



# BULLETIN

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**Electric Railroaders Association**

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**Trip Notices/Save the Dates**

**April 15-19, 2026:** Motor Bus Society spring San Francisco Bay Area convention. Visit <https://www.erausa.org/regional-trips/2026/04/16/> for the details.

**April 29-May 13, 2026:** ERA International trip to Northern England, Scotland and Isle of Man. Visit <https://erausa.org/international-tours/2026/> for all the details.

**August 28-September 2, 2026:** ERA National Convention in Chicagoland. Potential activities include visits to 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://www.erausa.org/conventions/2026/> for all the details.

**Donations**

The ERA Board of Directors express their deepest appreciation for these member donations in January 2026.

**\$100 to \$199**

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**Monthly Zoom Meeting**

Friday, February 20, at 7:30 p.m.

**Presenting This Month: Eric Oszustowicz**

Eric's program will be comprised of high-definition videos and still images. As usual, this will be an exceptionally long presentation and will continue for as long as there is a sufficient number of viewers still present. It will cover a multitude of subjects, starting off with a comprehensive look at the rail systems in the New York Metropolitan area. Interspersed throughout the entire presentation will be views of the New York subway system during 1984, with an emphasis on R-14 and R-15 subway cars, which would not survive to see 1985 in regular service. Eric will also cover Boston and the Washington D.C. area, with MARC, VRE and the WMATA subway system. He will also cover the freight operations of BNSF, Union Pacific, CSX, Norfolk Southern and the interesting operations of the RJ Corman system in Pennsylvania, Tennessee and Kentucky. One will want to stay for the end of the presentation. Eric will show some of his vintage photographs of the New York City subway system taken during the 1980s, including graffiti era views of equipment as old as the R-10s in regular service. Eric's presentations typically run three to four hours, so get a comfortable chair and enjoy the show!

**How to Join Our Zoom Meeting**

The Zoom registration link for this meeting is: <https://us02web.zoom.us/meeting/register/>



II84mH29Q5-Yqa\_Elk2SHQ. You can sign in at 7:15 p.m. The show begins at 7:30 p.m. If you have any problems, email Bob

Newhouser at [bnnyc1955@gmail.com](mailto:bnnyc1955@gmail.com), or on the night of the meeting, text or call Bob at 917-482-4235.

Front Cover Photo

During the snowstorm that covered most of the Northeast U.S. on January 25, Metro-North South Norwalk to Danbury Train No. 6810 was caught heading about due north over the Glover Avenue grade crossing south of the Merritt 7 Station in Norwalk. BL20GH No. 114 (Brookville, 11/2008) led the way. Andrew Grahl photo

Rear Cover Photo

R-62A No. 1890-1889-1888-1887-1886 (Bombardier Transportation, 6-7/1986) is the first half of the 15:16 from South Ferry to 242nd Street as it emerges from the Fort George Tunnel and enters Dyckman Street Station in Upper Manhattan on January 30, four days after 11.4 inches of snow fell in Central Park. Steve Polcaro photo

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

Table with 6 columns: Date, Country, City, Segment, Distance (miles), Railway/Metro/Tram. Rows include openings in France, India, China, and Guangzhou.

URBAN RAIL NEWS, JANUARY 31

Rail News in Review

New York Metropolitan Area

METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

Governor Announces Two Major Projects

Governor Hochul announced a plan to advance two significant transit projects as part of her 2026 State of the State. As part of the Governor's FY27 Executive Budget, she will propose \$50 million to fund the design of a reimagined Jamaica Station, better integrating subway, Long Island Rail Road and AirTrain service for the 200,000 daily riders who pass through this transit hub every day.

The other project, part of the FY25 Enacted Budget, is funding a feasibility study for westward expansion of the Second Avenue Subway by advancing the preliminary engineering and design process to continue tunneling across 125th Street to Broadway.

The 125th Street Subway Feasibility Study is available at https://www.mta.info/document/196361. MTA PRESS RELEASE, January 13

Capital Program Contract Awards/Modifications

- The following rail-related contracts were awarded, or modified, at the Board's January meeting:
- A-37149: To Paul J. Scariano, Inc. for design-build services for ADA upgrades at 42nd Street-Bryant Park and Fifth Avenue
- A-37824: To Forte Construction Corp. for design-build services for ADA upgrades at Briarwood, Parsons Boulevard and Gates Avenue
- S-48019-R: To L.K. Comstock and Company, LLC for design-build services to provide a wayside Communication Based Train Control system on the Fulton Street and Liberty Avenue Lines
- PS886: Modification to a contract with Naik Consulting Group, PC for oversight and coordination services in connection with the construction of a new office and hotel development at 175 Park Avenue and to extend the contract term by four months to September 1, 2026
- 6241: Modification to a contract with RCC/AMCC Joint Venture for impact costs related to compensable delay in the construction of a new diesel locomotive repair shop and employee facility at LIRR's Morris Park Yard
- A-37793: Modification to a contract with Sovereign Hydroseal East, Inc. to extend the term of a unit price water remediation contract by one year, to January 2, 2027, and to increase quantities to unit price items to support forecasted work orders for remediation services
- A-46030: Modification to a contract with Skanska Railroad Construction JV for the replacement of eight deteriorated

platform girders (four at the Manhattan-bound track and four at Flushing-bound track) at the 61st Street-Woodside station on the Flushing Line and to accelerate the work at the Manhattan-bound track and extend the milestone for that work and the Substantial Completion date to August 17, 2026

- **MN25781:** Modification to a contract with TAP Electrical Contracting Services, Inc. for the replacement of Metro-North Railroad’s 86th Street Substation and the negative return reactors at MNR’s 110th Street Substation to resolve all remaining claims asserted by the contractor for compensable and excusable delays

[CAPITAL PROGRAM COMMITTEE MEETING AGENDA](#), January 2026

### Snowstorm of January 25-26

The most impactful winter storm in nearly five years affected the tri-state area on January 25-26, 2026. With a dome of cold air in place, low pressure brought warm air aloft, creating significant snowfall. In coastal areas, sleet (ice pellets) mixed with the snow, reducing depths under the heavier and wetter precipitation. Peak snowfall rates were one to three inches per hour, causing reduced visibility and difficult travel in whiteout conditions.

The official snowfall in Central Park was 11.4 inches, the greatest since 2022. Other areas of Manhattan, such as Washington Heights, recorded up to 15 inches according to the National Weather Service and spotter reports. Depths of 10-14 inches were common across the other four boroughs and across Long Island. Elsewhere in the metropolitan area, snow depth recordings included up to 15 inches in Fairfield County, CT; 16 inches in Englewood Cliffs (Bergen County), NJ; and 18 inches in Monroe (Orange County), NY; and 17 inches in Somers (Westchester County), NY.

*(Editor’s note: The above report was provided by meteorologist Todd Glickman, ERA No. 6315.)*

While there were service delays on most lines, the subway, LIRR and MNR all ran throughout the storm. The same could not be said for NJT, though.

On Sunday, NJT suspended all light rail service first thing in the morning. Rail service was suspended starting at 2 p.m. that day. Hudson-Bergen and Newark light rail service resumed Monday morning. NJT rail service resumed on Monday at about noon, with a Severe Weather Schedule Level 2 implemented, except no Gladstone, Princeton or Pascack Valley service was operated. That schedule is similar, but not exactly the same as, the regular weekend schedule.

On Tuesday, Severe Weather Schedule Level 2 was operated on all commuter rail lines, plus unscheduled extra service added due to overcrowding. Normal weekday rail service resumed on Wednesday morning.

## NEW YORK CITY TRANSIT (NYCT)

### New Elevators at Parkchester 6

On January 9, station upgrades and two modernized elevators were placed into service at the Parkchester 6 Station in the

Bronx. In addition to the elevators and two new staircases, crews made accessibility improvements and system upgrades.

Two additional ADA-compliant staircases, an accessible fare array and a replacement escalator are expected to open at the station next month. The Parkchester 6 Station serves more than 7,000 daily riders.



The two new elevators, at platform level. Marc A. Hermann/MTA photo

Approximately 95% of the \$92 million project was federally funded with support from the Federal Transit Administration. The design-build team for the Parkchester station upgrades is a joint venture between J-Track & TC Electric. The designer is AECOM and the elevator manufacturer, installer and maintainer is Modern Elevators.

[MTA PRESS RELEASE](#), January 9

### Additional Customer Service Centers Open

The opening of the 30th Customer Service Center (CSC), at 14th Street-Union Square. Customer Service Centers bring services historically available only at the MTA’s 3 Stone Street location in Lower Manhattan directly into the neighborhoods where riders live. Riders have access to a CSC in all five boroughs.

Stations with newly opened CSCs include:

- 3rd Avenue-149th Street 2 5
- Queensboro Plaza 7 N W
- Far Rockaway-Mott Avenue A
- Jamaica-179th Street F
- 36th Street D N R
- Flatbush Avenue-Brooklyn College 2 5
- Broadway Junction A C J L Z
- 59th Street-Columbus Circle 1 A B C D
- 14th Street-Union Square 4 5 6 L N Q R W

[MTA PRESS RELEASE](#), January 9

## LONG ISLAND RAIL ROAD (LIRR)

### Laurelton Station Renovation Completed

The LIRR has completed the renovation of its Laurelton Station on the Atlantic Branch. The renovation improved

accessibility, modernized the station and brought it into a state of good repair.

The station improvements included:

- Installation of a new elevator, elevator machine room, electrical room and service upgrades, communication room, communication and safety/security systems, and elevator vestibules as required for weather protection, and other ADA and Code improvements
- ADA improvements to the parking lot and path of travel
- Construction of a new tunnel to provide access to the elevator from the street
- New sidewalks connecting paths of travel to the elevator
- Weatherproof Help Point emergency and information kiosks with equipment enclosures
- New CCTV cameras
- New station signage
- Utility relocations, including electric, signal, communications, gas, water, sewer and storm sewer systems
- Construction of sidewalks, curb ramps, and retaining walls

The project included \$15.7 million in federal funding. Citnalta/Scalamandre, J.V. with Parsons Transportation Group is the designer with major sub-contractors including Bana Electric, Mid-American, Premier, Superior and Welkin.



