BULLETIN

Volume 69, Number 11 | November 2026



Electric Railroaders Association

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

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Front Cover Photo

Tuesday, May 5 was the next day of activities on the ERA's 2026 International Tour to Scotland, Northern England and the Isle of Man. Our second day in Manchester was actually spent at the National Tramway Museum at Crich and a second opportunity to survey the Sheffield Supertram system on our own. Beautifully-restored Sheffield Corporation No. 74 (Electric Railway and Tramway Carriage Works, 1900) is just south of the Victoria Park stop, having just passed under the Bowes-Lyon Bridge on gaunlet track. It was originally built as an open-topped tram and was modified with a short top cover in 1909. It was sold to Gateshead Corporation in 1922, where is became their No. 33. There, vestibules were added to the lower decks. It was withdrawn from service in 1951. Jeff Erlitz photo

Donations

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

$1000 and Above

Clive Foss

$200 to $499

Richard Muller, John Urbanski

$100 to $199

Irwin Markowitz, Peter Straus, Christopher Zearfoss

$50 to $99

James Beeler, Edward Meyer, Tom Scheffer, Tony White

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Vincent Cipollo, Michael Craven, Mary Gattuso, David Haase, Robert Matten, Anthony Scoca, Frederick Tindall

ERA is a 501(c)(3) tax exempt corporation. Your donations are fully tax deductible and can be made either with your membership renewal or using our donation form on our website: erausa.org/membership/donate/. Your donation helps to maintain ERA's 92-year long tradition of traction education and entertainment!

Monthly Meeting

IMPORTANT NOTICE to Members!
There is no Zoom meeting for November. The presentation will be in-person at the Annual Meeting at Manducatis and will not be recorded. We return to Zoom for our December 18th meeting.

Rear Cover Photo

Citylink No. 399 201 (Vossloh, 2015) is approaching the Rotherham Parkgate terminal operating on Sheffield Supertram's Route TT/ TramTrain. This location is Parkgate Junction, on Network Rail's Woodburn Junction to Mexborough East Junction Line and is shared with Northern Trains DMU services. Sheffield Supertram is owned by the South Yorkshire Mayoral Combined Authority. Jeff Erlitz photo

Trip Notices/Save the Dates

November 8: Guest Motorman Experience, The Shoreline Trolley Museum, East Haven, CT. Point your browser to https://events.humanitix.com/guest-motorman-experience-11-08-2026 for the details.

May 30-June 5, 2027: ERA Toronto-Montreal-Ottawa convention

October 23-31, 2027: Motor Bus Society Germany trip

April 29-May 15, 2028: ERA international trip to Austria and the Balkan countries

Notice of Annual Membership Meeting

Friday, November 20, 2026

The combined Annual Membership/monthly Meeting of the Electric Railroaders Association, Inc. will be held Friday, November 20, 2026 at Manducatis Restaurant, 13-27 Jackson Avenue in Long Island City, Queens. There will be a cash bar opening at 6:00 p.m. The meeting will start promptly at 6:30 p.m., and a complimentary dinner will be served following the meeting at approximately 7 p.m. We have room for **40 paid-up ERA members and their guests, but reserve by Wednesday, November 18 to get in!**

Please reserve your space for this dinner meeting (maximum of 40) by one of two methods:

1. **Emailing your name to Michael Glikin, Treasurer at: trnsper@aol.com (preferred method)**
2. **Write to Michael Glikin by regular mail at: 8440 South Dixie Highway, Apt. 1402, Miami, FL. 33143**

Longtime member and recently retired NYC Transit Department of Subways Subway Dispatcher Nick DiBari (ERA No. 6261) will be our guest speaker. Nick will show photos and videos from his 2026 travels in the NYC/Northeast USA, Denver, Chicago (including the recent ERA Convention), London and Paris.

