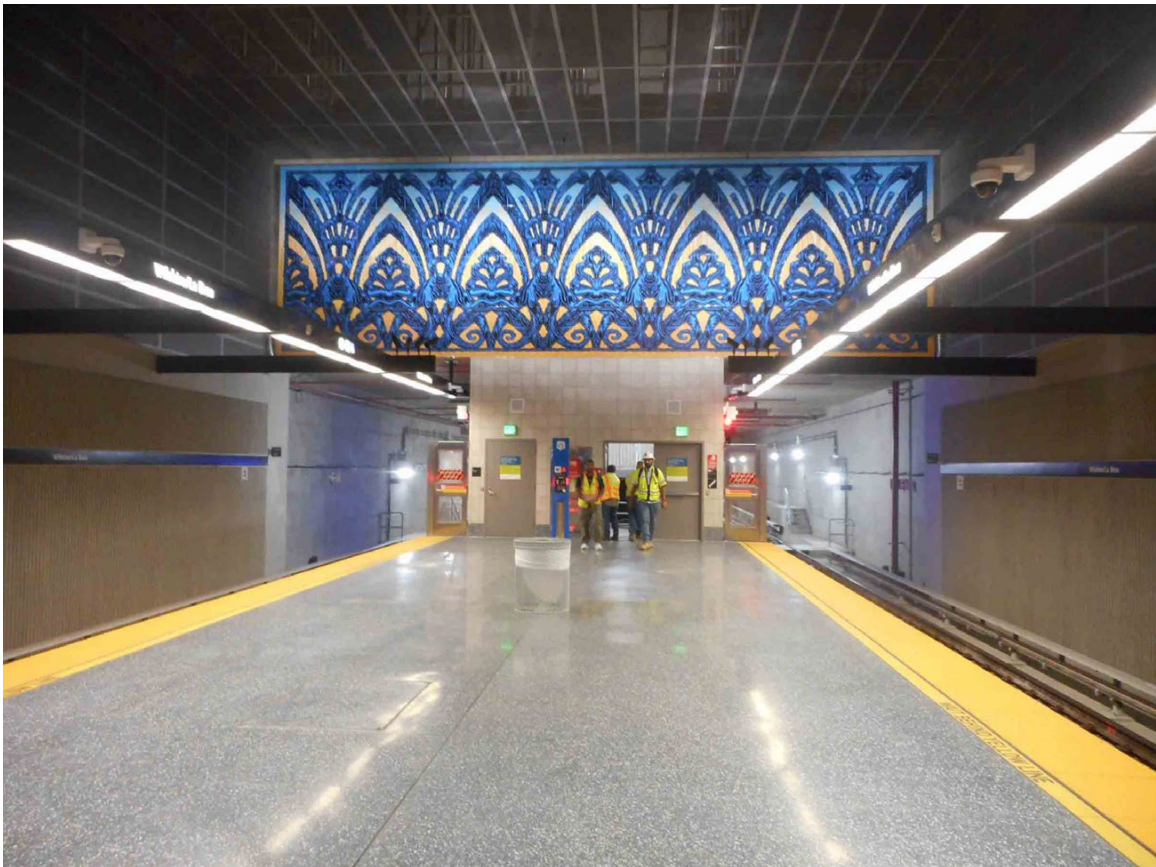


(Above and below) The Wilshire/La Cienega Station, the current end of the line. The upper view shows the street level entrance and the lower view is on the mezzanine.





(Above) The platform level of the Wilshire/Fairfax Station.
(Below) Platform level of the Wilshire/La Brea Station.



R-255 Locomotive Roster

By Jeff Erlitz (ERA #3997), Photographs by Eric Oszustowicz (ERA #5985)

In the past few weeks, the last of the R-255 hybrid locomotives in the base order of 25 for MTA New York City Transit were delivered. We now present the complete roster.

All were built by Wabtec Corporation at their plant in Erie, Pa., the former General Electric facility. (GE Transportation

was merged into Wabtec on February 25, 2019). These locomotives are Wabtec's Model WAB6HYB. The builder's dates and serial numbers were all verified from each locomotive's builder's plate.