Platform-level view of the new elevator and the section of the platform that was completely replaced. Marc A. Hermann/MTA photo

[MTA PRESS RELEASE](#), January 23

## METRO-NORTH RAILROAD (MNR)

### No Service to Albany After All

Amtrak is restoring full train service between New York City and Albany beginning in March, but at a cost to commuters hoping for a more affordable ride.

The move means a plan to extend Metro-North to the Capital Region will no longer move forward, after Amtrak said it would not allow the temporary service to proceed. The proposal would have offered cheaper, fixed-fare trips along the Hudson Line. Amtrak originally announced last April that it would significantly cut some of its train service

between New York City and Albany for several years to accommodate construction in the East River Tunnels, which were badly damaged during Superstorm Sandy.

The announcement drew criticism from the estimated three million New Yorkers who use Amtrak each year to travel between the city, the Hudson Valley and the Albany area. The reduced service also prompted pushback from former NYC Mayor Eric Adams, other elected officials and the MTA, which shares some of its tracks with Amtrak.

In a statement, Governor Hochul said that beyond returning to full service earlier than expected, the Empire Service will soon be able to accommodate more passengers than it could before the tunnel work began last spring. *(Editor's note: Due to longer train lengths.)*

Hochul remains open to expanding Metro-North service north of Poughkeepsie in the future, if there's enough demand in the Hudson Valley and Capital Region.

The East River Tunnel project remains on schedule and within budget, with completion expected in 2027.

[GOTHAMIST](#), January 27

## NJ TRANSIT (NJT)

### River Line Receives Renovated Train Set

NJT has unveiled the first renovated trainset on its light rail River Line, featuring a revamped interior and an engine overhaul as part of the ongoing effort to improve the service between Trenton and Camden. The diesel trainset built by Switzerland's Stadler has been wrapped to mark the 250th anniversary of U.S. independence.

NJT reached an agreement last September to take over operation of the River Line from contract operator Alstom, which had gained the contract through its purchase of Bombardier Transportation. At that time, a statement from NJT and Alstom said the investment needs for the diesel-powered light rail operation, which dates to 2004, had "grown beyond the current scope of Alstom's contract."



Newly-wrapped Stadler GTW 2/6 No. 3511 at the Trenton Transit Center on October 28, 2025. Adam Reich photo via Trains.com

As part of the transition, the NJT board has authorized a contract for Kinkisharyo International to take over

maintenance of the River Line equipment fleet. NJT will oversee operations and maintenance of the right-of-way and stations. The transition will be complete in the first quarter of this year. The agency and Kinkisharyo are working together on rehabilitation of the interiors on 14 trainsets, which feature new seats, flooring, LED lighting, and updated signage, among other features. NJT is also preparing a Request for Proposals to fully replace the River Line fleet.

[TRAINS.COM](https://www.trains.com), January 9

### Portal North Bridge Scheduled to Open

Beginning February 13, Amtrak will perform work to transfer one track (Track 3, the northernmost one) of rail service from the century-old Portal Bridge to the new Portal North Bridge over the Hackensack River, a major milestone in the Gateway Program.

While the transfer, or “cut over,” of Amtrak-owned wires and electrical systems will ultimately deliver substantial benefits, it means passengers on all rail lines operating to New York–Penn Station will experience temporary adjustments to rail service beginning on Sunday, February 15 and continuing for approximately four weeks. Modified train schedules will include some train consolidations or cancellations, and others with changed departure times and/or stopping patterns. *(Editor’s note: These changes are to accommodate single-tracking between Newark and Secaucus.)*

Regular schedules are expected to resume on Sunday, March 15, subject to the completion of safety testing.

During this first cut-over phase, weekday Midtown Direct trains on the Morris & Essex Line, Gladstone Branch and Montclair–Boonton Line will be diverted to Hoboken. Weekend Midtown Direct trains will continue to operate to and from Penn Station New York.

[NJ TRANSIT PRESS RELEASE](#), January 15



## Other U.S. Systems

### ATLANTA, GA.

#### Streetcar Returns to Service

The Metropolitan Atlanta Rapid Transit Authority (MARTA) streetcar will return to service Tuesday, February 3, at the completion of underground utility repairs by Georgia Power.

The streetcar service was suspended September 8, 2025, to accommodate underground utility repairs by Georgia Power and align with scheduled infrastructure upgrades along the streetcar route. MARTA shuttle vans have continued providing service along the route.

The work required a lane closure between Courtland Street and Peachtree Center Avenue, where Georgia Power has been



**On April 24, 2022, S70 No. 1003 (Siemens, 2013) has just left the Sweet Auburn Market stop on Edgewood Avenue and is passing the famous Municipal Market on its outbound trip to King Historic District.**  
Yury Maller photo via Urban Electric Transit

excavating and repairing underground electrical lines. For safety reasons, streetcars cannot operate alongside open construction areas.

In addition to Georgia Power’s work, MARTA has taken advantage of the closure to complete:

- Catenary inspection and repair
- Track maintenance
- Tree trimming
- Station refurbishment
- Signage and vehicle update
- Deep cleaning along the route

[MARTA NEWS AND PRESS](#), January 12

### BALTIMORE, MD.

#### New Metro Cars Enter Service

The Maryland Department of Transportation Maryland Transit Administration (MTA) launched the first six new Hitachi railcars into service on Baltimore’s Metro System. State and local officials celebrated the major milestone for the transit agency with a ribbon cutting event held at the Johns Hopkins Metro Subway Station. The new railcars feature state-of-the-art technology designed to enhance safety and improve reliability while providing a more comfortable experience for riders. Along with the new railcars, the agency also debuted a new train control system.

The new railcars were assembled in Hagerstown, Maryland at the Hitachi manufacturing facility and feature larger windows, brighter lighting, better bike space and improved digital signage. Wider doors and reconfigured interiors will allow for faster passenger boarding and will improve on-time performance. Energy-efficient lighting, informational display panels with updated route information and an updated audio announcement system will further enhance the riding experience.

Additional railcars will be phased in throughout 2026 with

# RIDE THE NEW METRO CARS



**JANUARY 9TH  
10 AM - 3 PM**



the total fleet of 78 new railcars expected to be complete by 2027. This phasing will allow riders to experience the benefits of the new cars as soon as possible. Each railcar undergoes extensive systems testing before being placed into service. The agency also invested in a new, modern communications-based train control and signal system.

[MDOT/MTA PRESS RELEASE](#), January 8

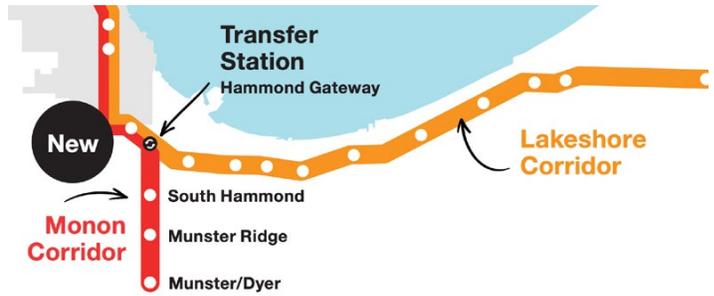
## CHICAGO, ILL. AREA

### South Shore Line Monon Corridor

Sometime in early 2026, passengers will be able to ride the Northern Indiana Commuter Transit District's (NICTD) West Lake Extension, now designated by NICTD as the South Shore Line's Monon Corridor.

The eight-mile electrified, single-track route has been constructed mostly on former rail right-of-way that hosted trains of the Monon and later CSX. The segment was abandoned in 1989 north of where Amtrak's Cardinal now joins CSX's ex-Grand Trunk Western main line at Maynard, Ind. Some of the original tracks were still visible as late as 2019 next to a pedestrian and bike trail built after the abandonment.

The rail line and trail were completely rebuilt south of a new Hammond Gateway station, where off-peak transfers to South Shore Monon Corridor shuttles and rush-hour through trains will connect to downtown Chicago via NICTD's South Bend main line. Grade separations over all rail lines and major highways, a passing track at South Hammond, and



Map of the new Monon Corridor. NICTD

intermediate Hammond and Munster Ridge Road stations were built en route to the Munster/Dyer station at the line's south end. The new physical plant also includes eight highway crossings, all equipped with quad gates.

The date for the start of service remains to be determined. Completion of the line was slowed by a number of factors, especially construction of a CSX bridge over the highway providing access to the Munster/Dyer station's parking lot and boarding facilities. Installation of catenary, signaling, and positive train control also played a role. But once all track, overhead wire and substation electrical, grade crossing activation, and PTC systems were deemed ready, overnight performance testing of trains began the week of December 15.

The plan called for five nights of testing at various speeds along the entire line. The first night's all-night drill consisted of running a two-car train from Hammond Gateway to Munster/Dyer non-stop starting at 5 mph. Speeds were increased by 5-mph increments with each pass until reaching 65 mph.

The next night, the non-stop tests started at 65 mph and advanced in 5-mph increments to the maximum speed of 79 mph. Flaggers were stationed at every highway crossing to ensure that regardless of the speed or ability of the train to trigger warning devices, autos and pedestrians would be protected.

Additional test runs, in daylight, are planned for January. Schedules and a revenue service debut date will follow once everyone involved signs off on the route's readiness.

[TRAINS.COM](#), January 3

## HOUSTON, TEXAS

### New Fare System

The Metropolitan Transit Authority of Harris County (METRO) has launched the new RideMETRO fare system, making it easier than ever for riders to pay, ride, and manage their trips. The upgraded system went live January 5.

