



BULLETIN

Volume 68, Number 3 | March 2025

R-110B Comes to the Transit Museum

On February 25, 2025, R-110B No. 3007 (Bombardier Transportation, 1992) was moved from 207th Street Yard to the New York Transit Museum for static display. The car, which has been cosmetically restored, is open to the public and has fully functioning auxiliary systems, including lighting, door circuits, and electronic signage.

The R-110B class was a single consist comprised of three triplets, each made up of three 67-foot-long cars, a call back to the days of the BMT Standards. Numbered as 3001-3009, they were purchased under the New Technology Test Train program, which included a similar test train for the A Division classified as the R-110A. Likewise a single consist, the R-110A was comprised of two 5-car units numbered 8001-8009 (Kawasaki, 1992).

Transit Authority records indicate that the last revenue
Continued on page 3





Electric Railroaders Association

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

Editorial Staff

Editor-in-Chief

Jeff Erlitz

Associate Editors

Subutay Musluoglu, David Ross

Circulation Managers

Robert Colorafi (Electronic)
David Ross (Print)

Contact

erausa.org/contact

Subscriptions

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

Back Issues

PDFs of previous issues can be downloaded at
erausa.org/bulletin

In This Issue

Worldwide Electric Railway, Metro and Tramway Openings	3
Rail News in Review	3
A Dive in the Archive	16
From the Camera of Henry Wilhelm	17
Change Comes to Tramway T1 in Paris	19
Book Review	22
Travels with Jack May	23

Front Cover Photos

The ninth day of scheduled activities on the ERA's 2024 European tour took place on Tuesday, May 21, in Antwerp. We first visited the transport museum at the Groenenhoek Depot, which has an extensive collection of trams, from both Antwerp city and the Belgian Vicinal system. After lunch we chartered this car, SNCV (Vicinal) Standard Motor No. 9994 (Dyle & Bacalan, 1931), for our tour around the tramway system. Built as a wooden trailer, No. 19136, it was transferred to the Antwerp city system one year later, in 1932 and rebuilt into a motor car. Seen alongside our charter at a brief stop at the Punt Aan De Lijn Depot is PCC (Modernized) No. 7129 (BN-La Brugeoise et Nivelles/ACEC, 11/1974), which was being put into service for the PM peak. Jeff Erlitz photo

(Below) R-110B No. 3007 at the Transit Museum on the day it was delivered, February 25. Max Diamond photo

Donations

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

\$100 to \$199

.....
Kenneth Leonardi, Stuart Seidel

Up to \$49

.....
Thomas Casey, John Gattuso, Richard Marks, Geoffrey McCarthy, Bruce Russell, Joseph Yorio

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: www.erausa.org/donate. Your donation helps to maintain ERA's 91-year long tradition of traction education and entertainment!

Monthly Zoom Meeting

Friday, March 21, 2025 at 7:30 PM.

Presenting This Month: Charles Bogart

Charles's program is titled Electric Traction in Kentucky. Kentucky had 14 cities with either electric or horse drawn streetcars. The state was also served by four interurban systems, and was covered by numerous chartered, but not built, streetcar and interurban systems. We will visit all of these systems tonight.

How to Join Our Zoom Meeting

The Zoom registration link for this meeting is: <https://us02web.zoom.us/j/8121212121>. You can sign in at 7:15 PM. The show begins at 7:30 PM. If you have any problems, email Andrew Ludasi at aludasi@gmail.com, or on the night of the meeting, text or call Andrew at 609-865-8770.

Trip Notices/Save the Dates

April 24-26: Motor Bus Society Spring Convention, Jacksonville, Fla. Visit <https://erausa.org/region-al-trips/2025/04/24/> for all the details.

May 3: The Shore Line Trolley Museum's New York Transportation History Day. Visit <https://shorelinetrolley.org/event/new-york-transportation-history-day/> for details.

August 9-13: Motor Bus Society trip to Toronto area

August 26-30: ERA convention in Kansas City and St. Louis. Visit <https://erausa.org/conventions/2025/> for all the details, or to make your reservation.

October 8-11: Motor Bus Society Fall Convention, Indianapolis and Louisville.

April 29-May 13, 2026: ERA International trip to Northern England, Scotland, and Isle of Man.

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

Date	Country	City	Segment	Distance (miles)	Railway/Metro/Tram
2/22	China	Taiyuan	Line 1: Helongwan to Wusu 1hao/2hao Hangzhanlou	17.8	M
2/27	Israel	Jerusalem	Line 1: Mount Herzl to Hadassah Ein Kerem & Heil Ha-Avir to Neve Ya'akov North	3.0 & 1.2	T

URBAN RAIL NEWS, FEBRUARY 28

trip with R-110Bs occurred in early 2001, after which the cars were laid up at 207th Street Yard.

In 2004, cars 3004–3006 were towed to Coney Island Yard, where the triplet was separated. “A cars” 3004 and 3006 were placed in the Coney Island Fire School, while “B car” 3005 was moved to P.S.248 in Bensonhurst for use as a training car.

The remaining six cars languished at 207th Street Yard until 2014, when car 3001 was moved to a Police Department Training Facility in College Point, Queens. Due to clearance restrictions, the undercar equipment was disposed of, and two thirds of the carbody was cut away before the car was placed inside the training facility.

In 2015, car 3008 was moved to the Fire Department’s training facility on Randall’s Island. Cars 3002, 3003, and 3009 remain at 207th Street Yard and, to prevent vandalism, are stored on a track that is under direct view of multiple surveillance cameras.



The interior of R-110B No. 3007, at the Museum. Max Diamond photos

Rail News in Review

New York Metropolitan Area

METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

Initial Congestion Pricing Results

The MTA released revenue numbers generated from the first three weeks of the Congestion Relief Zone tolling. The program began on Sunday, January 5, and through Friday, January 31, the tolls generated \$48.66 million in revenue with a net of \$37.5 million. This put the program on track to generate the \$500 million that the MTA initially projected. The MTA will continue to report revenues from this program monthly.

Of the amount generated from the tolling program, 22 percent came from taxis and for hire vehicles (\$10.6 million), 68 percent came from passenger vehicles, nine percent from trucks, and one percent from buses and motorcycles. The vast majority, 95 percent, of revenue was generated during peak tolling hours. Expenses from the program, including operating camera infrastructure and customer service, amounted to \$9.1 million and another \$2 million for mitigation efforts, which totaled \$11.1 million. This resulted in a net surplus of \$37.5 million.

MTA PRESS RELEASE, February 24

NEW YORK CITY TRANSIT (NYCT)

New Passageway and Stairway at Grand Central 7

A brand-new staircase and passageway to the Flushing Line platform and widened staircases at Grand Central Terminal were opened on February 25. This was part of the larger Grand Central-42 Street Circulations Improvement Project, which will improve passenger flow and minimize congestion for 480,000 daily riders on the 7 line.

Crews built a new staircase to the Flushing Line platform and widened existing staircases 25 percent to connect the Lexington Passageway to the existing passageway to improve passenger flow. The project also included work to keep the existing infrastructure in a state of good repair, including repairing visible concrete, steel, and paint defects on the Flushing Line cavern roof arch and walls and upgrades to fire alarms and other utilities at the Flushing, Lexington and Shuttle platforms. The project created more than 250 jobs and took advantage of weekend outages along the 7 line to minimize impact to riders.

The project was made possible by the East Midtown Rezoning that was adopted by the City Council a few years ago, which allowed property rent revenues to fund transit improvements.