The following slate of candidates for the 2027 ERA Board of Directors was submitted by the Nominating Committee:

For President: **Robert Newhouser**
For Treasurer: **Michael Glikin**
For First Vice President: **Jeffrey Erlitz**
For Second Vice President: **Andrew Ludasi**
For Third Vice President and Recording Secretary: **Vacant**
For Membership Secretary: **William Erland**
For Director: **Nicholas DiBari**

The by-laws also allow any active member not included in the nominating committee's slate to be nominated by written petition of at least 25 other active members of the ERA. The petition must be submitted to the membership secretary no later than the close of the first session of the Annual Membership Meeting. If the petition is mailed to the ERA, it should be sent by certified mail and must be received by the corresponding secretary no later than November 20, 2026. The petition should be accompanied by a biographical sketch not exceeding 250 words including the name, ERA membership number and qualifications of the nominee, and a statement of what the nominee proposes to do for the membership if elected to the board.

Respectfully Submitted,
Robert Colorafi
Third Vice-President & Recording Secretary
September 18, 2026, New York, N.Y.
For the board of directors of the Electric Railroaders Association, Inc.

Meeting Agenda

1. Call to order & Welcome by ERA President
2. Proof of notice of meeting
3. Recording of attendance (need minimum of 20 active members appearing in person)
4. Moment of silence for passing of members
5. Appointment of Parliamentarian
6. Reports of Officers
   - Treasurer: Financial Results, Future Outlook, 2028 International Trip
   - Eric Oszustowicz: Current publication update
   - First Vice President: Bulletin & Archives (Editor-in-Chief)
   - President: Zoom and in-person meetings, planned 2027 North American convention
7. Election by plurality vote of the membership present and voting, of an Inspector of Elections for the 12 months commencing November 20, 2026
8. Election, by plurality vote of the membership present and voting, of the Membership Committee for the following year (2027)
9. Election by plurality vote of the membership present and voting, of the Nominating Committee for the following year (2027)
10. New business (if any)
11. Adjournment

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

Date	Country	City	Segment	Distance (miles)	Railway/ Metro/ Tram
10/5	Netherlands	The Hague/Delft	Line 19: Delft Station — TU Delft Schoemakerstraat	1.6	T
10/11	India	Chennai	Yellow Line: Poonamallee Bypass — Vadapalani (New line)	9.1	M
10/17	Switzerland	Geneva	17: Annemasse Parc Montessuit — Annemasse Perrier-Aubrac	0.8	T
10/29	China	Wuhan	Yangluo Line: Houhu Boulevard — Zhongyi Road	1.4	R
"	"	"	Line 12: Moshuihu Park — Gangduhuayuan	15.3	M
10/30	Australia	Sydney	Line M1: Sydenham — Bankstown	8.3	M

URBAN RAIL NEWS, OCTOBER 31

In Memorium
Dennis Furbush (ERA No. 5008)
January 11, 1938 - October 28, 2026

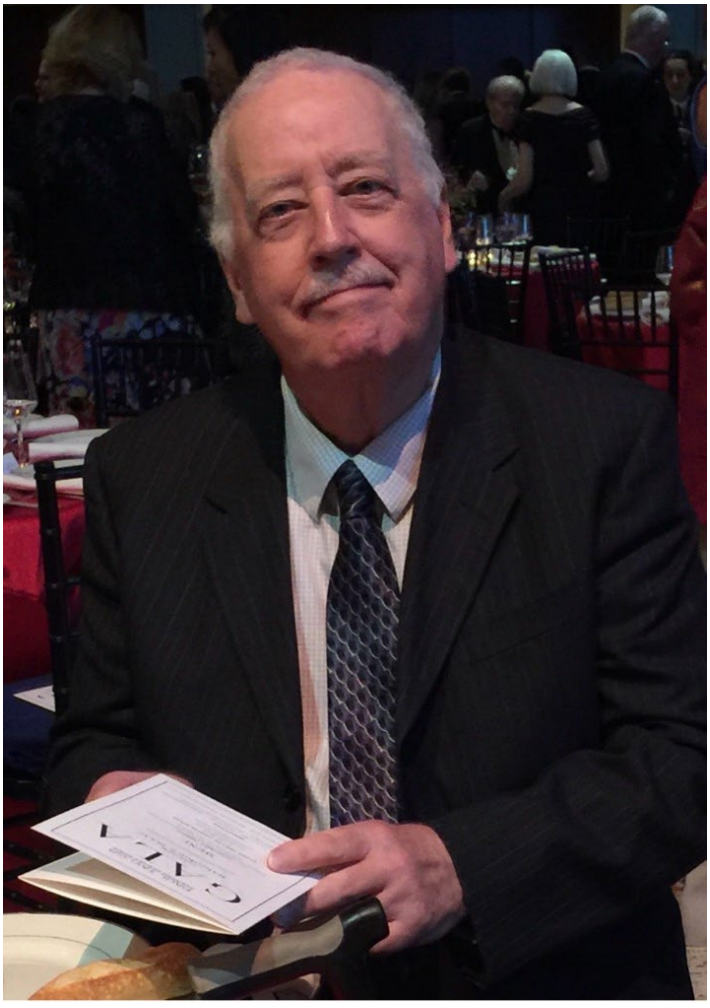
We are deeply saddened to share that longtime ERA member Dennis Furbush passed away on October 28, in Medellín, Colombia, at the age of 88. Our heartfelt sympathies go to his husband, Fidel Patino, and his sister, Nancy.