With the new system in place, riders can now tap or scan to pay using several options:

- RideMETRO Fare Card (physical or virtual)
- Credit or debit card
- Mobile wallet (Apple Pay or Google Pay)
- Ticket Vending Machine (TVM) paper ticket
- Cash (accepted in buses and TVMs)

The new account-based system allows riders to:



- Add funds easily
- Lock and replace lost or stolen cards
- Track reward progress
- Manage multiple cards under one account
- Access fare tools via the RideMETRO App or online portal

METRO’s frequent rider rewards have also been updated. Riders using the RideMETRO Card will now receive one free ride after every 10 paid trips, offering faster rewards and more value. The RideMETRO App consolidates several key tools in one place: trip planning, live bus tracking, service alerts, route information, and account management.

The new system will replace the METRO Q® Fare Card and Q Mobile Ticketing App on April 5, 2026. Riders may continue to use existing cards and tickets until that date.

RideMETRO Fare Cards are available for \$2 at all METRO RideStore locations, new ticket vending machines, participating retailers, and through the Online RideStore.

[METRO NEWS](#), January 28

## LOS ANGELES, CALIF.

### Sepulveda Pass Corridor

Los Angeles is one step closer to a direct rail connection that will make travel much faster and easier through the Sepulveda Pass, one of the most notoriously congested corridors in the country, after the Metro Board selected an underground heavy rail option as the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor Project. This move marks a key milestone for the region’s most critical infrastructure investment, which is expected to transport riders between the San Fernando Valley and the Westside in less than 20 minutes.

Once implemented, the Project would connect the Metrolink Van Nuys Station to the Metro E Line, drastically reducing commute times that can take 40 to 80 minutes by car. Additionally, a trip from Van Nuys (at the G Line) to Westwood (at the D Line) on the Sepulveda Transit Corridor would take about 10 minutes, reducing similar and unpredictably long commute times. The project would provide regional access and connect Metro’s growing rail transit network with connections to the Metro D, E, G and East San Fernando Valley Lines, Van Nuys Metrolink Station and UCLA.

The agency released a Draft Environmental Impact Report (DEIR) last summer evaluating five different build alternatives for a rail transit option through the Sepulveda Pass. The Metro Board selected Modified Alternative 5 as the LPA for the Sepulveda Transit Corridor Project based on technical evaluation and robust community and stakeholder input. During the public comment period for the project’s DEIR, Metro collected more than 8,000 public comment submissions.

With the LPA selected, Metro will focus its efforts on conducting additional design refinement and community engagement to move forward into the next phase of the environmental review process.

[METRO NEWS RELEASES](#), January 22

## PHILADELPHIA, PA.

### Center City Trolley Tunnel Reopens

SEPTA announced the reopening of the Center City Trolley Tunnel, which had been closed since mid-November for emergency repairs and testing. All T Trolleys will travel through the tunnel beginning on Monday, January 12 at 5 a.m.

Since November, SEPTA has replaced nearly 5,000 feet of overhead wire in the trolley tunnel, which is about 20% of all the wire in the five-mile-long tunnel. Crews will continue to replace overhead wire in the tunnel during scheduled weekend closures.

Last fall, SEPTA replaced a part on each trolley called a “slider” that connects the vehicles to the overhead wire, replacing three-inch sliders with four-inch sliders. Evidence from peer agencies and testing performed by SEPTA suggested this change would reduce wear and tear on carbon pieces that sit within the sliders, cutting maintenance costs since they would need to be replaced less frequently.

However, it became apparent that the sliders caused damage to the overhead infrastructure. SEPTA has reinstalled the three-inch sliders on all vehicles.

[SEPTA NEWS](#), January 9

### New Regional Rail Schedules

New schedules for SEPTA’s Regional Rail lines went into effect on Sunday, February 1. SEPTA updates schedules four times a year. The updated schedules are designed to enhance service on several key lines, including additional trips on the Wilmington, Trenton and Chestnut Hill East Lines, and increased service frequency from Wayne Junction directly to the Philadelphia International Airport.

Beginning Monday, February 2, the changes will reflect implementation of the newly-acquired MARC fleet with planned operation on the West Trenton and Trenton Lines. Inclusion of these cars will increase the number of vehicles in service for the morning and evening rush and allow more cars per train. This will help ease crowding conditions that persist on some trains as SEPTA works to complete federal-mandated repairs to the 50-year-old Silverliner IV fleet.

Track work on the Fox Chase Line requires shuttle bus substitution and continues until Friday, April 3. Bus service replaces trains between Fox Chase and Wayne Junction stations on weekdays only from 9 a.m. to 2:30 p.m. daily.

[SEPTA NEWS](#), January 29

## SEATTLE, WASH.

### Crosslake Connection To Open March 28

Sound Transit announced that the Crosslake Connection will open for passenger service on March 28. This final component of the 2 Line will cross Lake Washington and connect with the 1 Line at International District/Chinatown Station, creating a fully integrated regional light rail system.

The final segment of East Link includes new stations at

Mercer Island and Judkins Park and completes the regional transit system expansion approved by voters in 2008 under ST2, increasing the light rail system from 55 to 63 miles.

The 2 Line will operate between Lynnwood and Redmond, in addition to the 1 Line between Federal Way and Lynnwood. Service will run on the 1 and 2 Lines from approximately 5 a.m. to 1 a.m., Monday to Saturday and from 6 a.m. to midnight on Sundays.

Trains will run approximately every eight minutes during peak times at the new stations, and between 10–15 minutes the rest of the day. Combined 1 Line and 2 Line headways between Lynnwood and International District/Chinatown will be every four minutes, providing additional capacity through the busy core of the system.

To complete the 2 Line and connect to the Eastside, Sound Transit engineers had to do something that had never been done before, design light rail to operate on a floating bridge. This world-first achievement was made possible by innovative engineering to address the unique challenges of running electric trains across a bridge in motion.

[SOUND TRANSIT NEWS RELEASE](#), January 23

## International

### BRUSSELS, BELGIUM

#### Airport Link

Preparatory works have begun on the first stage of the project to introduce a new 12-kilometer light rail line between the north of Brussels and Zaventem Airport. The line is intended to connect Brussels North Station with the airport by the end of 2030, and will offer a journey time of around 30 minutes.

The line will serve international business districts and residential areas, including Schaarbeek and Evere. Three stops will be located in the airport area: Brussels Airport (at the passenger terminal), Technics and Da Vinci. On the opposite side of the Brussels ring road, which will be crossed by a tunnel, stops will be built at Culliganlaan, Grensstraat and Hermeslaan. Closer to the city center, the line will connect with the existing light rail network near NATO's headquarters at the Eurocontrol terminus of line 62 from Heizel.

The project will require the construction of around four kilometers of new track, including 300 meters in Brussels and the remainder in Flanders. Total investment cost is estimated at €240 million, with around 10,000 passengers expected to use the service each day. The line will be operated by Brussels public transport operator STIB.

In other Brussels news, the A12 express tram project has been canceled in its entirety. The Flemish minister for mobility told the Flemish Parliament that there was no budget for the scheme and that its status had moved from “on hold” to “stopped.”

The project comprised a new 30-kilometer line between Brussels and Willebroek running largely alongside the A12 motorway, and would have required the construction of 19

kilometers of new track. Only five new stops were planned at Willebroek, Londerzeel, Wolveterm, Meise and Strombeek-Bever to offer a competitive journey time of 40 minutes.

Factors behind the cancellation included the reluctance of several municipalities along the planned route to co-finance the project. The initial cost was estimated at €450 million in 2023. Under the original timetable, the line was due to open in 2028, with construction starting in autumn 2025.

[INTERNATIONAL RAILWAY JOURNAL](#), January 30

### BUDAPEST, HUNGARY

#### S-Bahn Progress

Hungary's Ministry of Construction and Transport is tendering a contract to undertake detailed design and construction of Phase 3 of the Budapest S-Bahn project to increase capacity on the Southern Ring Line between Kelenfold and Ferencvaros for more frequent passenger services.

The contract covers the relaying of 13 kilometers of track, rebuilding Ferencvaros station, replacing or installing 93 turnouts and the installation of switch point heating systems, and work on the overhead power supply and signaling systems. Two bridges over roads will be replaced, and a new flyover built to avoid conflicting movements with trains entering the marshaling yard and locomotive depot at Ferencvaros, the largest yard in Hungary. A new station will be built to provide interchange with Budapest Metro Line 3 at Nepliget.

The deadline for submitting bids is February 16 and the successful bidder will have 44 months to carry out the work. Funding for the project is being provided by the European Union Cohesion Fund, and bid evaluation will see up to 70% of points awarded on the basis of price.



**A Class 415 Flirt, No. 415 036 (Stadler, 2007-2016) at Budapest Keleti Station on May 14, 2017.** Smiley.toerist photo via Wikimedia

The double-track section between Kelenfold and Ferencvaros is currently a major bottleneck as it forms part of the main east-west route for transit and other freight traffic, as well as being used by long-distance and local passenger services.

Under Phase 2 of the upgrade, a third track is being built

between Kelenfold and the Danube River, where a third railway bridge was built and the two existing structures replaced under Phase 1. East of the Danube, four tracks will be provided towards Keleti Station to enable through services to operate to Cegled, Godollo, Vac and other destinations.

[INTERNATIONAL RAILWAY JOURNAL](#), January 12

## BUENOS AIRES, ARGENTINA

### Metro Expansion

Sbase, the public body that manages the Buenos Aires metro, has launched a tender worth \$US 1.35 billion for the construction of the new Line F. It will be the first expansion of the Argentinean capital's metro network in 25 years.

The project comprises a 9.8-kilometer underground line with 12 stations, linking Barracas and Constitucion in the south with Recoleta and Palermo in the north, and providing interchange with all six existing metro lines as well as Constitucion mainline station. The new line is expected to carry over 300,000 passengers each day.