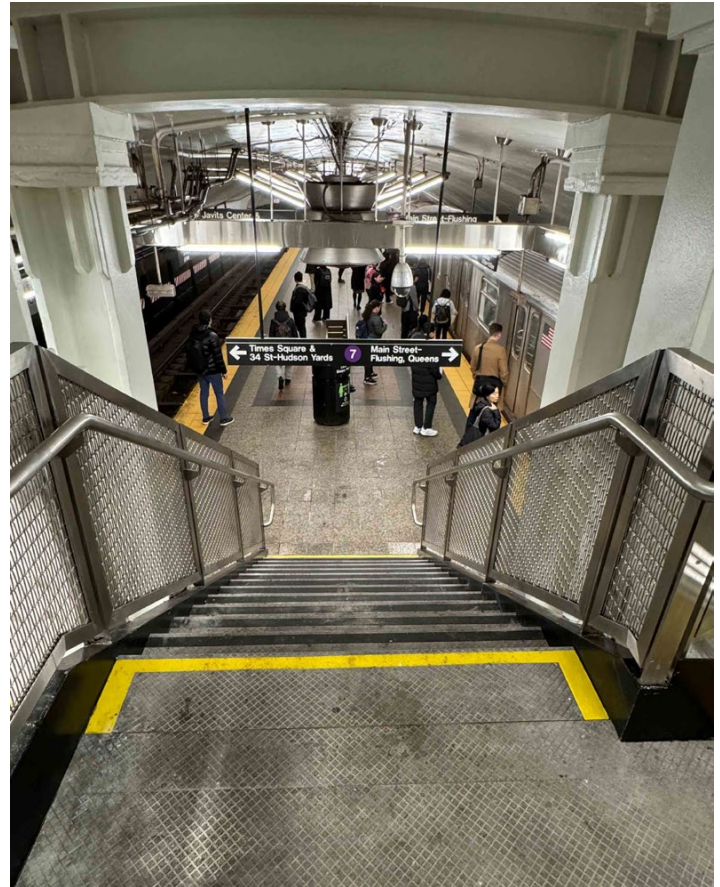
Last year, crews dug a 55-foot shaft to begin removing 1,000



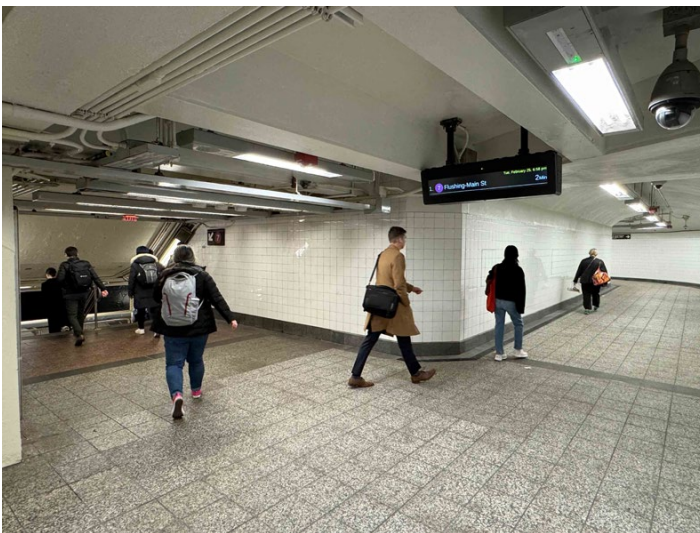
A view of the tunneling work that was required for the new passageway, taken on April 26, 2024. Trent Reeves/MTA photo

tons of dirt and performed controlled blasts through the bedrock to create the new passageway beneath 42nd Street, all while subway service continued to operate.

As part of the station improvements, which totaled \$74.2 million, artwork along the length of the platform was cleaned, re-lit and received a retrofit to accommodate the new stairs. Artist Christopher Sproat's functional sculpture titled *V-Beam* was commissioned by MTA Arts for Transit (as it was known back then, now MTA Arts & Design) and installed in 2000. The artwork is suspended from the ceiling with a cantilevered design.



The view down from the upper landing of the new stairway from the extended passageway to the platform. Subutay Musluoglu photo



View looking due east on the lower mezzanine above the Flushing Line platform on opening day, February 25. The passageway on the left was the existing one and the one on the right is the new one.

Subutay Musluoglu photo

V-Beam is made up of large linear stainless-steel assemblages that contain standard station lighting, signage, air circulation, and safety equipment. Sproat explains, "Rather than make an artistic or decorative statement and add it to the station so that the viewer knows 'this is art,' I chose to

make the entire space exuberant and unique." "V-Beam" includes a stand-alone "chandelier" sculpture on the east platform mezzanine.

The entire Grand Central-42 Street Circulations Improvement Project, which will be completed later this year, includes replacement of eight escalators, a new fare control area, new wayfinding, lighting, signage, and architectural improvements on the mezzanine, along with additional work to keep existing infrastructure in a state of good repair. Ongoing improvements at the 42 Street-Bryant Park **B D F M** station fully accessible to all in accordance with the Americans with Disabilities Act, retail upgrades, state of good repair work and upgrades to fire alarms and other utilities.

[MTA PRESS RELEASE](#), February 25

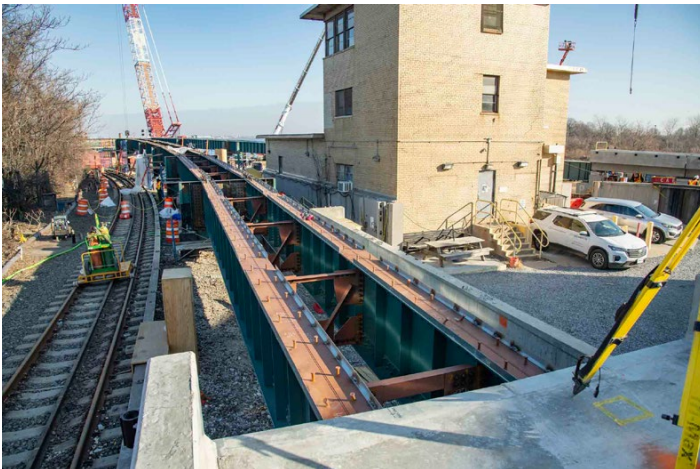
IND Rockaway Line/Hammels Wye Update

The IND Rockaway Line was removed from service on January 18 from Howard Beach to Hammels Wye. Since then, a massive amount of structural reconstruction has taken place at Hammels Wye.

This work is not just fixing up what has been in place since 1955-56. The east and west legs of the wye are being completely replaced. Here are some photos taken on February 25 of the work that has been going on:



(Above) Looking almost due north at the new concrete viaduct for northbound Track F4 on the west leg of the wye. Hammels Wye Tower is in the distance and the former LIRR Substation No. 5 is to the right. (Below) Closer look at the new steelwork to support Track F4. Trent Reeves/MTA photos



Platform Edge Barrier Update

Work to install platform edge barriers at various stations continues, with one more installation completed on the BMT Canarsie **L** Line.

Over the weekend of February 15-16, the barriers were installed at Montrose Avenue. As has been the custom, the northbound platform was done on Saturday and the southbound platform on Sunday.

From midnight to noon on each day, trains bypassed the stations while the work was underway.

BMT Sea Beach Line Service Improvement Pilot

After the morning rush hour, two **W** trains operate via the Sea Beach Line to 86th Street in passenger service and then lay up in Coney Island Yard. One **R** train terminates at 59th Street and it operates light down the Sea Beach Line to Coney Island Yard. These layups cause delays in all southbound **N** service.

To help alleviate those delays, starting Tuesday, February 11 and continuing to the end of the month, on weekdays only, these three trains operated in passenger service via the BMT West End Line, making express stops only at Ninth Avenue,

62nd Street, and Bay Parkway, where they terminated. They then laid up to Coney Island Yard.

The three trains in question here are:

R 0747 Continental/59th Street

W 0833 Ditmars/86th Street

W 0917+ Ditmars/86th Street (+ denotes half-minute)

This was a very rare opportunity to ride the middle track of the West End Line in regular service, as opposed to a General Order reroute.

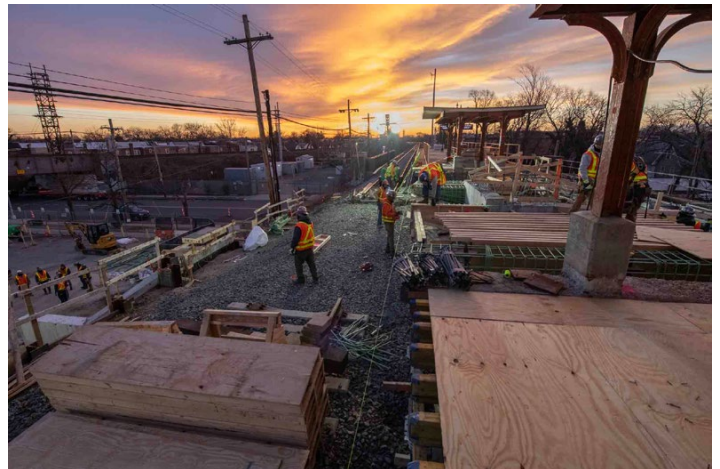
LONG ISLAND RAIL ROAD (LIRR)

Babylon Station Work Correction

Last month, we stated that the east halves of the platforms at Babylon were returned to service following reconstruction work. The east halves have not been worked on yet, while the west halves remain out of service for reconstruction work. That work started back on September 14, 2024.

Laurelton Station Work

Between February 2 and 23, the east end of the platform at Laurelton, on the Atlantic Branch, was out of service for station renovation and elevator installation work. During that period of time, the normally eight-car capacity of the platform was reduced to four, and trains that stopped there platformed the head four cars in both directions.