Number	Serial Number	Date
HL001	66412	12/2023
HL002	66413	12/2023
HL003	66414	8/2024
HL004	66415	9/2024
HL005	66416	9/2024
HL006	66417	9/2024
HL007	66418	9/2024
HL008	66419	10/2024
HL009	66420	10/2024

Number	Serial Number	Date
HL010	66421	12/2024
HL011	66422	12/2024
HL012	66423	12/2024
HL013	66424	12/2024
HL014	66425	12/2024
HL015	66426	3/2025
HL016	66427	3/2025
HL017	66428	3/2025

Number	Serial Number	Date
HL018	66429	3/2025
HL019	66430	3/2025
HL020	66431	3/2025
HL021	66432	3/2025
HL022	66433	3/2025
HL023	66434	3/2025
HL024	66435	5/2025
HL025	66436	5/2025



(Above) HL001 is seen just outside the Pelham Diesel Shop in Westchester Avenue Yard on November 4, 2024. (Below) HL007 was caught on its delivery flat car in Linden Yard on March 12, 2025. When delivered, the pilots, and some other equipment, were yet to be installed.



(Above) HL002 in Westchester Avenue Yard on June 25, 2024, showing the other end of the unit. (Below) The last unit delivered, HL025, in Westchester Avenue Yard on June 8, 2026.



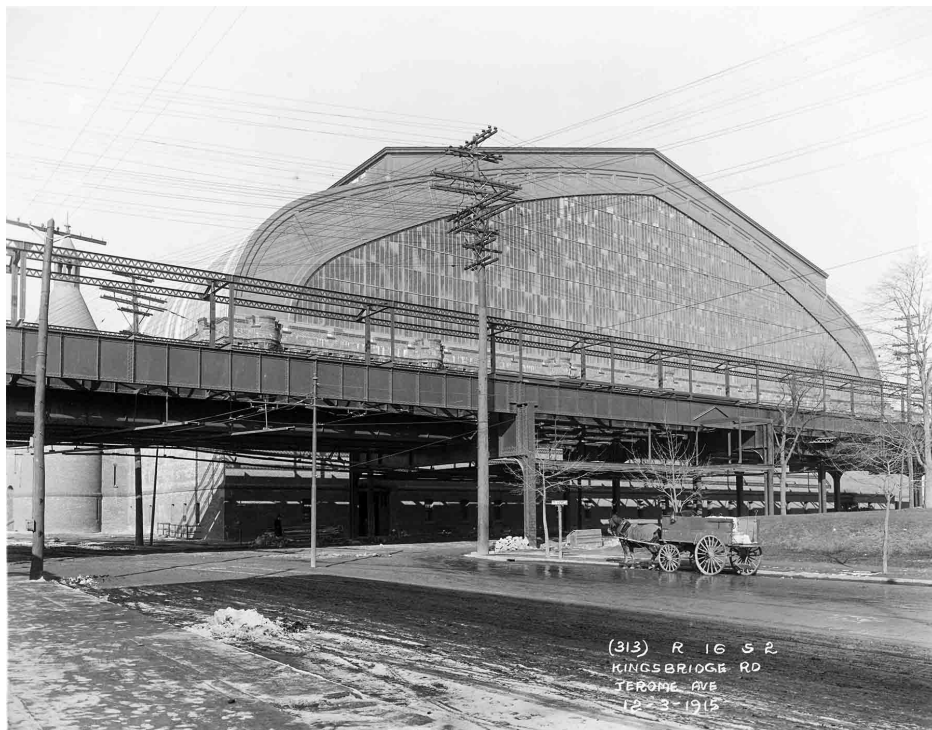
Building the New York Subway System, A Photographic Journey

Construction Route No. 16 — Part 4

By Jeff Ertlitz (ERA #3997)

This month, we continue with Construction Route No. 16, the IRT Jerome Avenue Line. We are still in December of 1915 and continue into January 1916.

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



It's December 3, 1915 and, thankfully, the horse at least has his blanket on. An unmistakable view of the Armory of the 1st Field Artillery Regiment, taken from the south sidewalk of Kingsbridge Road, 100 feet east of Jerome Avenue and looking northwest. The steelwork of Kingsbridge Road Station is essentially complete at this point.