The tender, which covers engineering, construction and equipment work, includes a 20% advance payment, and requires completion within 60 months. The deadline for bids is April 26.

Separately, Sbase has launched a \$US 250 million procurement program for upgrades of the existing network, aimed at improving capacity, reliability and asset life. The program covers improvements to infrastructure, including station upgrades, power supply and signaling systems and rolling stock, with work expected to begin later this year.

A key element of the program is the modernization of Line B's traction supply system, which is set to switch from 600V DC to 1.5kV DC, enabling higher-capacity operation and compatibility with newer rolling stock.

Sbase plans to acquire around 40 new trains for Lines A and C, valued at approximately \$US 51 million, to add capacity at peak times, and replace aging vehicles. At the same time, Sbase will undertake a project to refurbish the existing fleet, including mid-life overhauls, while progressing potential procurement discussions for major multi-line fleet orders.

The upgrades to the metro network form part of Buenos Aires' wider 2026 infrastructure investment strategy, which significantly increases funding for public transport.

[INTERNATIONAL RAILWAY JOURNAL](#), January 14

## COPENHAGEN, DENMARK

### New EMUs for S-Bane

Danish State Railways has awarded a contract for at least 226 driverless commuter trains for the Copenhagen S-Bane network to a consortium of Siemens and Stadler. The contract is worth Dkr 23bn (\$US 3.58bn). These will be Copenhagen's fifth generation of suburban EMUs.

The first next-generation EMUs for the 170-kilometer S-Bane network, which will be fully automated at Grade of Automation 4 (GoA4), are due to enter service in 2032.



Rendering of Copenhagen's new EMUs. Siemens, Stadler

The 56-meter-long four-car trains, with seating for 156 passengers and level boarding, will have a maximum speed of 120km/h, with up to three sets able to run in multiple.

Siemens and Stadler prequalified to bid for the new trains in summer 2023, alongside CAF and Alstom. Siemens had already been awarded contracts worth a total of €270 million in April 2024 to upgrade the S-Bane network to GoA4, supplying lineside equipment and onboard equipment for 226 trains.

DSB expects that full automation will allow services to run at a frequency of up to 7½ minutes on each line at peak times, with a frequency of up to 1½ minutes on the central section, enabling an additional 10 million passenger-journeys a year.



EMU SA 9124 (Alstom LHB, 2000) has completed its relay north of the station in Hellerup and will shortly begin its journey south on Line F from here to Danshoj on October 9, 2023. Line F normally extends south to Ellebjerg but was short-turning at Danshoj for engineering work. These EMUs are from Copenhagen's fourth generation of equipment. This is the line that will receive the new cars first.

Jeff Erlitz photo

The rolling stock contract stipulates that the consortium will have overall responsibility for maintenance for 30 years, while DSB staff will carry out maintenance work. The first new S-Bane trains are expected to run on Line F, between Copenhagen South and Hellerup, in 2032, with the whole S-Bane network due to be fully automated by 2040.

[INTERNATIONAL RAILWAY JOURNAL](#), January 15

## FRANCE

### More High-Speed Trains

French National Railways (SNCF) subsidiary SNCF Voyageurs has ordered an additional 15 TGV M double-deck high-speed trains from Alstom for €600 million. They are due to be delivered in 2029 and will be progressively deployed on services to Brussels from major cities in France.

This latest batch of its Avelia Horizon platform will be equipped to take current at 25kV 50Hz and 15kV 16.7Hz AC, as well as 1.5kV and 3kV DC.

This is the fourth order for the TGV M to be awarded by SNCF to Alstom, bringing the total on order to 160 trains. An initial order was placed in July 2018 for 100 trains worth €2.7 billion, followed in August 2022 by a €590 million option for 15 four-voltage trains, which SNCF says will be deployed in Italy.

In October 2025, SNCF Voyageurs subsidiary Eurostar announced an order worth €2 billion for up to 50 trains, capable of operating in Britain, France, Belgium, the Netherlands, Germany and Switzerland. This comprises a firm order for 30 trains with an option for 20 more.



TGV M No. 997 in trials on the Paris–Brest railway line between Plouaret-Tregor and Plounerin on July 6, 2023.

Allain Lloyd photo via Wikipedia

With testing on the French national network underway since June 2023, SNCF Voyageurs says the TGV M is due to enter service on domestic routes on July 1. The Avelia Horizon platform has also been ordered by Moroccan National Railways (ONCF), which is due to receive 18 trains, and French open-access operator Velvet, which expects to begin testing of the first of its fleet of 12 later this year.

[INTERNATIONAL RAILWAY JOURNAL](#), January 19

## GERMANY

### Bavaria to Electrify More Lines

The German state of Bavaria and infrastructure manager DB InfraGO have signed an agreement covering the

electrification of several lines in northern Bavaria and the construction of charging infrastructure for battery-powered trains. The contract includes planning services for the electrification of around 74 kilometers and the installation of two battery-charging stations.

According to a report presented in 2024, battery-powered trains are planned to operate on a total of 20 lines. These BEMUs will combine running under overhead electrification with recharging at stations equipped with dedicated charging facilities.

As part of the program, the following lines will be electrified:

- Oberkotzau-Rehau
- Kirchenlaibach-Bayreuth-Trebgast
- Hochstadt-Marktzeuln-Mainroth
- Oberkotzau-Munchberg.

Battery charging stations will be built at Bad Steben and Neustadt an der Waldnaab. In addition, charging facilities will be provided at Nuremberg, Forchheim and Wicklesgreuth through the electrification of further tracks. Bavaria intends to apply for federal funding for these projects under Germany's Municipal Transport Financing Act.

The agreement builds on a number of electrification projects already underway in the region.

The Federal Transport Infrastructure Plan includes the electrification of the Regensburg-Hof line, known as the East Corridor, the Nuremberg-Schirnding line, also referred to as the Franconian-Saxon Main Line, and the Nuremberg-Furth im Wald line, which forms part of the Munich-Prague corridor.

DB is undertaking the planning of these projects on behalf of the federal government. In 2024, Bavaria also commissioned planning work for electrification of the Schnabelwaid-Bayreuth line.

The section from Hof via Oberkotzau to Marktredwitz will be electrified as part of the East Corridor project and is scheduled to enter service in stages between 2033 and 2036. Electrification of the branches to Rehau and Munchberg will follow. Together with the remaining projects, these measures are intended to enable more efficient use of battery-powered trains and, on some routes, a later transition to entirely electric operation.

[INTERNATIONAL RAILWAY JOURNAL](#), January 9

### More Alstom EMUs

SFBW, the rolling stock leasing company owned by the German state of Baden-Württemberg, has signed a contract with Alstom for the supply of an additional 26 Coradia Max EMUs. The contract is worth €500 million and includes full-service maintenance until the end of 2055.

Deliveries are due to start in mid to late 2028, Alstom says. In May 2022 SFBW awarded Alstom a contract worth €2.5 billion to supply and maintain over 30 years 130 Coradia Max EMUs. It was at that time the largest contract ever won by Alstom in Germany, and includes options for up to 100 additional trains.

The first Coradia Max EMUs for Baden-Württemberg are due to enter service in December. SFBW will make them available to DB Regio Baden-Württemberg and Arverio to



**Rendering of Coradia Max EMUs for Baden-Wurttemberg.** Alstom

operate lots 1 and 2 of the Stuttgart-Bodensee Network 35. They will be deployed on regional express services, making use of their maximum speed of 200km/h, which Alstom says is the highest of any regional train in Germany.

Each four-car train is 106 meters long and consists of two double-deck end cars and two single-deck intermediate cars with a total of 380 seats. The interiors will feature lounge areas as well as conference and family compartments and feature level boarding.

The trains will be equipped with ETCS Level 3 and for automatic train operation at Grade of Automation 2, as lines in Baden-Wurttemberg are being resigaled with ETCS under the Digital Node Stuttgart project.

[INTERNATIONAL RAILWAY JOURNAL](#), January 16

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## HELSINKI, FINLAND

### Metro to Get CBTC

Metropolitan Area Transport, Helsinki City Transport and operator Lansimetro have awarded CAF a contract to upgrade signaling on the Helsinki metro, including the installation of CBTC, retrofitting onboard equipment to the fleet of 25 M300 trains previously supplied by CAF, and a new control center. CAF says that the contract is worth over €60 million.

CAF will supply its Optio CBTC system, which will enable operation at Grade of Automation 2 (GoA2) with a driver present in the cab to control train doors and safety functions. Unattended operation at GoA3 will be possible at the end of the line to automatically reverse the train.

As well as improving reliability by replacing the existing signaling equipment, the project will enable service frequencies to be increased in order to meet the rise in demand that is forecast for the coming years. Under a phased installation program, the new signaling system is scheduled to enter service by the end of 2029.

The Helsinki metro has two lines with a total length of 43 kilometers, serving 30 stations and carrying over 78 million passengers a year.

[INTERNATIONAL RAILWAY JOURNAL](#), January 28



**Looking just about due east from the pedestrian overpass at the east end of the Rastila metro station on route M1, we see an example of Helsinki's newest Metro stock, M300 No. 321 (CAF, 2022). The east end of this line, Vuosaari, is only one half mile away in the distance.** tallart photo via Urban Electric Transit

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## KOREA

### New High-Speed Train

Hyundai Rotem has released the first of its second-generation EMU-320 high-speed trains ahead of schedule following initial test runs conducted at the end of 2025.

The 320km/h trains are part of orders for 31 eight-car EMUs placed respectively by operators Korail and Supreme Railways in March and April 2023. The first sets were rolled out on December 30 and 31, around four months earlier than originally planned.

The second-generation EMU-320 is an upgrade of the first-generation model, marketed as KTX-Cheongryong, which entered commercial service with Korail in May 2024. The train is derived from the HEMU-430X prototype and according to Hyundai Rotem, the new model offers lower noise levels and improvements in ride quality, safety and passenger convenience compared with the first generation train.