Late-afternoon view, looking west, on the platform at Laurelton Station on February 2. In addition to the construction on the platform, some trackwork was also being performed. Trent Reeves/MTA photo

New Schedules

New schedules went into effect on Monday, March 3. There were no significant changes to the service on most of the branches. There were very slight adjustments made to several trains of one or two minutes.

The only significant change was on the Main Line. The three weekday midday trains east of Ronkonkoma, two to Greenport and one to Riverhead, are annulled and replaced with buses. This is to allow the installation of continuous

welded rail. This work actually began one week before the new timetables went into effect, on Monday, February 24 and will continue until the next timetable change, on May 18.

METRO-NORTH RAILROAD (MNR)

Justin Vonashek Appointed President

Justin Vonashek has been appointed to serve as President of Metro-North Railroad. Vonashek will succeed Catherine Rinaldi, the first woman to lead the railroad, who is retiring after nearly seven years in the role.

Vonashek, who takes over leadership of the railroad April 1, joined Metro-North as Vice President of System Safety in January 2016, part of the railroad's push to improve safety following a series of incidents in 2013. He was elevated to Senior Vice President of Operations, overseeing operational functions in December 2020 and finally to Executive Vice President and Chief Operating Officer in September 2023, where he has managed all aspects of the railroad's operations. [MTA PRESS RELEASE](#), February 6

Battery-Electric Locomotives Ordered

At the joint MNR/LIRR Committees meeting on February 24, MNR announced details for new locomotives and coaches to add trains that will provide New Haven Line service to Penn Station and four additional stations in the Bronx.

In a first for North America, the trains will be powered by battery- and electric-powered (B-AC) locomotives. The locomotives will generally draw electrical power from the overhead catenary, and switch to battery mode for tracks in and around Penn Station where traction power has different characteristics. The Siemens Mobility Charger locomotives were based on the leading locomotive platform in Europe, the Vectron. *(Editor's note: We believe the battery power will enable these locomotives to operate anywhere in Connecticut, as well as in the LIRR's West Side Yard.)*

As approved by the MTA Board on February 26, 13 B-AC locomotives will be purchased by exercising an option (Option 4) on an existing contract with Siemens Mobility North America, which is already building 33 dual-mode locomotives for MNR that operate under diesel or third rail power. Within this option is an additional option to purchase two more locomotives.

The new locomotives are expected to be similar in appearance to those 4,200-horsepower SC42-DM diesel/electric locomotives, which MNR unveiled in November 2024.

The MTA Board also approved the Request for Proposals for new coaches for the additional trains required for Penn Station Access. In addition, the RFP will also address the replacement of MNR's Bombardier coaches that have either reached or are approaching their 35-year service life. *(Editor's note: The oldest of these coaches are now 42 years old.)* [MTA PRESS RELEASE](#), February 24

Sixth Wrapped Locomotive Debuts

MNR unveiled a sixth locomotive as part of its Heritage



P32AC-DM No. 222 (General Electric, 7/2001) is seen outside the North White Plains Shop on February 21. Emily Moser/MTA photo

Series with a special design that was used until 1954 along the then New York, New Haven & Hartford Railroad. The Heritage Series was launched in May 2023 to celebrate MNR's 40 years of public service and honor the railroads that independently operated commuter rail services along the lines that now mainly make up MNR: the Hudson Line, Harlem Line, and New Haven Line.

Workers at MNR's North White Plains, Harmon, Stamford, and New Haven shops restored Genesis-model dual-mode P32AC-DM locomotive No. 222 over the course of several months and wrapped the train in an olive green and a dandelion yellow vinyl, the paint scheme employed on New Haven Railroad locomotives until 1954. The train made its debut run on the New Haven Line on Friday, February 28, departing Danbury station at 7:51 AM, and arriving at Grand Central Terminal at 9:55 AM.

All six wrapped locomotives are in service on the 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](#), February 27

PORT AUTHORITY TRANS-HUDSON (PATH)

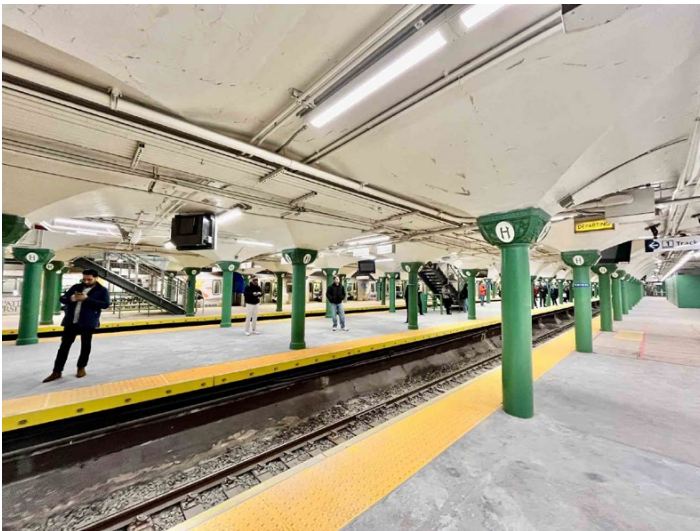
Hoboken Station Reopens

The Hoboken PATH station reopened following a 25-day closure to address critical infrastructure repairs and improvements across several elements of the 117-year-old system. The closure was a major element of the Port Authority's two-year \$430 million PATH Forward program.

The full station closure enabled the agency to undertake track and station work on an expedited basis, negating the need for at least a year of severe service reductions and major schedule changes. Tracks and a massive track switch system were replaced, and many components of the station were refreshed and renewed. Additional platform and track work will continue in the weeks ahead, which can be completed



Two views of the recently completed work at Hoboken. (Above) Looking towards the station from the interlocking, where all of the track was replaced. (Below) A view of the station area, with new platform topping, staircases, painting, and lighting. PATH photos



within PATH's existing weekend and overnight schedules.

The project's scope included a refurbishment of the station's concrete platform surface and replacement of four steep, narrow staircases original to the station with modern, safer staircases from the mezzanine to platform

level. Additionally, station walls and ceilings received fresh paint, with columns painted Lackawanna green as an homage to the train terminal's railroad past. The station also received new tiles, lighting and signage. Track work included replacing the interlocking outside the station that allows trains to move between the station's three tracks.

[PORT AUTHORITY PRESS RELEASE](#), February 25

NEW JERSEY TRANSIT (NJT)/AMTRAK

Third Span of Portal North Bridge in Place

The third and final arch of the bridge span was delivered and put into place at the end of February.



Aerial view of the Portal North Bridge with the third arch about to be placed into its final position. HNTB photo

[RAILWAY TRACK AND STRUCTURES](#), February 27

Other U.S. Systems

ATLANTA, GA.

New Rail Cars Unveiled

On January 31, the Metropolitan Atlanta Rapid Transit Authority (MARTA) put on display a four-car train at Lindbergh station during its State of MARTA event.

The four-car CQ400 trainsets, powered by a 750 V DC third rail, have a maximum speed of 70 mph. Each vehicle has 128 seats and up to two of these can run in multiple. The new state-of-the-art railcars feature open gangway designs, upgraded lighting and seating, digital displays, charging stations, and improved safety measures.

A \$646 million contract was signed in November 2019 for the delivery of 127 trainsets, with two options totaling 50 trainsets. The carbodies are manufactured in Szolnok, Hungary, with final assembly at the Stadler plant in Salt Lake City. Wabtec is supplying the heating, ventilation,



The State of MARTA event, held at the Lindbergh Station on January 31, where the new CQ400 cars were unveiled to the public. MARTA photo

and air-conditioning units, and Knorr Brake Company the braking equipment. Testing of the first two trains delivered this month is reportedly expected to take about a year.

[MARTA PRESS RELEASE](#), January 30

CHICAGO, ILL.

Final Designs for Blocks Under New Red Line Tracks

The Chicago Transit Authority (CTA) unveiled final development concepts for the space under the new 'L' tracks between the Lawrence and Bryn Mawr stations, as part of the \$2.1 billion Red and Purple Modernization (RPM) Phase One Project.

The CTA for more than a year has worked with local residents, businesses, and other stakeholders to develop design concepts for new public areas under CTA's Red Line following the demolition of a century-old, 1.3-mile long concrete embankment wall. The wall was removed as part of the RPM project, which has rebuilt Red and Purple line elevated track structure and is also reconstructing the Lawrence, Argyle, Berwyn, and Bryn Mawr Red Line stations. The 10 blocks of open space are located under the new Red and Purple Line tracks between W. Lawrence and W. Ardmore Avenues.

The CTA partnered with Site Design Group, a Chicago-based, nationally award-winning landscape architecture, urban design, and architecture firm to guide the development of a block-by-block plan for the space.

Design plans include a pedestrian trail, dog parks, playground, fitness area, benches, and flexible-use plaza space for community events. The CTA held multiple public meetings in 2024 to solicit ideas from the community on the types of amenities they wanted under the elevated tracks.