Charles Manchester/PSC photo



Same date as above, the view is northeast looking at Bedford Park Boulevard Station. As mentioned in last month's *Bulletin*, this part of the line was built on a private right-of-way, to the west of Jerome Avenue, on an embankment. Oddly, the south part of this station is on the embankment, while the north part is on traditional, open steelwork. In the left distance you can see the tower of the High Pumping Station. Charles Manchester/PSC photo



The same day as in the previous two images, this is looking north up Jerome Avenue, from Bedford Park Boulevard. This is where the line transitions from the private right-of-way, coming from the left, back onto Jerome Avenue. The vacant area to the left will, in the future, become the IND's Concourse Yard.

Charles Manchester/PSC photo



Despite what is shown on the photo, the date this was taken was also December 3, according to the photographer's log book. The camera is on the east curb of Bainbridge Avenue, 100 feet east of Jerome Avenue, and we are looking west at the Woodlawn terminal station entrance. Much progress has taken place in the nearly two months since the photo in last month's *Bulletin* was taken, in mid-October. The concreting of the mezzanine appears complete, or nearly so.

Charles Manchester/PSC photo



It is now January 11, 1916. The photographer is standing in the northeast corner of the mezzanine at 176th Street Station. This is the side of the mezzanine with the restrooms, hence all the plumbing in this view. Charles Manchester/PSC photo



Same date as above. We are looking due north-northeast along the southbound platform at 176th Street Station. The steelwork completed, all of the woodwork is now being installed. This includes the platforms, windscreens and windows, canopies and the walls and rooms of the mezzanine. Charles Manchester/PSC photo

Travels with Jack May

Scotland-Ireland 2018 — Part 8

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

We woke up early on Wednesday, May 23, our last (half) day in Glasgow. We would check out of the Z (leaving our luggage with the desk clerk), do some last-minute sightseeing, and eventually go our separate ways for the last days of our journey. We visited the Council Chambers (built in 1889) and the Modern Art Museum before reclaiming our bags and walking to Queen Street station. I purchased a ticket for Clare at a machine and put her on the 12:15 p.m. train to Edinburgh and then walked to the bus stop just outside the station. The route 500 express coach to the airport was running every 10 minutes (:03, :13, :23, etc.) and I caught one at 12:18, paying the driver the £8 fare using a credit card. The ride took less than a half-hour with arrival coming at 12:40. The airport is less than a mile and a half from one of Glasgow's suburban rail lines and there have been on-again, off-again plans for direct rail service from Central Station to the air field.

The terminal is relatively small, and the announcement of the departure gate was not made until 2:40. After passing through security, the walk to the Ryanair area (gate 7B) made me feel that with just a little more effort I could have reached Dublin on foot. Loading began at 3:25, our scheduled departure time. Passengers were instructed to leave carry-ons on the tarmac and board the aircraft by either the front or rear stairs, as per their boarding passes. The flight was far from full, and I was able to move from seat 19E (middle, I didn't pay extra for seat selection) to 19D with ease. The Boeing 737 pulled away from the gate at 3:53 (25 late) but wasn't aloft until 4:06. As soon as the Fasten Seat Belts light was turned off, an attendant began walking down the aisle, and in the best Pennsylvania Railroad news-butcher tradition, tried to sell us Clark Bars and Baby Ruths (actually drinks, snacks and duty-free items like perfume).

We hit the tarmac in Dublin at 4:49 and got to our parking place at 4:53 (still 25), where passengers alighted using stairs at both the front and rear. Then it was a long walk (again!) to Irish Customs and Immigration, where there was already a long line for non-Schengen visitors, extending way past the maze into a holding pen. I joined the masses, shoulder to shoulder with many others and noticed the line was hardly moving. Was a job action underway? Suddenly, about a half hour later, more agents appeared out of the blue, and the line began to advance, fortunately now at a brisk pace. I'll probably never know what that problem was, but soon enough I was perfunctorily questioned and admitted into the country. A route 757 bus was loading as I reached it, and it departed shortly after I boarded. But my ordeal was not yet over. A huge amount of traffic congestion led to a long, one-hour trip (schedule called for 39 minutes) to my stop, which was the one before the end of the line, but fortunately directly in front of the entrance to my B&B. It was now 7:00

and after being checked in I found a Japanese restaurant and had a good dinner. My room was a bit odd, reasonably large, but arranged in a way that if I didn't want to crawl across my bed's mattress, I could only reach half of it, and not the window. But it was reasonably priced, had a decent clean and well-equipped bathroom, a large, comfortable double bed and good lighting. I didn't really need anything else, so I definitely would go back.