Dennis attended Deerfield Academy and Grinnell College. He served in the inaugural class of the Peace Corps in 1961, teaching English in Nigeria for two years. Dennis channeled his love of acting into support for the arts, especially theater and dance. He became a dedicated supporter of the ERA when he joined us 51 years ago.

Dennis and Fidel were together for 44 years, marrying in 2013. They divided their time between Jackson Heights, Queens, and Cherry Grove.

Dennis could be reserved at first but was very warm once he knew you. He had a keen interest in historic industrial plants, steam trains, subways, and streetcars. He was a longtime member and director of the Society for Industrial Archaeology. His globetrotting expeditions spanned the world, including train tours through Japan, cruises to Tahiti, industrial heritage tours in Prague and Bath, and sea voyages to Patagonia, Chile, and Antarctica. Dennis was also a generous annual donor to ERA activities and programs.

Dennis was the picture of health until he contracted ALS in 2025. A memorial service will be planned for a later date, with details to follow.



Rail News in Review

New York Metropolitan Area

METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

125th Street Subway

The MTA announced the release of the draft scoping document and opening of the public comment period for the planned 125th Street Subway Tunnel Extension. Second Avenue Subway (SAS) Phase 2, currently under construction, will extend the Q Line from its current terminus at 96th Street with three new stations, ending at 125th Street & Lexington/Park Avenues. Phase 2 will utilize two tunnel boring machines (TBMs) that will end their run under West 125th Street between Lenox and Adam Clayton Powell, Jr Avenues. This presents a unique opportunity to make use of these machines to continue tunneling westward under 125th Street. By continuing westward, this extension would facilitate future crosstown subway service with transfer stations at Lenox Avenue (2 3), St. Nicholas Avenue (A B C D) and Broadway (1).

The future extension, first identified in the MTA's last 20-Year Needs Assessment, would greatly improve travel across 125th Street — the busiest crosstown bus corridor in Manhattan. It would connect to seven subway lines and Metro-North while giving Harlemites a one-seat ride to jobs, health care and other destinations on Manhattan's East Side and West Sides.

(Below) Map of the 125th Street extension to Phase 2 of the Second Avenue Subway. MTA



Continuing to use the TBMs from SAS Phase 2 could save taxpayers hundreds of millions while speeding tunnel construction by more than two years.

Funding to advance the project's feasibility study was included in the governor's FY 2026 budget which also included an amendment to the State Environmental Quality Review Act (SEQRA) that allows early design work and engineering on the tunnel to proceed while an environmental review is underway, speeding up the completion timeline significantly.

Planning for the tunnel extension began in 2024, when the State Legislature funded a feasibility study, which concluded the project is achievable and beneficial. The project would construct the new subway tunnel beneath West 125th Street, with subway infrastructure like tracks, signals and stations to be designed and constructed at a later stage. Environmental review is now underway to study how the proposed tunnel construction would impact the surrounding community and environment.

The scoping document released the specific topics, issues and potential impacts that will be formally analyzed during environmental review. The public comment period, which runs through November 13, gives community members and stakeholders the opportunity to provide input on the content of the scoping document and ensure the environmental review is comprehensive and reflective of community concerns and desires. The Draft Environmental Impact Statement is expected to be released in the first quarter of 2027.
MTA Press Release, October 8

Railroad Ridership Surpasses Pre-Pandemic Levels

The MTA achieved several significant milestones following a surge in railroad ridership, with the LIRR surpassing pre-pandemic levels for the second time this year, and MNR setting new weekend ridership records, driven by fall travel, including foliage trains serving the Hudson Valley. Ridership on both railroads is at or near historic highs for both weekday and weekend travel, with LIRR monthly ridership in September now exceeding pre-pandemic 2019 levels.