The CTA presented the design plans to the Edgewater and Uptown communities during two public meetings held on February 25 and 26. Block-by-block concepts can be found at <https://drive.google.com/drive/folders/16siQR9Un6kZT-EaG32Iv7L8S3RkKa-yy>.

Construction of the community spaces is expected to begin



One of the renderings for the project, Block 6, between Berwyn and Balmoral. CTA

in 2026 and be completed in 2027.

[CTA PRESS RELEASE](#), February 27

DENVER, COLO.

Speed Restrictions Removed

Regional Transportation District (RTD) has removed all remaining northbound speed restrictions in [Slow Zone #4](#) along the D Line, returning normal train speeds heading into Denver. Additionally, crews reduced the last remaining restriction in [Slow Zone #1](#) by approximately 2,200 feet, significantly decreasing southbound travel times for riders along the E and H Lines.

Crews performed rail grinding over the first week of February during overnight maintenance windows to remove the northbound restrictions for the D Line between Evans and Englewood stations and Oxford/City of Sheridan and Littleton/Downtown stations. Crews were also able to make progress on the last remaining speed restriction on the E Line between the Yale and Southmoor stations.

Temporary speed restrictions remain in place on the southbound portions of the D Line between Evans and Englewood stations and a 700-foot section of rail between Oxford/City of Sheridan and Littleton/Downtown stations.

[RTD PRESS RELEASE](#), February 7

LOS ANGELES, CALIF.

TAP-to-Exit Program Expands

The Los Angeles County Metropolitan Transportation Authority (Metro) expanded the Board-approved TAP-to-Exit program to Union Station (B/D Lines) beginning February 18. Turnstiles at the station will be latched at both the entrances and exits to the rail lines, so riders will need to tap their TAP card or scan their valid Metrolink fare to enter and exit the station.

Metro began informing riders about the expanded program on February 11 via signage at Union Station and the distribution of brochures. On February 18, Metro Ambassadors



and TAP Blue Shirts were on-site to assist passengers with loading their fares, while representatives from Metro's LIFE program will help enroll income-qualified riders. The education period will last through February 25, after which security and law enforcement officers will begin issuing citations for those who do not have valid fares.

Metro is expanding the TAP-to-Exit program as part of the agency's ongoing public safety effort. Controlling access to the system helps to ensure that people are using the system for their transportation needs. Since 2024, Metro has been deploying more security officers and contracted law enforcement partners to increase the visibility of uniformed law enforcement officers on the system, as well as upgrading camera technology and lighting at the stations.

The TAP-to-Exit program was first launched at the North Hollywood B Line Station in May 2024, followed by the Downtown Santa Monica E Line Station in September 2024. The program has received positive feedback from Metro riders. The North Hollywood station pilot transformed behavior along the 14 B-Line stations with reported crime and other issues (fights, drug use, and graffiti) having dropped by more than 40 percent on the Transit Watch app. In a survey of North Hollywood riders, 90 percent stated that this pilot made the station feel cleaner and 86 percent stated that this pilot made them feel safer. Following the expansion to Downtown Santa Monica, Transit Watch incidents dropped 55 percent on the E Line when TAP-to-Exit was paired with fare enforcement.

TAP-to-Exit is an effective, common fare compliance practice around the world and in major transit systems across the nation, including Bay Area Rapid Transit, Washington Metropolitan Area Transit Authority, and Metropolitan-Atlanta Regional Transit Authority.

Since TAP-to-Exit was implemented, the program has automatically corrected nearly 120,000 unpaid passenger exits, translating to over \$130,000 in fares recuperated alone. [LACMTA PRESS RELEASE](#), February 14

PITTSBURGH, PA.

Mt. Washington Transit Tunnel Closes

Pittsburgh Regional Transit (PRT) will temporarily close the Mt. Washington Transit Tunnel, starting February 23, to perform infrastructure upgrades.

Crews will replace the tracks, restore the roadway inside the tunnel, and repair the overhead catenary. The project is expected to take about eight months. The tunnel will reopen as soon as the work is complete, and the tracks pass inspection.

The Mt. Washington Transit Tunnel serves as a key connection between South Hills Junction and Station Square Station. It's the only tunnel in the country shared by buses and light-rail vehicles.

On weekdays, Red and Blue Line trains will detour through Allentown via Warrington and Arlington Avenues. A temporary stop will be available on Warrington Avenue at Allen

Street. Silver Line service will operate only between Library Station and Washington Junction, to reduce congestion in Allentown. Riders can transfer to Red and Blue Line trains at Washington Junction. On weekends, the Red, Blue, and Silver Lines will all operate via Allentown. A special temporary "Subway Local" service will operate between Station Square Station and Allegheny Station for the duration of the closure.

Station Square Station will be included in the Free Fare Zone from February 23 until the project is completed.

Plinth Project Wraps Up

PAT reopened the subway tunnels below Downtown Pittsburgh with the completion of the plinth project at the beginning of service on February 28.

Beginning that day, Penn Station, the normally inactive light-rail station on the Dr. Martin Luther King Jr. East Busway that was being served during this project, will return to inactivity. Wood Street Station also reopened.

[PAT NEWS RELEASE](#), February 10

SACRAMENTO, CALIF.

Blue Line "Infill" Station

The Sacramento Regional Transit District (SacRT), in partnership with local, state, and federal leaders, celebrated a milestone with the groundbreaking of the future Dos Rios Station on the Blue Line. The new light rail station, located on North 12th Street between Richards Boulevard and Sunbeam Avenue, will provide a transit connection for the growing River District and the Mirasol Village housing community.

This project was made possible through a combination of funding sources, including \$17.6 million in Transformative Climate Communities Program, \$10 million in Senate Bill 125 Funds, \$2.5 million in TIRCP Cycle 7, \$1 million Congressional Directed Spending Request, and a recently awarded \$9.5 million RAISE grant from the U.S. Department of Transportation. The grant completed the necessary financing for the \$43 million station, ensuring its timely construction. With site preparation work already underway, major construction will begin this summer, and the station is expected to open by the end of 2026.

[SACRT NEWS](#), February 19

SAN FRANCISCO, CALIF.

Muni to Get CBTC

Hitachi Rail has won a contract to modernize signaling on San Francisco's Muni light rail network using its SelTrac communications-based train control (CBTC) equipment.

The contract includes a 10-year service support agreement with an option for 10 further years. The Muni network has a mixture of light rail, streetcars, heritage vehicles, and cable-hauled cars, operating on-street and in tunnel. The Train Control Upgrade Project (TCUP) will provide a single

network-wide system to regulate the flow of vehicles across the light rail network, including historic vehicles.

According to network operator San Francisco Municipal Transportation Agency, TCUP is planned to be completed in seven phases. The first would see CBTC installed on the street-running sections of the light rail network, initially covering the Embarcadero and Third Street corridors.



LRV2 No. 1460 (Breda Costruzioni Ferroviarie, 1998) is seen coming off the private right-of-way at Church Street & 22nd Street on April 28, 2010, while operating on the J Line to Balboa Park. Jeff Erlitz photo

The second phase would see the equipment rolled out in the subway sections of the network, while the remaining phases would expand coverage to the on-street branches of the J Church, K Ingleside, L Taraval, M Ocean View, N Judah, and T Third routes.

The initial installation and deployment is planned to start in late 2026, with the tunnel fit-out planned to start in 2027-28, and the remaining on-street resignaling beginning in 2028-29. Program completion is expected in 2034.

[METRO REPORT INTERNATIONAL](#), February 14

International

ALEXANDRIA, EGYPT

Tramway to Modernize

Under a 341.2 billion won contract, Hyundai Rotem is to supply trams for the project to upgrade Alexandria's Raml tram network to a modern light rail service.

The contract was signed between Hyundai Rotem and Egypt's National Authority for Tunnels last June and runs until April 2037, including support options. Local media reports have said that the contract covers the supply of 30 trams 65 meters long. Work to modernize the Raml tram network's infrastructure will start in June.

The investment covers renewal of 13.2 kilometers of tramway, which is used by four tram routes. Works are to

include the reconstruction of track and 24 of the 38 stops, while the remainder would be closed to give at least 500 meters distance between each stop. This is intended to facilitate a planned increase in the average speed of services from 11 km/h to 21 km/h.

The tramway's electrical and mechanical equipment, signaling and communications systems and the ticketing and fare collection equipment are all to be upgraded.



At the El Raml Terminal of Route 2 on October 17, 2024, double deck No. 224, along with 225+226, (all Kinki Sharyo, 1995).