**Hyundai Rotem's second-generation EMU-320 train.** Hyundai Rotem photo

A key feature is the integration of the Korean Train Control System Level 2 (KTCS-2), a domestically developed signaling system, equivalent to ETCS Level 2, which was first installed in Hyundai Rotem's EMU-260, a 260km/h distributed power train.

The trains are also equipped with a condition-based maintenance system, which was also introduced on the EMU-260, and continuously monitors critical components to predict wear and potential failures, enabling more targeted maintenance. Technical upgrades include higher-capacity main transformers and auxiliary power supplies compared with the first-generation train, supporting improved air-conditioning performance, as well as a shorter braking distance.

Improvements for passengers include larger full-color exterior destination displays, additional interior information screens, and improved wireless mobile phone charging at each seat.

[INTERNATIONAL RAILWAY JOURNAL](#), January 8

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## LONDON, ENGLAND

### New Ticketing Contract

Spanish company Indra Group has signed a contract worth £545 million with Transport for London (TfL) to operate and develop ticketing and access control systems for the British capital's public transport network, including the London Underground, commuter and light rail lines. The contract will run to 2034 and includes extension options until 2039. If these are exercised, the contract will be worth £845 million.

Following a two-year transition period, Indra will take over responsibility for the maintenance, operation and upgrading of ticket gates, validators, ticket vending machines, sales terminals, back-office systems, payment gateways, IT and cybersecurity systems for a network that records over 8.6 million passenger-journeys a day and more than 3.6 billion a year.

Indra will become the sole operator of the TfL ticketing system encompassing nearly 400 Underground stations and almost 300 light rail stops and commuter stations, as well as 4000 Oyster Card (dedicated payment card) vendors and seven customer service centers.

In partnership with TfL, Indra will implement new technology to develop existing systems, improving efficiency and automating key processes.

A significant development will be the future implementation of account-based ticketing on the Oyster Card. This enables greater flexibility when setting new fares, and guarantees the automatic application of the cheapest fare for the passenger.

[INTERNATIONAL RAILWAY JOURNAL](#), January 16

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## MEXICO CITY, MEXICO

### Line 3 Modernization

Mexico City has confirmed plans to modernize the 23.6-kilometer Metro Line 3, with Pesos 5 billion (\$US 270 million) earmarked in the 2026 city budget for the first phase of works. The funding forms part of the wider Pesos 25 billion public transport budget.

According to budget documents submitted to the Mexico City Congress, the Line 3 project will receive a further Pesos 3.86 billion to fund multi-year contracts covering system-wide maintenance, rolling stock refurbishment, specialist technical advisory services and operations.

The project represents a comprehensive renewal of the line, that, unlike the recent upgrade of Line 1, will be delivered without a full closure, allowing passenger services to continue during construction and reducing disruption on the city's busiest metro line. However, the detailed scope of the project and procurement timelines have yet to be disclosed.

Line 3 runs north-south through the capital, linking Indios Verdes in the north with Universidad in the south, and is regarded as critical to daily transport for commuters, students and workers.

[INTERNATIONAL RAILWAY JOURNAL](#), January 12

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## NETHERLANDS

### New EMUs Ordered

Arriva Netherlands has signed a contract with Stadler for the supply of five four-car Flirt EMUs. The trains will be deployed from December 2029 on the Vechtdal Line in the Dutch provinces of Overijssel and Drenthe, boosting capacity on services between Zwolle and Emmen, which Arriva has operated since 2012. The trains will be manufactured at Stadler's plant in Siedlce, Poland.

[INTERNATIONAL RAILWAY JOURNAL](#), January 8



Rendering of the new Flirt EMU for Arriva Netherlands. Stadler

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## POLAND

### Manufacturer News

Polish rolling stock manufacturer Pesa Bydgoszcz has confirmed that it will acquire 100% of the shares of troubled German LRV supplier HeiterBlick. The value of the deal has not been disclosed. Pesa says it signed an investment agreement in late December and expects to complete the transaction in the first quarter of this year.

HeiterBlick applied for insolvency in April 2025, citing the need to restructure the business and to restore financial

stability. Reports in the German media of Pesa's interest in an acquisition emerged in late November, and the Polish manufacturer says the purchase will strengthen its capability to supply LRVs to European markets.

HeiterBlick has been working over recent months with its business partners, clients and banks to restructure the business and secure the future of the company, which is based in Leipzig and employs around 250 people.

The manufacturer received a boost on December 22 from its home city of Leipzig, which approved an order for 30 XXL LRVs, reportedly worth around €150 million. The contract will be awarded by the city-owned utility group LVV, with the municipality providing guarantees.



HeiterBlick is set to supply 30 XXL LRVs to its home city of Leipzig. HeiterBlick

HeiterBlick is also reported to have orders in hand for 55 LRVs, with options covering up to 100 additional vehicles. Riders with existing contracts are currently in negotiations over the execution of these orders following various delays. As part of this process, 10 remaining LRVs from a 24-vehicle order for Dortmund city transport operator DSW21 are expected to be completed and delivered. However, the German cities of Zwickau and Górlitz moved on from their contract with HeiterBlick last autumn by issuing a new tender for 14 meter-gauge LRVs, which were originally set to be supplied under the Saxon Platform-Trams of the Future project, announced in 2021.

HeiterBlick attributes its difficulties to the impact of the Covid-19 pandemic and the Russian invasion of Ukraine, both of which caused supply chain disruption and increased costs for the business. HeiterBlick was established by Leipzig light rail operator LVB in 2004 to meet its new rolling stock requirements and became a standalone private company in 2010.

[INTERNATIONAL RAILWAY JOURNAL](#), January 12

## QUITO, ECUADOR

### Metro Extension Feasibility

Spanish engineering consultancy Tyspa has won a \$US 9.96 million contract to assess the viability of a 5.3-kilometer underground extension of Quito metro's Line 1 from El Labrador to La Ofelia. The award was announced by Sercop, Ecuador's public procurement authority.

Under the one-year contract, Tyspa will assess the technical, economic and operational viability of the proposed extension and undertake detailed engineering studies and analysis of alternatives. This will make provision for a future extension towards Calderon in northern Quito.



Train at Moran Valverde Station of the Quito Metro, heading towards El Labrador Station, on December 2, 2023. Cars were built by CAF in 2021-2022. Emilio Mondragon photo via Wikimedia Commons

In October 2025 Sercop suspended a similar tender, launched in July and valued at approximately \$US 11.9 million, following a formal complaint and procedural irregularities identified during the evaluation phase.

Finally awarding the contract marks a critical step towards delivering the long-envisioned northern extension of the line, which aims to improve connectivity for an estimated 500,000 residents of Quito's rapidly-growing northern districts.

International funding is being sought in parallel. In December, the Development Bank of Latin America and the Caribbean approved an \$US 80 million loan for the Line 1 extension project.

[INTERNATIONAL RAILWAY JOURNAL](#), January 27

## ROME, ITALY

### Metro Line C Makes Progress

Metro authority Roma Metropolitana, on behalf of the city council, has awarded a €776 million contract to design and build Section T1 of the driverless Line C to the Metro C consortium, led by Webuild and also including Vianini Lavori. Webuild says that its share of the contract is worth €268 million.

Section T1 will run from Clodio/Mazzini to Farnesina in northeast Rome. Webuild says the extension will be built in an integrated manner with the four-kilometer Section T2 from Venezia to Clodio/Mazzini, facilitating the continuation of mechanized excavation from Farnesina to Venezia and avoiding fragmentation of the work program.

Design work for Section T2 is in progress under a €2 billion design and build contract awarded to the Metro C consortium last year. This section includes the first metro crossing under the River Tiber. Work to build Venezia station is still in progress at the western end of the three-kilometer Section T3

running from San Giovanini. A 2.4-kilometer section and the two intermediate stations at Porta Metronia and Colosseo/Fori Imperiali were officially opened on December 16.

Located between the Colosseum and the Basilica of Maxentius, Colosseo/Fori Imperiali reaches a maximum depth of 32 meters and has four underground levels with a direct connection to Colosseo station on Line B.

Porta Metronia is located in Piazzale Ipponio next to the Aurelian Walls, with five underground levels reaching a maximum depth of 30 meters below street level.

Webuild describes Line C as one of the most complex infrastructure projects ever undertaken in Rome. Work to build Colosseo/Fori Imperiali and Porta Metronia employed the top-down construction method developed specifically for stations in Rome's historic center. Intermediate slabs are installed progressively as excavation proceeds from top to bottom, ensuring structural stability and enabling archaeological investigation to continue as construction work proceeds.

When completed, Line C will run for 29 kilometers from Monte Compatri/Pantano in the eastern suburbs to Farnesina, serving a total of 31 stations. A total of 24 stations are open to traffic between Monte Compatri/Pantano and Colosseo/Fori Imperiali. [INTERNATIONAL RAILWAY JOURNAL](#), January 23

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## SYDNEY, AUSTRALIA

### Four Metro Contracts Awarded

The government of New South Wales has awarded four key contracts under the 24-kilometer \$A29 billion Sydney Metro West project. The new automated metro line between central Sydney and the western suburb of Parramatta has nine stations and is due to open in 2032. The four contracts are comprised of trains, systems, maintenance and operations.

The Metro Trains West consortium, led by Hong Kong metro operator MTR and also comprising Chinese rolling stock manufacturer CRRC, will be responsible for delivering trains, systems, maintenance and operations for up to 22 years. The contract value is \$A3.96 billion.

CRRC will supply 16 driverless metro trains, while the consortium will be responsible for the operation and maintenance of the network for 15 years after the line opens. MTR already operates Sydney Metro Line M1.