On Wednesday, September 9, the LIRR carried 321,497 riders, its second highest weekday ridership of 2026, surpassed only by June 18's ridership for the Knicks Championship Parade with 369,482 riders. The LIRR also recorded three consecutive weeks in September with Tuesday-Thursday ridership exceeding 300,000 customers each day — a first since the pandemic.

MNR ridership reached 90% of September 2019 levels, making September its second-strongest month for ridership recovery in 2026, behind June, when ridership reached 93.2 percent of June 2019 levels. The railroad achieved its highest weekday ridership (Monday through Friday) between September 21 and 25, carrying a total of 1,294,011 riders. Excluding the Knicks Championship Parade on June 18

when it carried 302,486 riders, MNR's strongest single-day ridership was on June 17, with 277,410 riders, 93.8% of June 2019 weekday ridership.

Weekend ridership recovery has consistently outperformed weekday travel since the pandemic. Through October 2026, Saturday ridership across the railroads increased 66% compared to the same period in 2022, and Sunday ridership grew 64%, highlighting the increase in commuter railroad travel for discretionary trips.

CityTicket Ridership Growth

Ridership within New York City is growing faster than the railroad system overall, supported by more service and more affordable fare options. The MTA expanded the CityTicket program from a weekend-only option to include an off-peak weekday ticket in February 2022, followed by a peak CityTicket option in August 2023 and, most recently, a CityTicket Day Pass in January 2026.

Between 2022 and 2025, CityTicket sales have surged 361%, with several stations experiencing significant growth:

- Melrose (503%)
- Laurelton (478%)
- Bayside (294%)
- Fordham (173%)

MTA Press Release, October 28

NEW YORK CITY TRANSIT (NYCT)

New Subway Schedules

The Fall Pick went into effect on Sunday, November 1. Only the timetables of the following lines actually changed:

- Daily 1
- Daily/Sat 2
- Daily 3
- Daily/Sun 4
- Daily 5
- Daily 6
- Daily/Sun F
- Daily G
- Daily H
- Daily J
- Daily/Sat/Sun L
- Daily M
- Daily N

With the pick, new car assignments were put into effect systemwide. On the IRT, fleet size and total peak requirements are unchanged from the May 17 car assignment. Car unavailability has increased by 30 cars.

Line	AM Cars Assigned	PM Cars Assigned
1	310 R-62A	310 R-62A
2	350 R-142	340 R-142
3	250 R-62	250 R-62
4	170 R-142, 160 R-142A	160 R-142, 160 R-142A
5	350 R-142	350 R-142
6	10 R-62, 360 R-62A	10 R-62, 360 R-62A
7	418 R-188	385 R-188
S	12 R-62A	12 R-62A

On the BMT/IND, delivery of R-211A production cars and the removal of R-46 cars from service is in progress. This assignment reflects the conditional acceptance of 200 additional R-211A cars, along with the removal of 260 R-46 and 4 R-68 cars from service. As a result, fleet size has decreased by 64 cars from the May 17 car assignment, to 3,973 cars. Car unavailability has decreased from the Spring assignment by 123 cars. This assignment reflects the net transfer of 108 R-68s from Concourse Yard to Coney Island Yard. Peak requirements have changed on the J from 19 to 20 trains in the PM peak.