Karel Simana photo via Urban Electric Transit

As part of the program, the network is to be reconfigured, with one section of route being abandoned and a one-kilometer extension in the city center being built to serve Ahmed Orabi Square. A key aim is to fully segregate the light rail lines from road traffic.

The project is due to be completed in June 2027. A consortium of Arab Contractors and Hassan Allam was awarded a €363 million contract to last November to lead the work. It is to be co-financed from loans provided by the French Development Agency and the European Investment Bank with a total value of €238 million.

A consortium of Systra, Egis, ACE and Projacs is providing design and supervision services for the project under a November 2020 contract.

[METRO REPORT INTERNATIONAL](#), February 11

CANBERRA, AUSTRALIA

Light Rail Extension Construction Begins

Tramway PPP concessionaire Canberra Metro has begun construction of the light rail Stage 2A extension to Commonwealth Park. The A\$577 million project is being jointly funded by the national government and the Australian Capital Territory. It includes 1.7 kilometers of new route from Alinga Street, with a bridge over Parkes Way, and three stops at City Edinburgh Avenue, City South, and Commonwealth Park. Opening is planned for 2028.

In the longer term, the 9.3-kilometer Stage 2B would



Urbos 100 No. 010 (CAF, 4/2018) unloads at the current city terminus, Alinga Street, on August 9, 2019.

James Bradley photo via Urban Electric Transit

extend the line through the Parliamentary Triangle to Woden, forming a north-south line which would be integrated with electric buses to the suburbs.

[METRO REPORT INTERNATIONAL](#), February 19

DNIPRO, UKRAINE

Low-Floor Trams Ordered

Dnipro's transport operator has awarded local company Tatra-Yug a contract to supply five K1T306 three-section low-floor trams.



Rendering of Dnipro's new tram. Tatra-Yug

The 27-meter-long air-conditioned vehicles will have a capacity of 260 passengers at five passengers per square meter, including 67 seated. Deliveries are to start this year, with the trams to be used on Route 1, where track modernization works will be undertaken to raise speeds and increase safety.

The order signed on February 5 at cost of €1.7 million per tram is being financed with a 22-year loan under the Urban Public Transport II program backed by the European Investment Bank. [METRO REPORT INTERNATIONAL](#), February 17

KATOWICE, POLAND

50 Trams Ordered

Tramwaje Śląskie, the operator of the Katowice area tramways, has awarded Pesa Bydgoszcz and Modertrans Poznań contracts to supply 50 trams worth 777 million zloty. All will be low-floor and equipped with air-conditioning, electronic information displays, and wi-fi.



Rendering of Pesa's tram car for Katowice. Tramwaje Śląskie

The orders signed on February 4 have been placed under the European Funds for Infrastructure, Climate, Environment 2021-27 program.

There are currently around 200 trams on the 29 routes making up the 178-kilometer network. With the delivery of those 50 new trams, the fleet will grow by 25 percent.

[METRO REPORT INTERNATIONAL](#), February 12

MILAN, ITALY

New Trams Enter Service

The first of 74 Stadler Tramlink trams being supplied to Milan transport operator ATM has entered passenger service on Routes 7 and 31. Regular services began on February 20, after a launch event the previous day.

The rest of the fleet will be introduced over the next two years to replace older vehicles. The vehicles are ATM's first bidirectional trams. The three-section low-floor vehicles are 25.4-meters-long and 2.4 meters wide with three doors per side. The air-conditioned interior has 66 vandal-resistant seats, USB sockets, and a passenger information system with large monitors indicating stops, routes, and general transport information. The doors have ramps for people with reduced mobility, and there are dedicated areas for wheelchair users. The maximum speed is 60 km/h. Large front windows provide the driver with an extra-wide field of vision and cameras eliminate blind spots. Innovative trucks provide smooth and quiet running through the very tight curves in the city center.



Tramlink No. 7707 (Stadler, 2023) is seen pulling out of the Messina Depot on a test run on December 18, 2024.
simobarrato photo via Urban Electric Transit

In September 2020 ATM and Stadler signed a €172.6 million six-year framework agreement covering up to 80 trams. There was a €75.5 million firm order for 30, followed by a second firm order for a further 30.

Another framework agreement was signed in June 2023, covering up to 25 medium-capacity 25.4-meter-long trams and up to 25 high-capacity 35-meter-long five-section trams. There is a firm order for 14 of the longer trams financed by the National Recovery & Resilience Plan. The firm orders for 74 trams have a total value of €190 million.

[METRO REPORT INTERNATIONAL](#), February 21

ROME, ITALY

Metro Funding Agreed

The municipality of Rome has reached an agreement with the Ministry of Infrastructure & Transport for financing the next phases of metro Line C. The city council has also approved feasibility studies for five more tram lines.

On February 12, the city council said it had finalized a deal with the ministry for the allocation of €4 billion to further extend Line C. The funding covers the extension of Line C from Piazza Venezia to Clodio-Mazzini and Farnesina. It also provides for additional resources for ongoing works between San Giovanni, Colosseo, and Piazza Venezia.

The city is making progress on extending the light rail network in the capital. Rome's Councilor for Transport announced that construction of the tram line linking Ponte Mammolo to the Palmiro Togliatti main line station is scheduled to start on March 3. Between mid-December and the end of January, the city approved feasibility studies for five tram lines.

One new route would link Tiburtina high speed station with Ponte Mammolo on metro Line B, at an estimated cost of €123 million. Another would be built between the Anagnina terminus of metro Line A and Torre Angela on metro Line C, at an estimated cost of €410 million.

An extension would be built to take tram Route 2 from Piazza Mancini to Vigna Clara on suburban rail Line FL10; this is estimated to cost €130 million.

The 950-mm-gauge Termini to Giardinetti light rail line would be extended to the Parcheggio Scambiatore A1 park and ride facility in Tor Vergata, at an estimated cost of €48 million.

The latest approval came on January 30, covering a section of tramway to link Trastevere main line station with Via di Vigna Murata in the southeast of the city. The municipality aims to apply to the transport ministry to request funding for the expansion program.

See the map on pages 14-15.

[METRO REPORT INTERNATIONAL](#), February 25

ROSTOCK, GERMANY

New Tram Unveiled

The first of 29 Stadler Tina trams ordered by Rostocker Strassenbahn was officially unveiled on February 19.

The three-section standard gauge tram is 32 meters long, with a capacity of 216 passengers, including 75 seated. The floor height is 290 mm in the entrance areas and 350 mm elsewhere, and there are four twin-leaf and two single-leaf doors. Features include wi-fi, USB points, CCTV, a cashless ticket machine, and a collision warning system.



The first Tina tram, from Stadler, on display at the Hamburger Strasse Depot. Rostocker Strassenbahn photo

The Land of Mecklenburg-Vorpommern contributed €9.45 million towards the €98.2 million contract for 28 trams awarded in June 2022; one additional vehicle was subsequently added to the order.

Production is under way at Siedlce in Poland, with the next two trams to be delivered by mid-2025. Entry into passenger service is planned by the end of the year, and deliveries are to be completed by mid-2027.

The trams will operate on all six routes, gradually replacing 6N1 vehicles dating from 1994-96.

[METRO REPORT INTERNATIONAL](#), February 25

TRIESTE, ITALY

Tramway Reopens

The unusual tramway which links Trieste with Villa Opicina via a cable-hauled incline has reopened after being suspended in 2016. Two sections of conventional meter-gauge tramway are linked by an incline from Piazza Scorcola at 17 meters above sea level to Vetta Scorcola at 177 meters above sea level, with two intermediate stops. Trams are propelled up the hill and braked on the downhill run by cable-hauled tractor cars. This funicular system replaced rack operation which was used from the opening in 1902 until 1928.

The 5.2-kilometer line had coexisted with the city's urban tramway network which closed in 1970. However, services were suspended after a head-on collision in August 2016, and the subsequent modernization works were delayed by bureaucratic hurdles.



One of the tractors, built in 2005, with double-truck motor No. 405 (Officine Meccaniche Stanga, 1935) at the upper station of the funicular section of the line, Vetta Scorcola. These newest tractors have no cab, greatly improving visibility for the tram drivers, who now control them. Toma Bacic photo

The first departure on the reopened line at 6:51 AM on February 2 was crowded with passengers, despite the absence of an official celebration. One tram dating from 1935 is in use, with a second being used as counterweight on the funicular section. The other trams will return to service as work is completed to upgrade their brakes.

Trieste Trasporti is to operate nine services each way per day until February 16, then 19 until March 2 before increasing to a full service of 29 per day. Services are initially running from Piazza Dalmatia, a short distance from the Piazza Oberdan terminus which is to be refurbished.