John Holland will install 60 kilometers of track and rail systems and will also construct the line's 38-hectare stabling and maintenance facility in Clyde, as well as an operations control center and service facility at Rosehill. The contract, valued at \$A3.2 billion, includes installation of high-voltage and low-voltage electrical systems, 25kV ac overhead traction power supplies, and ventilation, communications and control systems, along with safety infrastructure such as walkways, fire protection systems and cross-passages.

Gamuda, with delivery partner Laing O'Rourke, will design and build five new underground metro stations and their associated precincts at Westmead, North Strathfield, Burwood North, Five Dock and The Bays. The contract value is \$A2.85 billion. Gamuda and Laing O'Rourke previously

won the \$A2.16 billion Western Tunneling contract for the project, which is nearing completion.

The Metropolis consortium, comprising Lendlease, Mirvac and Coombes Property Group, will act as precinct development partner for one of the most significant urban renewal projects in central Sydney. The contract, valued at \$A1.5 billion, involves construction of the underground metro station and two over-station commercial developments with an estimated combined end value of \$A 4billion. Hunter Street Station will be the busiest on the line, with capacity for 15,000 passengers per hour during the morning peak, providing a 20-minute journey time to Parramatta, pedestrian connections to Wynyard, and interchange with the M1 North West & Bankstown Line at Martin Place.

Lendlease is expected to commence construction of the station's main works in late 2026. Lendlease will also develop the building to the west fronting George and Hunter Streets, with an estimated end value of \$A2.2 billion, while Mirvac and Coombes Property will build the second building to the east facing Hunter and O'Connell streets, with an estimated end value of \$A1.8 billion

[INTERNATIONAL RAILWAY JOURNAL](#), January 6

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## TORONTO, CANADA

### New Subway Cars Ordered

Toronto Transit Commission (TTC) has awarded a \$C2.3 billion contract to Alstom for the supply of 70 six-car metro trains. The contract also includes options for another 150 trains.

TTC will deploy 55 of the Metropolis trains on Subway Line 2, replacing the existing fleet. The other 15 trains will provide the additional fleet capacity needed to serve the under-construction extensions of Line 2 to Scarborough and Line 1 to Yong North.

The new trains will be designed and engineered in Canada, with final assembly taking place at Alstom's Thunder Bay facility and testing at its Kingston site. TTC confirmed that 55% of the content used to manufacture the trains will be sourced from Canadian suppliers and that procurement is the first under the Canadian government's new Buy Canadian Policy. The contract is expected to create up to 945 high-paying jobs in Canada, including more than 600 at Alstom, along with more than 1,700 indirect jobs.

Alstom says the trains incorporate eco-design features such as an advanced propulsion system, smart air-conditioning controls, and the use of virtual reality design tools that will collectively improve sustainability and reduce environmental impact across the entire product lifecycle. The new trains will also feature energy-efficient lighting and wireless smartphone charging.

The Canadian government confirmed that it will increase its previous \$C758 million commitment towards the cost of procuring the 55 trains for Line 2 to \$C950.9 million, a contribution that the government of Ontario will match.

[INTERNATIONAL RAILWAY JOURNAL](#), January 15



# NYCTA R-211A/R-211T Car Delivery History

By Jeff Erlitz (ERA #3997)

In May of last year, the last few cars of the base order of 440 R-211A cars and 20 R-211T cars were delivered. With that, we

can now present the complete list of all car deliveries for the base order, in car number order.

Car Number	Delivery Date								
4040	11/2/2022	4090	7/20/2023	4140	9/13/2023	4190	2/1/2024	4240	4/30/2024
4041	11/2/2022	4091	7/20/2023	4141	9/12/2023	4191	2/1/2024	4241	4/30/2024
4042	11/2/2022	4092	7/20/2023	4142	9/12/2023	4192	2/1/2024	4242	4/30/2024
4043	11/1/2022	4093	7/20/2023	4143	9/12/2023	4193	2/1/2024	4243	4/30/2024
4044	11/1/2022	4094	7/19/2023	4144	9/12/2023	4194	2/1/2024	4244	4/30/2024
4045	11/16/2022	4095	6/21/2023	4145	9/21/2023	4195	1/25/2024	4245	5/2/2024
4046	11/16/2022	4096	6/20/2023	4146	9/21/2023	4196	1/25/2024	4246	5/2/2024
4047	11/16/2022	4097	6/20/2023	4147	9/21/2023	4197	1/25/2024	4247	5/2/2024
4048	11/15/2022	4098	6/20/2023	4148	9/20/2023	4198	1/25/2024	4248	5/2/2024
4049	11/15/2022	4099	6/20/2023	4149	9/20/2023	4199	1/25/2024	4249	5/2/2024
4050	1/27/2023	4100	8/17/2023	4150	9/27/2023	4200	3/13/2024	4250	5/21/2024
4051	1/26/2023	4101	8/17/2023	4151	9/27/2023	4201	3/13/2024	4251	5/21/2024
4052	1/26/2023	4102	8/17/2023	4152	9/26/2023	4202	3/13/2024	4252	5/21/2024
4053	1/25/2023	4103	8/17/2023	4153	9/26/2023	4203	3/13/2024	4253	5/21/2024
4054	1/25/2023	4104	8/17/2023	4154	9/26/2023	4204	3/13/2024	4254	5/21/2024
4055	6/8/2023	4105	8/23/2023	4155	10/4/2023	4205	3/14/2024	4255	5/23/2024
4056	6/8/2023	4106	8/23/2023	4156	10/4/2023	4206	3/14/2024	4256	5/23/2024
4057	6/7/2023	4107	8/22/2023	4157	10/3/2023	4207	3/14/2024	4257	5/23/2024
4058	6/7/2023	4108	8/22/2023	4158	10/3/2023	4208	3/14/2024	4258	5/23/2024
4059	6/7/2023	4109	8/22/2023	4159	10/3/2023	4209	3/14/2024	4259	5/23/2024
4060	7/1/2021	4110	7/19/2023	4160	10/19/2023	4210	3/26/2024	4260	5/8/2024
4061	7/1/2021	4111	7/18/2023	4161	10/19/2023	4211	3/26/2024	4261	5/8/2024
4062	7/1/2021	4112	7/18/2023	4162	10/18/2023	4212	3/26/2024	4262	5/7/2024
4063	6/29/2021	4113	7/18/2023	4163	10/18/2023	4213	3/26/2024	4263	5/7/2024
4064	6/29/2021	4114	7/18/2023	4164	10/18/2023	4214	3/26/2024	4264	5/7/2024
4065	7/13/2021	4115	8/10/2023	4165	1/23/2024	4215	3/28/2024	4265	5/14/2024
4066	7/13/2021	4116	8/10/2023	4166	1/23/2024	4216	3/28/2024	4266	5/14/2024
4067	7/13/2021	4117	8/10/2023	4167	1/23/2024	4217	3/28/2024	4267	5/14/2024
4068	7/16/2021	4118	8/10/2023	4168	1/23/2024	4218	3/28/2024	4268	5/14/2024
4069	7/16/2021	4119	8/10/2023	4169	1/23/2024	4219	3/28/2024	4269	5/14/2024
4070	3/16/2023	4120	6/29/2023	4170	2/8/2024	4220	4/9/2024	4270	6/4/2024
4071	3/16/2023	4121	6/28/2023	4171	2/8/2024	4221	4/9/2024	4271	6/4/2024
4072	3/15/2023	4122	6/28/2023	4172	2/7/2024	4222	4/9/2024	4272	6/4/2024
4073	3/14/2023	4123	6/28/2023	4173	2/7/2024	4223	4/9/2024	4273	6/4/2024
4074	3/14/2023	4124	6/27/2023	4174	2/7/2024	4224	4/9/2024	4274	6/4/2024
4075	3/29/2023	4125	8/9/2023	4175	2/14/2024	4225	4/11/2024	4275	6/7/2024
4076	3/29/2023	4126	8/9/2023	4176	2/14/2024	4226	4/11/2024	4276	6/7/2024
4077	3/29/2023	4127	8/9/2023	4177	2/14/2024	4227	4/11/2024	4277	6/7/2024
4078	3/28/2023	4128	8/9/2023	4178	2/14/2024	4228	4/11/2024	4278	6/7/2024
4079	3/28/2023	4129	8/9/2023	4179	2/14/2024	4229	4/11/2024	4279	6/7/2024
4080	4/7/2023	4130	8/30/2023	4180	2/27/2024	4230	4/17/2024	4280	6/11/2024
4081	4/6/2023	4131	8/30/2023	4181	2/27/2024	4231	4/17/2024	4281	6/11/2024
4082	4/6/2023	4132	8/29/2023	4182	2/27/2024	4232	4/17/2024	4282	6/11/2024
4083	4/5/2023	4133	8/29/2023	4183	2/27/2024	4233	4/17/2024	4283	6/11/2024
4084	4/5/2023	4134	8/29/2023	4184	2/27/2024	4234	4/17/2024	4284	6/11/2024
4085	4/25/2023	4135	9/14/2023	4185	2/29/2024	4235	4/24/2024	4285	6/18/2024
4086	4/25/2023	4136	9/14/2023	4186	2/29/2024	4236	4/24/2024	4286	6/18/2024
4087	4/26/2023	4137	9/14/2023	4187	2/29/2024	4237	4/24/2024	4287	6/18/2024
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4089	4/26/2023	4139	9/14/2023	4189	2/29/2024	4239	4/24/2024	4289	6/18/2024