Tuesday, May 22 dawned dark and gloomy, and it stayed that way all day, which included some periods of rain, but also brief stretches of brightened sky. The blue sky in some of the photos below was serendipitous, but because the clouds filled almost the whole sky there weren't any shadows. The breakfast at the Kilronan House was excellent, up to the level of what Irish breakfasts are touted to be.

Dublin, which houses over 550,000 people, is the capital and largest city in Ireland, and accounts for almost one-third of its population. Although English is the predominant language, about 40 percent of the inhabitants can speak Gaelic (Gaeilge), which is formally known as Irish. The official language of Ireland is Irish, according to the nation's constitution. As a result, even though only about 5 percent of the natives use it in conversation, a great deal of signage is bilingual.

The tramway in Dublin is called Luas (not a mnemonic, as it means speed in Gaelic). It was inaugurated in 2004 with two unconnected lines. Clare and I traveled to Dublin in 2005, where we rode the initial 15-mile-long system and did a great deal of sightseeing. Since then, the standard-gauge 750v DC operation has expanded, almost doubling in size, with the North-South Green Line extended through the city center and across the River Liffey to connect with the Red Line and continuing even further (see <http://www.urbanrail.net/eu/ie/dublin/dublin.htm>). It is 15 miles long and operates with two services, combined over most their length through the areas of the heaviest traffic. The Red Line was extended too, and now has short branches at both ends, with a total route mileage of 13.

The roster consists of 73 double-ended low-floor cars, numbered in the 3000, 4000 and 5000 series, all built by Alstom. The 3000s started out as five-section Citadis 301 units but were since lengthened with the addition of two more sections, to be virtually the same as the 4000s, which are Citadis 401s. Both are not totally low floor. The 5000s were built for the extensions, with the first 26 being 100-percent low-floor Citadis 402s. The last seven came in 2017, and have nine sections, thus they are Citadis 502s. During this period, all the equipment received yellow horizontal striping to aid in visibility. Right now, the original 40 cars are assigned to the Red Line, while the newer 33 operate on the Green. They are totally compatible, so those assignments could be easily



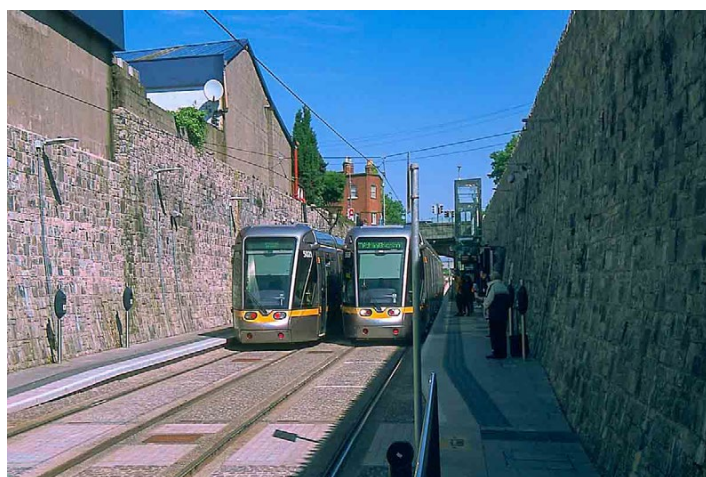
An Alstom Citadis 401 lays over as the Brides Glen terminal of the Green Line. It will loop at the Parnell stop at the northern edge of Dublin's business district. Service beyond Parnell is provided by cars that start at Sandford.