[METRO REPORT INTERNATIONAL](#), February 3

WARSAW, POLAND

Next-Generation Tram Fleet

Warsaw tramway operator Tramwaje Warszawskie (TW) has called for tenders for up to 160 trams under a framework agreement seeking a proven design but delivering improved passenger comfort. It wishes to increase the proportion of low-floor vehicles in its fleet, but also provide capacity as the network grows. The framework agreement is for up to 64 unidirectional and 96 bidirectional trams, beginning with a guaranteed order for at least 20 single-cab cars. Subsequent batches would be ordered as financial resources allow and operational needs require.

A multi-section design is envisaged with a maximum vehicle length of 33 meters, to fit within TW's infrastructure constraints such as tram stops, stabling, and depot facilities. The supplier is free to specify how many sections to use, but the aim is to provide the greatest possible low-floor area. Outer ends of the vehicles are to be supported by trucks to help with noise reduction, and above these floors can be up to 590 mm high with a step if necessary, and up to 520 mm with sloping floor over any middle trucks.

The bidirectional vehicles are to have at least five double doors on both sides, each providing a 1.3-meter-wide door opening. Single-cab versions must have at least five pairs of doors along one side of the tram, but additional single-leaf doors at least 650 mm wide can be added.

Some onboard energy storage is required, such that a tram can clear neutral sections or in an emergency move to avoid blocking intersections, even without overhead power. Driver assistance is to offer anti-collision protection, including guarding against hitting obstacles when the tram starts to move, and a vigilance system to warn when the driver is distracted or tired.

Heating and air conditioning should use environmentally-friendly refrigerant, seats are to be upholstered with eco-leather for improved hygiene, and USB charging points are to be provided for passenger use.

[METRO REPORT INTERNATIONAL](#), February 10

ZAGREB, CROATIA

Tram Deliveries Begin

Local manufacturer Koncar KEV has delivered the first of 40 NT2400 trams ordered by Zagreb public transport operator ZET.

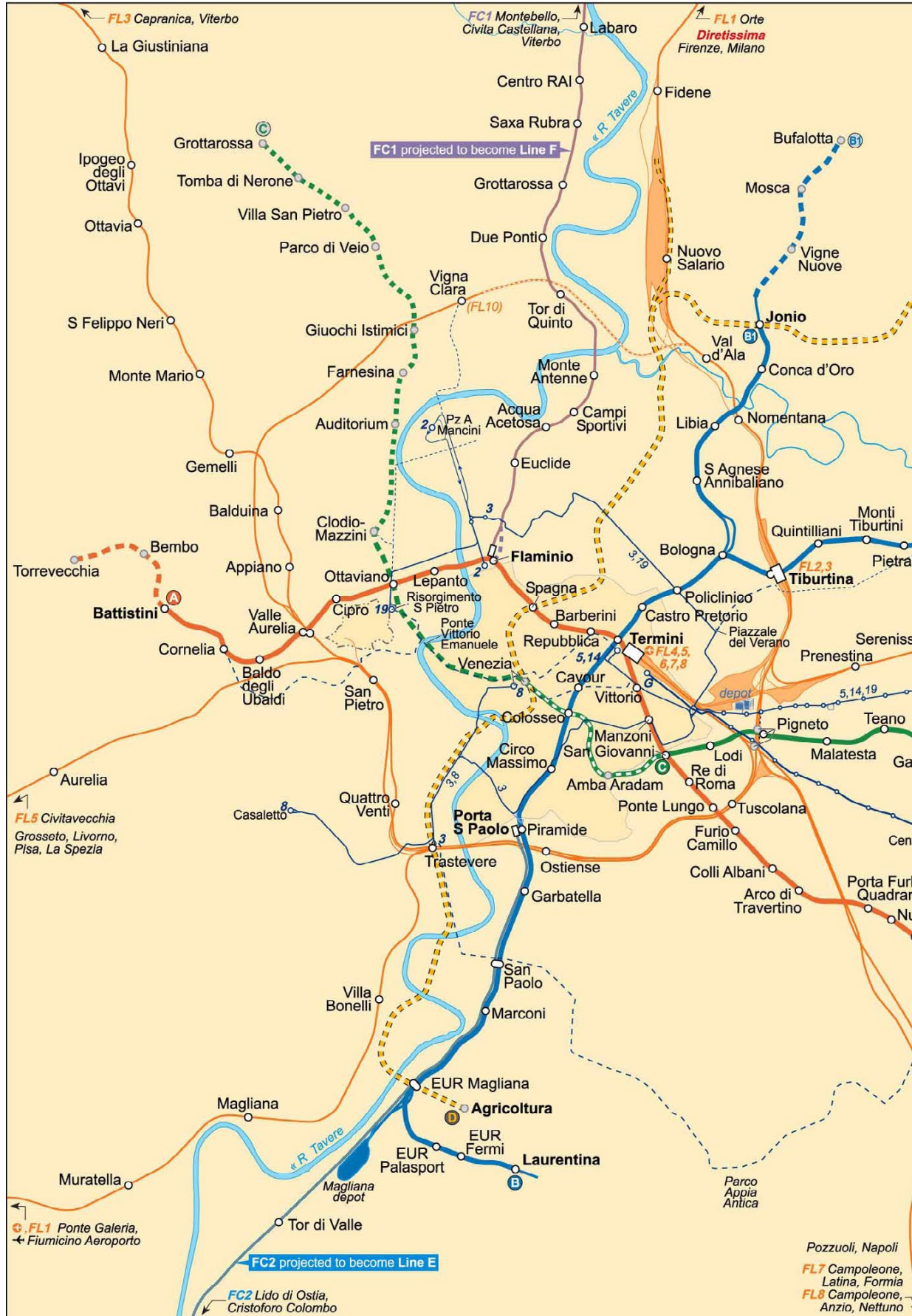
ZET placed a €37.8 million order for an initial 20 vehicles in June 2023, financed by the EU-backed National Recovery & Resilience Plan for 2021-26. A firm order for a further 20 was signed in September 2024.

The three-section trams are 20.8 meters long, with four double leaf doors, a capacity of 115 passengers, a wheelchair ramp and USB ports. They have a maximum speed of 70 km/h and batteries which can provide power for short distances. 20 trams should be delivered by the end of this year, and then another 20 next year. These 40 short trams are not the end of the ZET fleet modernization, as a tender for 40 long trams is in preparation.

[METRO REPORT INTERNATIONAL](#), February 7

Map of Rome's existing metro, tramways, and railroad lines, as well as those under construction, planned, and projected.

Railway Gazette International



A Dive in the Archive

By Paul Grether (ERA #6933)

“A Dive in the Archive” is a new recurring feature of the *Bulletin*. The objective is to publish several times a year as interesting content is made available and digitized.

The ERA once had a large member library and archive which had been at the various places ERA was headquartered in its long history, most recently at Grand Central Terminal. When ERA moved out of the Terminal, the ERA Library was donated to the Shore Line Trolley Museum in East Haven, Connecticut. Much of the archive materials were donated to various sister organizations, but a small core ERA archive remains. While this archive is inaccessible in storage, this feature is intended to highlight items in the remaining ERA collection, and to learn about electric railway history by soliciting additional information from ERA members.

For the inaugural “dive,” we go to one of the ERA photo collections and the Glen Cove RR. The Glen Cove RR was one of a number of short street railways developed and owned by the Long Island Rail Road to feed its railroad branches by connecting town centers to the railroad depots. The terminal of the 3.85-mile Glen Cove Railway was the Sea Cliff LIRR station, which was also the terminal for the sister 1.55-mile Nassau County Railway, which served the village of Sea Cliff. Both lines used an unusual 2.2kV AC system. The Glen Cove RR opened November 16, 1905 with track that paralleled the LIRR tracks from the Sea Cliff station, past the Glen Street Station to the Glen Cove station where the line turned, went through the center of Glen Cove and terminated at the ferry landing with connections to the seasonal Sound Transit Company steamship ferries to New Rochelle, N.Y. The fare was five cents and the total running time from Sea Cliff to the Glen Cove Landing was 19 minutes.

Early competition from automobiles and marginal ridership caused LIRR to shut down its streetcar lines in 1924, with the Glen Cove RR closing on November 15.

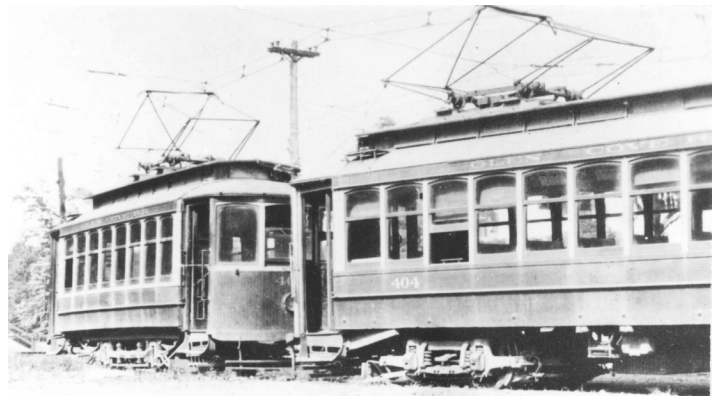
Do you have additional information about the Glen Cove RR or the pictures from the ERA collection? Email grether@mindspring.com and perhaps more information can be shared in a future *Bulletin*.