Car Number	Delivery Date						
4290	6/19/2024	4342	8/27/2024	4394	11/13/2024	4447	5/22/2025
4291	6/19/2024	4343	8/29/2024	4395	11/21/2024	4448	5/21/2025
4292	6/19/2024	4344	8/26/2024	4396	11/21/2024	4449	5/21/2025
4293	6/19/2024	4345	9/11/2024	4397	11/20/2024	4450	3/4/2025
4294	6/19/2024	4346	9/11/2024	4398	11/20/2024	4451	3/4/2025
4295	6/26/2024	4347	9/11/2024	4399	11/20/2024	4452	3/4/2025
4296	6/26/2024	4348	9/9/2024	4400	11/25/2024	4453	3/3/2025
4297	6/26/2024	4349	9/9/2024	4401	11/25/2024	4454	3/3/2025
4298	6/26/2024	4350	9/18/2024	4402	11/26/2024	4455	3/7/2025
4299	6/26/2024	4351	9/17/2024	4403	11/26/2024	4456	3/7/2025
4300	6/27/2024	4352	9/17/2024	4404	11/26/2024	4457	3/6/2025
4301	6/27/2024	4353	9/16/2024	4405	12/10/2024	4458	3/6/2025
4302	6/27/2024	4354	9/16/2024	4406	12/10/2024	4459	3/6/2025
4303	6/27/2024	4355	9/24/2024	4407	12/9/2024	4460	3/20/2025
4304	6/27/2024	4356	9/24/2024	4408	12/9/2024	4461	3/20/2025
4305	7/18/2024	4357	9/23/2024	4409	12/9/2024	4462	3/20/2025
4306	7/18/2024	4358	9/23/2024	4410	12/12/2024	4463	3/19/2025
4307	7/17/2024	4359	9/23/2024	4411	12/12/2024	4464	3/19/2025
4308	7/16/2024	4360	10/1/2024	4412	12/11/2024	4465	3/27/2025
4309	8/5/2024	4361	10/1/2024	4413	12/11/2024	4466	3/27/2025
4310	7/25/2024	4362	10/1/2024	4414	12/11/2024	4467	3/26/2025
4311	7/24/2024	4363	9/30/2024	4415	1/15/2025	4468	3/26/2025
4312	7/24/2024	4364	9/30/2024	4416	1/15/2025	4469	3/26/2025
4313	7/23/2024	4365	10/8/2024	4417	1/15/2025	4470	11/20/2024
4314	7/23/2024	4366	10/8/2024	4418	1/14/2025	4471	11/19/2024
4315	7/30/2024	4367	10/8/2024	4419	1/14/2025	4472	11/19/2024
4316	7/30/2024	4368	10/7/2024	4420	1/17/2025	4473	11/18/2024
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4318	7/30/2024	4370	10/15/2024	4422	1/17/2025	4475	12/11/2024
4319	7/29/2024	4371	10/15/2024	4423	1/16/2025	4476	12/10/2024
4320	8/8/2024	4372	10/15/2024	4424	1/16/2025	4477	12/10/2024
4321	8/7/2024	4373	10/14/2024	4425	1/24/2025	4478	12/9/2024
4322	8/7/2024	4374	10/14/2024	4426	1/24/2025	4479	12/9/2024
4323	8/6/2024	4375	10/22/2024	4427	1/23/2025	4480	1/9/2025
4324	8/5/2024	4376	10/22/2024	4428	1/23/2025	4481	1/8/2025
4325	8/15/2024	4377	10/22/2024	4429	1/23/2025	4482	1/8/2025
4326	8/14/2024	4378	10/22/2024	4430	2/5/2025	4483	1/7/2025
4327	8/14/2024	4379	10/22/2024	4431	2/5/2025	4484	1/7/2025
4328	8/13/2024	4380	10/30/2024	4432	2/4/2025	4485	1/8/2025
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4330	8/20/2024	4382	10/29/2024	4434	2/4/2025	4487	1/8/2025
4331	8/20/2024	4383	10/28/2024	4435	2/12/2025	4488	1/7/2025
4332	8/20/2024	4384	10/28/2024	4436	2/12/2025	4489	1/7/2025
4333	8/19/2024	4385	11/7/2024	4437	2/12/2025	4490	1/29/2025
4334	8/19/2024	4386	11/7/2024	4438	2/11/2025	4491	1/28/2025
4335	12/19/2024	4387	11/7/2024	4439	2/11/2025	4492	1/28/2025
4336	12/19/2024	4388	11/6/2024	4440	2/14/2025	4493	1/27/2025
4337	12/18/2024	4389	11/6/2024	4441	2/14/2025	4494	1/27/2025
4338	12/18/2024	4390	11/14/2024	4442	2/13/2025	4495	1/30/2025
4339	12/18/2024	4391	11/14/2024	4443	2/13/2025	4496	1/30/2025
4340	8/28/2024	4392	11/13/2024	4444	2/13/2025	4497	1/30/2025
4341	8/27/2024	4393	11/13/2024	4445	5/22/2025	4498	1/29/2025
				4446	5/22/2025	4499	1/29/2025

## From the Camera of Alan Weeks (ERA #1968)



Los Angeles Metropolitan Transit Authority (LAMTA) No. 1535 has come from Long Beach and is seen heading west on East Olympic Boulevard near Ceres Avenue on April 8, 1961.



LAMTA No. 1537, operating on the Long Beach Line on South Wilmington Avenue at Greenleaf Boulevard, on April 8, 1961.



LAMTA No. 1537, again on the Long Beach Line, this time at Dominguez Junction, on February 15, 1961.



On December 6, 1958, LAMTA No. 1537 is heading down the Long Beach Line but this time to San Pedro, here at Olympic Boulevard.



**LAMTA No. 1537 is heading to San Pedro at Anaheim Street & McFarland Avenue on December 6, 1958.**



**LAMTA No. 1538 leads a southbound two-car train at Amoco Junction on December 6, 1958.**

## Paul's ERA Bookshelf

By Paul Grether (ERA #6933)

**Metropolitan Railways: Rapid Transit in America** by William D. Middleton, published by Indiana University Press, Bloomington & Indianapolis, Indiana in 2002, hardcover, 288 pages. Black and white photography and reproductions of relevant posters, advertisements and other ephemera throughout. Included is an extensive bibliography, appendices covering the technology of rapid transit and lists (with maps) of cities in Canada, the USA, and Mexico, and an index.

Middleton is known for his prolific contributions to the knowledge base of the history of [electric] railroads including "The Traction Trilogy", *The Interurban Era*, *The Time of the Trolley*, and *When the Steam Railroads Electrified* – three volumes published in the 1960s and 1970s covering the history and technology of electrified rail modes in North America that are a must-have for any enthusiast. His efforts as an editor for the 2007 reference *Encyclopedia of North American Railroads* and numerous contributions to the Railway and Locomotive Historical Society's *Bulletin* gave him a well-deserved reputation as a subject-matter expert and author. The comprehensive style of the trilogy is carried over into a more recent work covering the rapid transit systems of North America. Middleton takes a broad view of rapid transit to include post-war light rail systems. This work can be also considered a reference and is a must-have on the shelf of any student of rapid-transit/electric railway history and technology.

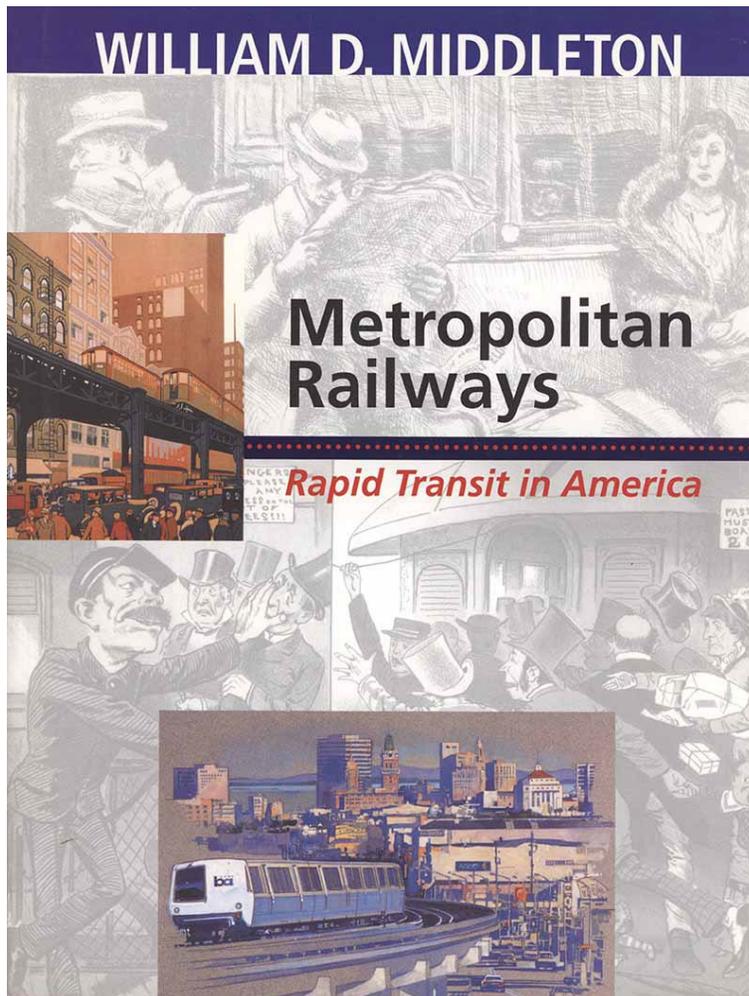
The book is organized into chapters that cover the historical context of mid-nineteenth century urban centers which were becoming so dense and congested that the streetcar and omnibus surface transit could no longer handle the demand. Next, the first rapid transit lines, steam-powered elevated railways are covered, later electrified. Boston then beat out other cities in 1897 with the first North American electric subway (following the City and South London Railway in London) with New York opening the Interborough Rapid Transit in 1904. The history of development of lines in North

American cities is detailed. Subsequent chapters cover the limited post-war era rapid transit developments such as Chicago, Cleveland and Toronto. The beginning of national subsidies in the late 1960s and the development of BART in San Francisco and the late twentieth century developments including the spread of light rail is covered in depth. Finally, a chapter on equipment concludes the tome.

This book will appeal to those with an interest in the socio-economic history of the development of rapid transit that explains the urban context, the economics, politics and the technology in a broad sense. Middleton's approachable writing style make elements of the book very readable in a story-telling format, and other parts of the book, particularly the appendix, also make it a good reference.