(Above and below) The Green Line travels through Phibsborough in an attractive cut. The upper photo shows a tram heading for Broombridge, while the lower shows two trams in the station. Elevators and stairways connect the stop to Cabra Road (from which the upper photo was taken) and North Circular Road (behind the photographer).



The bumper blocks at the Broombridge terminal of the Green Line don't look sufficiently sturdy to withstand a runaway tram. The line's northern terminal can be considered multi modal, as the overpass at left connects with the Broombridge station of the suburban railway system, which is along the former Midland Great Western line to Galway and Sligo. Ath an Glainimh is clearly Irish for Sandford. Luas destination signs switch back and forth between the two languages. The tram on the left is one of the three wrapped ones I noticed.



changed. Luas is operated by Transdev, a transit spin-off of Veolia that also manages streetcar operations in New Orleans, Cincinnati, Detroit and Milwaukee.

The Harcourt stop on the Luas Green line was a couple of blocks from my hotel and I found a ticket machine that issued a day pass in exchange for €7.30; it would serve me well for my planned activities, principally riding the entire system. I was soon approached by a young lady who urged me to vote "Yes" in the election that was taking place today, to eliminate Ireland's rigorous and vigorous anti-abortion statutes. Throughout my travels within the city, I observed much electioneering, with a preponderance of folks wearing Yes buttons (others displayed No), along with a number of small demonstrations, mainly populated with attractive young

women favoring a Yes vote. There were much exuberance and great optimism on the Yes side, while a good number of those wearing No buttons seemed to be older prim-looking people and clergy. On the next morning, I found out that Yes had won by a landslide (just short of 2 to 1), a great blow to the Catholic Church. Now terminations are allowed during the period leading up to 12 weeks of pregnancy, and beyond that if there is a risk to the life of the woman or the fetus. The pill remains illegal unless medically prescribed.

The Harcourt stop is adjacent to the site of the old Harcourt Street railway line, a steam road (later diesel), which closed in 1958, and now provides the right-of-way for the southern end of the Green Line. The station itself became the Odeon, an upscale cocktail bar in this area that is home to many beautifully preserved Georgian-style buildings that lie along the light rail line. Several of them are hotels and B&Bs, and Clare and I stayed at one back in 2005. Like Britain, the rule of the road in Ireland is left handed, so one had to be extra careful when crossing streets.

I hopped on the first southbound car, whose destination was Sandford, the original end point of the line (the other

end at the line's inauguration was St. Stephen's Green, one station in the other direction). Two mostly overlapping services are operated on the line, with off-peak headways every 12 minutes from Broombridge to Sandyford and from Parnell to Brides Glen, which means there's a car every 6 minutes between Parnell on the north side of the Liffey, through the city center crossing the river, and on to Sandyford. I did not bother with a picture at my car's terminal, but continued on the next tram to Brides Glen, where I laid over and took some photos. There are a number of photogenic locations on the original Green Line, but I covered them nicely in good weather in 2005, so I wasn't upset that I hadn't time to stop at the cable-stayed bridge nor in an attractive well-landscaped cut. I then rode a Parnell tram back to O'Connell Street in the city and then continued to Broombridge on the following car. It was a bit too dark for photos along O'Connell, but it was a bit lighter at the northern end of the line.

I especially enjoyed the new part of the line that threads its way through the city center north of St. Stephen's Green. The routing had been a bit controversial because of fears of traffic congestion, but it seems to have worked out very well. Northbound and southbound rails run roughly parallel to each other on different one-way streets and cross the Liffey separately. Part of the purpose of today's activities was to find places that were photogenic, and on the return trip, I stopped at Phibsborough for pictures, as the station is in a cut with streets crossing over the right-of-way at either end. The lighting, however, was not good, but I came back on the following morning to retake my photos in bright sunlight, as shown on the right side of the preceding page.