Information about the Glen Cove RR came from the following books in the author’s collection:

- **Toonervilles of the Empire State** by Felix E. Reifschneider. Link to book information: www.libib.com/u/grether?solo=90115526
- **Historic Trolley Guide to Suburban Electric Lines of the New York Metropolitan Area: Within a 50-Mile Radius of New York City, as of 1914** published by the Electric Railway Historical Society of Chicago. Link to book information: www.libib.com/u/grether?solo=63679392



(Above) Glen Cove RR operating on the line between the Glen Cove LIRR depot and the center of Glen Cove. Note the single-track operation, pantograph for the 2.2kV AC system and the unpaved street. (Below) Glen Cove RR cars No. 402(?) and No. 404 were single- and double-truck Birney cars respectively. Location is the Sea Cliff LIRR station terminal. Both cars are equipped with pantographs for the 2.2kV AC system. Collection of the Electric Railroaders' Association, photographer and date unknown.



Picture post card of a Glen Cove RR car at the landing in Glen Cove in about 1910. R W Harrold, Glen Cove, postcard, Glen Cove Historic Postcards collection, Glen Cove Public Library

From the Camera of Henry Wilhelm (ERA #1968)

Henry took a trip to Jamaica on April 1, 1930, when the Long Island Rail Road was in the middle of their second grade crossing elimination project in the Jamaica area.

Jamaica Station was elevated in 1913 but there were still five grade crossings between the Union Hall Street and Hillside stations, to the east. Though grade-separated, there were also three iron bridges that carried 159th, 160th, and Union Hall Streets over the tracks, which were in a cut.

The railroad decided to remove the bridges, which had been installed in 1903, and raise the tracks in the cut and at grade up onto an embankment, much like they did for

Jamaica Station. Work began in December, 1929. The Main Line was reduced to just three tracks between Union Hall Street and Hillside, and were located on the north side of the right-of-way. This enabled the railroad to build up the embankment on the south side of the right-of-way. Three one-story cabins were put into service to control the signals at these locations but all of the switches were hand-operated, in charge of the block operators at those cabins.

The negatives for these images are in the collection of the Western Connecticut Chapter-National Railway Historical Society, whom we thank for their use.



In the view above, Class G5s No. 27 (PRR-Juniata, 1/1925, s/n 3976) is leading an eastbound train on Track 3 at 159th Street. The track immediately to the right of the train stub-ended at the high-level platform of Union Hall Street Station. The temporary J1 Block Station is barely visible on the right, through the signal bridge. Below, class D16sb No. 223 (PRR-Juniata, 2/1906, s/n 1444) leads a westbound train through the switches of J2 Block station, at 170th Street. The overpass in the distance is at Hillside Station.





(Above) View west at 175th Street, within the limits of J3 Block Station, just west of Hillside Station. The foundation on the left will support the Montauk Branch viaduct that will cross over the Main Line. (Below) Also looking west, from the pedestrian overpass at Hillside Station, with 177th Street in the foreground. The track on the left is the Montauk Branch turning south to head towards St. Albans, with more of the footings for the future viaduct. This track will split into two tracks just to the east of J3 Block Station, which is just out of view at the bottom left of this picture. The second track from the left is the lead into Holban Yard, the hub of freight operations to the east of Jamaica. The negative of this picture was either poorly exposed or developed, and it needed some work in Photoshop to bring out the image.



Change Comes to Tramway T1 in Paris

By Jeff Erlitz (ERA #3997)

The rebirth of the tramway in the Paris region began on July 6, 1992, when line T1 began operating, north of the city proper. It had been almost 54 years since the last tramway operated in Paris, on August 14, 1938. Like the Metro and local buses in the city, it is operated by RATP-Régie autonome des transports parisiens (Parisian Autonomous Transport Administration).

The opening dates for each segment of route T1 are as follows:

- July 6, 1992: Bobigny-Pablo Picasso to La Courneuve-8 Mai 1945
- December 15, 1992: La Courneuve-8 Mai 1945 to Gare de Saint-Denis
- December 15, 2003: Bobigny-Pablo Picasso to Gare de Noisy-le-Sec
- November 15, 2012: Gare de Saint-Denis to Les Courtilles
- October 12, 2019: Les Courtilles to Asnières-Quarte Routes

The tramcar selected to operate on this first new line was the model TFS-2 (Tramway Français Standard-2), which was manufactured by GEC Alsthom (now Alstom, and without the "h"). Constructed in early 1992, this original fleet consisted of 17 cars, numbered 101 to 117.

Three other cities in France also obtained the TFS-2 tram. In 1987, Grenoble was the first purchaser, receiving 53 cars. Saint-Etienne followed, in 1991, with an order for 15. They received a second order for 20 cars in 1998. Rouen bought 28 of them in 1994, but they were withdrawn from service in 2012 and sold to Gaziantep, Turkey.

Two more cars, 117 and 118, were purchased in 1995. Sixteen additional TFS-2 cars were built in 1996, numbered 201-216, for tramway route T2, which started operations on July 2, 1997. Route T2 received 26 new Citadis 302 cars from Alstom between 2002 and 2003. This enabled the transfer, in 2003, of all 16 TFS-2 cars from route T2 to route T1.

In October, 2021, Ile-de-France Mobilités and RATP contracted with Alstom to supply 37 new Citadis 305 trams to replace all of the original TFS-2s, which were nearing 30 years of service. The first one of these new trams was delivered in June, 2024. Seven more were delivered by December, 2024, when the first few were placed into revenue service.

The first TFS-2 to be withdrawn from service was No. 102, in November, 2024. As of this writing, two more were withdrawn, Nos. 114 and 118, in December, 2024.

(Below) Map of tramway route T1.

I visited Paris for one week this past January, for the first time in 30 years, well before the re-establishment of tramway operations in this city. Knowing the TFS-2 fleet was not long for this world, I spent the better part of a day hiking almost the entire west end of the line. What follows is some of that day's survey, taken on Thursday, January 23.



I began my tour at the western terminal, Asnières - Quatre Routes. For the first three stops, the line operates on a private right-of-way, either in the center, or to the north side of, the Avenue de la Redoute. Above, No. 119, one of the two purchased in 1995, has just left the arrival/drop-off platform as is heading to the relay position immediately west of the stop, while No. 108 is loading its passengers for its eastward journey. Below, No. 211 is departing Les Courtilles, where transfer is available to Metro Line 13. This was the western terminal, hence the diamond crossover, from November 15, 2012 to October 12, 2019.





Citadis 305 No. 10 (Alstom, 2024) is seen westbound on a training or testing trip, just east of the Le Village stop, on Rue Pierre Timbaud & Place Jean Grande. From this point east to the next stop, Timbaud, each track is on separate one-way streets, the only such situation anywhere on the Paris region tramway system. On this day, there were five of these brand-new trams out on the road, with four of them in revenue service.



Citadis 305 No. 12 (Alstom, 2024) is heading west on the Ile-Saint-Denis. This island commune, slightly more than four miles long and located in the River Seine, is separate from the city of Saint-Denis. Along with the section on the one-way streets, this section was one of the rare locations where the tramway operates in mixed traffic.



TFS-2 No. 201, the first of the 1996 group, is turning off Rue Pierre Timbaud and onto Place Jean Grandel, the beginning of the one-way street section. All eastbound service was short-turning at Escadrille Normandie-Niemen due to the reconstruction of the Bobigny Pablo Picasso station area.



No. 108 is seen again, here heading west at the very busy Gare de Saint-Denis interchange station. Transfers are made here to tramway line T8, RER Line D, and Transilien Line H, all on the upper level.



No. 108 is westbound at Gare de Gennevilliers, with RER Line C up above.



No. 208 is turning off Boulevard Jules Guesde and onto Boulevard Carnot, just north of the Theatre Gerard Philipe stop, in “downtown” Saint-Denis.



A closer view of No. 119, at the very end of track at the relay position just past the Asnieres - Quatre Routes stop. Of the two cars built in 1995, only this one was still operating. As you can see, these trams have seen better days. On this particular weekday, there were 15 TFS-2 trams and four of the new Alstom Citadis trams in operation.