Link to book information:  
[www.libib.com/u/grether?solo=63179779](http://www.libib.com/u/grether?solo=63179779)

(Below) On October 15, 2023, R-62As were seen in the disused City Hall Station, where the opening ceremony for the New York City subway took place in 1904. Paul Grether photo



# Building the New York Subway System, A Photographic Journey

## Construction Route No. 18 — Part 5

By Jeff Erlitz (ERA #3997)

This month, we continue with Subway Construction Route No. 18, the IRT White Plains Road Line, and take a look at the second of the two yards and shops on this route, 239th

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



The White Plains Road Line was extended from 219th Street to Nereid Avenue on March 31, 1917 and one stop further, to the terminal at East 241st Street, on December 13, 1920. I am not certain as to when construction for a new yard, at 239th Street, began. In this view looking southwest on June 26, 1923, the tracks are mostly in place. Notice, though, that much of the trackage on the right is weedgrown. It appears that construction had started some time before this and was halted at some point. These photos were probably taken when construction resumed, or was about to resume.



It is the day after Christmas, December 26, 1923, and we are looking northwest across the tracks that will some day be in the inspection shop. Note the concrete pits on the eight tracks here. Also note that these unused tracks are now rusty (not surprising being outdoors for a couple of years) and that rust stains, or just water, appear to be seeping down into the inspection pits.



Over a year has passed and it is now April 16, 1925. We are looking northeast towards the newly-completed interlocking tower, which was not yet in operation. In the foreground are the foundations for the one-story structure that will eventually house the switchmen, third rail men, structural forces, trackmen, the blacksmith shop, a signal storage room, the signal power room and the heater room. Again, note the weeds growing within the confines of the foundations, a sign that work had been stopped.



Same day as above, we are looking north-northeast inside the inspection shop. Since the pictures were taken on the previous page, the structural steel for the building had been erected. The tracks, however, are still weed-grown.



It is now six months later, October 29, 1925. The yard is still weed-grown but work on the inspection shop has moved noticeably forward in this view looking southwest.



The same date as above, compare this view with the one at the top of the previous page. The one-story service building seems to be structurally complete. In addition, we see the switch valve for the pneumatically-operated switch No. 5 in the foreground. This implies that at least some of the signal equipment had been installed by this date.

## Travels with Jack May

### Scotland-Ireland 2018 — Part 4

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

We awoke quite early on Friday, May 18, as prior to our upcoming trip aboard the 8:34 a.m. train from Thurso we wanted to try again to locate Clare's walking stick. On the previous evening our hotel's proprietor attempted to reach ScotRail in Wick to inquire if it was still on the train but there was no answer at the station. This morning, she tried again, but the best she could do was find someone who suggested we check with the lost and found department at Inverness, as all objects left aboard trains would be sent there. At least Clare had a substitute cane, so after having a fine breakfast and paying our bill, we rolled our bags back to the station and boarded our train upon its arrival. Naturally we asked if the cane was aboard, but none of the crew members had the faintest idea.

Our plan had been to take the train from Thurso to Dingwall and continue on to Kyle of Lochalsh from that station, which is the junction of the two lines. That would have provided us with a two-hour 20-minute layover, during lunch time, which would have been ample for us to look around and grab a bite. But when I read the timetable again, I realized that we could ride all the way to Inverness and change to the same train there (its origin point), with a layover of only a little over an hour. And that would allow us to confer with the Lost and Found people about how we could retrieve the cane if it were found.

Our train ran on time and this time I saw the Beaulieu station with my own eyes. After our arrival at Inverness at 12:26 p.m., the first thing we did was head over to the Lost and Found, which was actually the Station Master's office. The clerk manning the window was not particularly sympathetic and after trying the phone for a few moments, indicated that he couldn't get through to Wick. We grabbed a quick bite and then went back to ask if he could try again, but a woman was now occupying the office. She understood exactly what we needed and then was successful in reaching Wick, where the local agent indicated that the walking stick was in his possession. Now, how to get it, as we were leaving Inverness in about 10 minutes and would not be coming back! After conferring with her further, she decided that the cane should be shipped directly to her and then she would hold onto it for a day, before sending it down to Glasgow Queen Street, the station at which we would arrive two days later. And she would write a note explaining to whom it belonged and that we would be picking it up during our Glasgow stay. Now all we could do is hope that the plan would be followed, as she could not guarantee it, as it was not standard procedure.

We duly boarded our two-car train of Class 158 DMUs, which turned out to be the same set that carried us to Thurso on the previous day, and at 1:35 p.m. it promptly left for Kyle of Lochalsh. At Dingwall we turned off the Far North

Line and started heading west after a six-minute stop that did not involve another train passing us. But it did put us behind schedule by a small amount that we did not make up. Meanwhile the weather was turning overcast, and while it didn't rain, dark clouds filled the sky. The scenery soon consisted of lakes surrounded by mountains, but the photo opportunities were few for a holder of a film camera because of the poor light. Here are two photos:



(Above and below) Two views from our DMU as we were closing in on Kyle of Lochalsh. Dank weather was also approaching, as is shown in the upper photo of boats in Loch Carron along the way. But even that could not diminish the color of the local gorse below.



We arrived at Kyle of Lochalsh at 4:18 (12 late) after having covered the 83 miles in 163 minutes. The station is on a pier, and no doubt there was once an easy transfer to the ferry service that was discontinued when a bridge to the Isle of Skye was opened in 1995. Records indicate that scheduled

ferry operation to Skye was started in the year 1600.



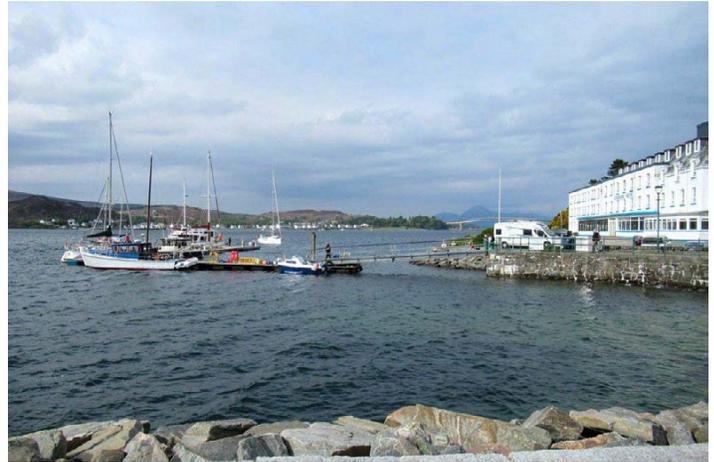
**(Above and below) Two photos at ScotRail's Kyle of Lochalsh station. The line runs right up to the edge of Kyle Akin (Strait of Akin), which separates the body of Scotland from the Isle of Skye, which appears in the background. The lower view is from a road overpass which we had to negotiate enroute to our hotel.**



We climbed the steep hill from the station/pier to the road, crossed over the railway, and reached our hotel in about 10 minutes. After checking in we strolled a little through the quaint town of less than 1,000 residents and then rested before having dinner in the hotel's dining room. As the main gateway to the Isle of Skye for motor traffic, the main street of town (called Main Street) has several shops, brimming with provisions and souvenirs.

Our tour bus was not scheduled to pick us up until 10:45 a.m. on Saturday, May 19, so we did not have to get up early, allowing us to have a relaxed and hearty breakfast before checking out. We easily found the bus stop (asking locals to make sure) and then waited with our luggage. At this time it was sunny, but the weather varied all day, with sun giving way to clouds and then coming out again before turning to rain.

At 10:50 a small bus with about 16 passengers and a guide pulled up, and we and our possessions were loaded quickly. The operator, WOW Tours, sells the two front seats at a premium rate. We were too late to buy both, but got one,



**The view from the Kyle of Lochalsh bus stop, looking across the Akin Channel to the Isle of Skye. The only bridge that provides access to the island is shown in the background.**

so Clare and I would alternate sitting up front between the various stops. After introductions (we were the only Americans) we crossed the bridge over the Strait of Akin and reached Skye. Skye is the northernmost of the major islands in the Hebrides, with an area of 639 square miles (compared to 1,545 square miles of Rhode Island, the smallest state in the U. S.) It is quite mountainous with the coastline consisting of a series of peninsulas and bays and thus is home to some of the most dramatic scenery in Scotland. Its population is a mere 10,000, scattered through a number of picturesque towns and villages.

After crossing onto the island we immediately pulled in to a mini-shopping mall, which provided the bulk of our sightseers, who boarded at Inverness, with a much-needed rest stop. Then it was non-stop sightseeing and picture-taking until a late lunch at the village of Portree (we couldn't resist an ice cream parlor). We visited all sorts of natural landscapes, and at some we had to hike or climb to get the best vantage points for photos.

Here are some views from our tour's photo stops.



**The body of water separating the northern part of the Isle of Skye from the body of Scotland is called the Inner Sound.**



The Old Man of Storr dominates the view northward along the Isle of Skye's eastern coast.



A moody photo of the Inner Sound from the northern part of the Isle of Skye.



This photo stop had the members of our group hiking up a hill to the rocks, but Clare did not go all the way. Both our driver and our enthusiastic tour guide wore kilts and here is the guide taking a photo of one of the members of our group. Clare had remarked how the terrain of Skye was similar to that of Cape Breton Island in Nova Scotia, where her father had been born and grew up. Coincidentally, I met some tourists from Cape Breton Island at this stop. They were traveling on their own and they of course agreed with her comments. We saw them again walking on a street in Portree, which gave Clare the opportunity to speak and reminisce with them during our lunch stop.



One of our longest photo stops was at Kilt Rock, the location of Skye's Mealfalls.



Sheep grazing at the side of the road. There are more sheep than people on Skye.

Continued in Part 5.