After returning to the city center I transferred to the Red Line to do the equivalent, riding first eastward to The Point and then all the way to Saggart, covering the new extensions. There is a great deal of high-rise office and residential construction along this part of the line. I also shuttled from Belgard to Tallaght and return, stopping for a few more photos. Similar to the Green Line, overlapping services operate on the Red Line, but with branches at each end. With a combined off-peak frequency of every four to five minutes, trams between The Point and Saggart run every seven minutes and between Connolly and Tallaght every 14. Thus, there is a never a long wait for a photo, except along the branches. The Red Line connects Dublin's two major railway stations, Connolly and Heuston. An intensive electric suburban rail service called DART operates with EMUs through Connolly station, and over an elevated structure that passes above the heart of the city, serving the area with stops at Pearse and Tara Street stations. Diesel MU commuter service from Heuston Station is also operated.

The Red Line parallels Dublin's Grand Canal for several stops, and I had noticed swans congregating around the Drimnagh station while I was riding outbound. Heading back downtown I saw they were still there, so I stopped off for a few additional photos. Unfortunately, it was raining at the time, so I couldn't stop for long (and the results were far from being great).



(Above and below) Canopies stretch over at least two stations on the Luas Red Line. The upper photo shows the Connolly terminal. Note the signs on the left posted before the abortion referendum. All was peaceful — it's today's Ireland, not the United States — and the posters were removed after the results of the voting had been tallied. The lower view is at the Belgard stop, the last before the junction of the Red Line branches to Saggart and Tallaght.



I had dinner in a neighborhood steak house, which was barely acceptable, but it did sate my hunger. Breakfast the following morning, Thursday, May 24, was excellent again, even better because the sun was shining brightly. I would only have a few hours to get some photos and would not be able to go far. I checked out and left my bags for collection later, and walked back to the Green Line at Harcourt, where I bought another day ticket. I first traveled to Phibsborough, where I repeated my pictures from yesterday, and then went back to the Red Line, where I took some photos downtown. I then headed back toward the hotel, saw I had a little extra time and continued beyond my starting point for one stop to Charlemont, which is on an elevated structure. I took my last photos of Dublin there and along Adelaide Road, a half-block from my B&B.

I had checked the location of the bus stop for the airport and saw that it was a good five-minute walk from my B&B, as the bus makes a one-way loop stopping in front of the hotel only in the outbound direction, but then lays over one stop beyond before heading back. Thus, I left Kilronan House with my bag at 11:35 a.m. The 11:55 trip of route 757 picked me up at 11:59 and I was at the airport at 12:45 p.m. I had to navigate security twice, the second being pre-clearance so



(Above and below) Two views of the Red Line along the Grand Canal. This waterway runs east-west through the southern portion of Dublin, while a similar one, the Royal Canal, roughly parallels it on the north, close to the outer end of the Green Line. Both connect Dublin with the River Shannon and were closed to commercial navigation between 1950 and 1960. They each had over 40 locks and now are maintained for pleasurable outdoor pursuits.



I would not have to go through Customs and Immigration back at Stewart Airport. I persuaded the officials to refrain from frying my film the second time, which I appreciated. I was assigned Seat 21A on a Boeing 737 and was fortunate the middle seat was empty. Before boarding the Norwegian Air personnel announced we would be delayed 20 minutes on the ground. All the passengers impatiently waited until boarding began at 2:20. We pushed away from the gate at 3:05 (40 late) and left the tarmac at 3:27. The flight was uneventful, and I skipped purchasing any food or beverages.

Our aircraft smoothly landed at 5:15 and we arrived at a gate shared with domestic carriers at 5:20 (65 late). I didn't mind the lateness as I had to wait for Clare anyway; her arrival from Edinburgh wasn't scheduled until 7:30 and she would have to go through Immigration and Customs. If I could bail out our car by 8:30 I would be able to avoid an extra day's worth of charges. As it happened Clare's plane was late, but only by about 25 minutes, and we connected at 8:10. We drove to a nearby Outback Steakhouse for dinner, where Clare told me about her achievements in Edinburgh, and got home by about 11:15. It was a great trip.



The rear of a Connolly Station-bound tram near St. James Hospital. Conghaile is the Irish translation of Connolly.



A Connolly Station-bound car pauses just short of the intersection with O'Connell Street. Note the connecting track from the Green Line to the Red Line in the foreground.



Dublin's Hilton is conveniently located adjacent to the Grand Canal and the elevated Charlemont station of the Green Line.



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