No. 113 has just departed the Basilique de Saint-Denis stop, located on a private right-of-way in an alley with pedestrian walkways on either side. This "street" is aptly named "Passage du Tramway."

Book Review

By Paul Grether (ERA #6933)

Back on Track: Sound Transit's Fight to Save Light Rail by Bob Wodnik, published by Washington State University Press, Pullman, Washington in 2019, softcover, 185 pages, with endnotes, index and some black-and-white pictures including a system map. Small-format paperback. ISBN 978-0874223699.

The current situation for rail transit in the Seattle metropolitan region is a major expansion program. Sound Transit (ST) is the short-form name of the Central Puget Sound Regional Transit Authority. This is the regional authority charged with delivering a multibillion-dollar capital program and is a relatively new transit authority, having been created in 1993 and funded in 1996. In addition to major investments in commuter rail and bus transit, a massive light rail expansion is underway, with the Federal Way, East Link and Downtown Redmond expansion projects all under construction, and other segments in the planning phase.

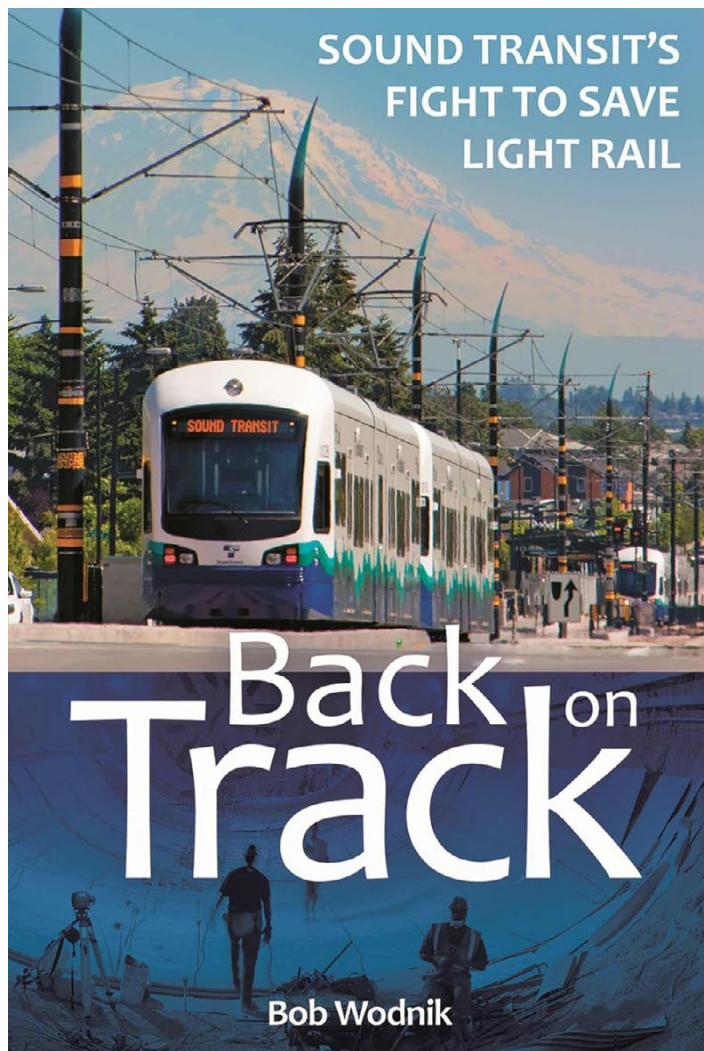
There is a context to the current program. The 1990s and 2000s were a period of tumult in Seattle transit politics. Seattle is a growing region with major traffic congestion, but achieving consensus on what is now the voter-approved third expansion program, Sound Transit 3 (ST3), in 2016 seemed like more of a foregone conclusion. The passage of ST1 in 1996 and ST2 in 2008 was surrounded by controversy, with the future of not just the program, but the existence of the agency itself, called into question numerous times.

The focus of Wodnik's work is the early history of ST and the politics of establishing, and especially delivering, the program. Wodnik worked for many years as the ST Senior Communications Specialist and had access to the inner workings of the agency and the decision-making, particularly during the period from 2001–2016 when CEO Joni Earl successfully led the agency through some of its biggest challenges.

The political story of building the first-ever light rail line in Seattle is one of schedule and budget. An initial promise of delivering in 10 years, drama in the last few hours of the Clinton Administration to get the Federal Transit Administration \$500 million Full-Funding Grant Agreement signed, and a subsequent crisis of credibility, nearly sank ST many times over. This book is a play-by-play of the amazing and fraught process to get the first line built and open on razor-thin political margins, and the leaders within ST that pulled it off. It will appeal to those who enjoy political thrillers, the development of modern light rail systems, and the intersection of good urban and transportation planning with the realities of democratic public scrutiny. Wodnik's writing style is highly readable, and he breaks the story down into small chapters peppered with quotes from the key players. His primary sources are interviews with ST executive staff, board members, and elected officials in addition to newspaper accounts.

Link to book information:

www.libib.com/u/grether?solo=130997294



S700 214+228+265 (Siemens, 2019–2021) have just left SeaTac Airport Station and are on their way to Angle Lake on July 5, 2022.
Alex Krakowsky photo via Urban Electric Transit

Travels with Jack May

Modern Streetcars in Three Midwestern Cities — Part 4

By Jack May (ERA #2275)

We continue our survey of the Kansas City Streetcar with three views from the upper end of the line, beginning at the northern edge of Kansas City's business district, on Main Street between 9th and 8th (see map at <https://kcstreetcar.org/route/>).



After passing Kansas City's Central Library at 9th Street, Main divides into separate northbound and southbound lanes separated by an island. The Muse of Missouri Fountain, with 200 spouts of water, is located in that space. It was built in 1963, and the "Missouri" refers to the river as opposed to the state. The fish heads below the net resemble bluefish, which are not found in that body of water, as the sculptor felt that native catfish were too ugly to craft.



(Above and above right) These two photos from a block further up were taken from a garage that occupies the lower floors of the 30-story former Commerce Bank Tower, now apartments. The lower view shows the viaduct that brings Main Street over the gully used by Interstate highways I-35 and I-70.



Main ascends into Delaware Street in order to cross the I-35 and I-70 freeways and enter Kansas City's River Market district, where the line splits into a one-way counterclockwise loop. This charming area is home to many diverse shops and restaurants, which have been mutually aided by the popularity of the streetcar line. It was the perfect place to grab a bite for lunch.



The Kansas City Streetcar descends the grade along 5th Street after turning right from Delaware Street. The hill looks steeper than it really is due to the use of a telephoto lens.

As mentioned earlier Dick, John and I were treated very well on our visit to the offices of the Kansas City Streetcar Authority. It lies on a spur track leading from Third and Grand northward toward the river, which then turns east onto prw at the end of 2nd Street.

After receiving maps and other literature we were shown the Singleton shops, where the four CAF-built cars are stored and maintained. Our hostess and guide was a refugee from

New York City, so it was old home week for me. Since this visit two more cars have been ordered from CAF to be used for a forthcoming expansion of service.

shops and restaurants to ATMs to even restrooms, and central checkpoints for the screening of passengers and luggage had to be jury rigged.



Car 803 is about to turn back onto Delaware Street from 3rd, having begun to operate as an inbound unit after it laid over at the end of the line at 3rd and Grand a few blocks back.

Once our “work” (labor of love) was completed we rode to the northern end of the line and retrieved the car and headed for the airport. Mine was the first flight out so Dick and John dropped me at Delta before returning the vehicle after our very successful day.

The three circular-style terminal buildings at Kansas City International Airport date from 1972, prior to the security concerns that came with hijacking and September 11, and they display designs that were advanced for their time but became terribly outdated quickly. Built on the site of the former Mid-Continent Airport (that’s why its code is MCI), the terminals were based on TWA’s concept of bringing motor traffic as close to the gates and aircraft as possible. Thus, almost all services in the buildings were decentralized, from

I had been able to secure low fares for my open-jaw trip by purchasing tickets (to Indianapolis and back from Kansas City) as two one-ways, but that meant for economic reasons my return trip was not non-stop but instead included a change of aircraft (see itinerary in Part 1). It was only a 35-minute stopover in Atlanta, but as a result, it wasn’t until after midnight that I reached Newark Airport (on time) and was able to retrieve my car from my favorite off-airport parking lot (Vista) at the Howard Johnson motor lodge. I was soon home after what I considered to be an enjoyable and very successful trip.

Part 5 continues with a report on my visit to Detroit, home of the last of the three new streetcar lines that opened in 2016 and 2017.

(Below) Double-ended CAF-built three-section articulated low-floor car 801 is shown undergoing maintenance on one of the hoists in the Streetcar Authority’s Singleton shop.