Line	AM Cars Assigned	PM Cars Assigned
A	100 R-179, 280 R-211A	100 R-179, 300 R-211A
B	250 R-211A	240 R-211A
C	72 R-179, 90 R-211A	72 R-179, 90 R-211A
D	144 R-68, 110 R-211A	144 R-68, 110 R-211A
E	100 R-160A, 90 R-160B1, 70 R-160B2	100 R-160A, 80 R-160B1, 70 R-160B2
F	240 R-160A, 120 R-160B1, 90 R-160B2	250 R-160A, 110 R-160B1, 80 R-160B2
G	55 R-211A, 10 R-211T	55 R-211A, 10 R-211T
H*	15 R-211A	15 R-211A
J Z	88 R-160A, 72 R-179	88 R-160A, 72 R-179
L	176 R-143, 24 R-160A	168 R-143, 24 R-160A
M	192 R-160A	192 R-160A
N W	56 R-46, 144 R-68, 72 R-68A	56 R-46, 144 R-68, 64 R-68A
Q	40 R-46, 40 R-68, 88 R-68A	40 R-46, 40 R-68, 88 R-68A
R	150 R-160A, 110 R-160B1, 50 R-160B2	150 R-160A, 110 R-160B1, 50 R-160B2
S	4 R-68	4 R-68

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

Elevator/Accessibility News

On October 1, two modernized elevators serving the 72nd Street 1 2 3 station were placed into service. As 72nd Street's fare control/head house is at street level, there are only two elevators here, one each from the entrance/fare control area to each platform. The elevator design-builder

was the joint venture of Forte-Gramercy and the installer was Mid-America.
MTA Press Release, October 1

On October 14, the MTA announced the completion of accessibility upgrades at the 137th Street-City College 1 station in Manhattan. Two new street-to-platform elevators now make the station ADA accessible for riders who require a stair-free path of travel. The opening of the downtown elevator builds on the previously opened Bronx-bound elevator, completing accessible routes to both platforms at Broadway and West 137th Street. The improvements benefit more than 9,400 daily riders, including City College students, faculty, staff and surrounding residents.

In addition to the two elevators, crews reconstructed and widened the street staircases and added an accessible fare gate at each entrance. Both platforms received reconstructed edges, tactile warning strips and new accessible boarding areas. The project also upgraded communications, electrical, ventilation and fire alarm systems and repaired ceiling panels, structural steel, and wall and floor tiles.

At street level, crews made significant streetscape improvements, including street resurfacing, new curb cuts, a wider median, new light poles, new public seating and new pavers.



The new elevator to the northbound platform. Megan Armas/MTA photo

This was the final station completed under ADA Package 4, which encompasses accessibility improvements at three other subway stations: Northern Boulevard M R, Bay Ridge-95th Street R and Parkchester 6. The ADA projects in the package are fully federally funded. The design-build contractor was a joint venture of J-Track and TC Electric, with AECOM as designer, and Modern Elevators as elevator manufacturer, installer and maintainer.
MTA Press Release, October 14

Ground was broken of October 15 to begin improvements at 42nd Street-Bryant Park B D F M and 5th Avenue 7 station complex to make the major transit hub fully ADA-accessible. New elevators, platform upgrades, a new accessible in-station transfer to 5th Avenue 7 Station, and state of good repair work will benefit over 100,000 daily riders, all made possible with funds from congestion pricing. Bryant Park is one of six station accessibility projects now under construction funded directly by revenues generated by congestion pricing, which will ultimately deliver accessibility improvements to at least 23 subway stations.

The Bryant Park project includes construction of four new elevators, three new mezzanine-to-platform elevators at 42nd Street-Bryant Park, including one that connects the Times Square Shuttle pedestrian pathway to the northbound platform, and one mezzanine-to-platform elevator at 5th Avenue Station. Additionally, project crews will construct a new accessible corridor from Sixth Avenue to the Flushing Line. Other improvements include platform reconstruction at both stations, new accessible fare gates, four upgraded stairwells, accessibility upgrades to the men's and women's restrooms at Sixth Avenue, and state of good repair work at 5th Avenue Station.

The announcement of the start of construction here also unveiled new signage riders will see highlighting projects that are enabled by congestion pricing.
MTA Press Release, October 15

Then, on October 27, one new elevator replacement was put into service at Coney Island-Stillwell Avenue.

Regular riders know that this station was built with ramps to each of the four platforms, to handle huge crowds of people traveling to and from the beach during warm weather. However, there are two elevators here, one each from the overpass to the West End and Sea Beach platforms. It was Elevator No. 701, on the Sea Beach platform, that was just replaced. The elevator design-builder was Forte Gramercy JV and the installer was Mid-America.
MTA Press Release, October 27

Station Enhancements

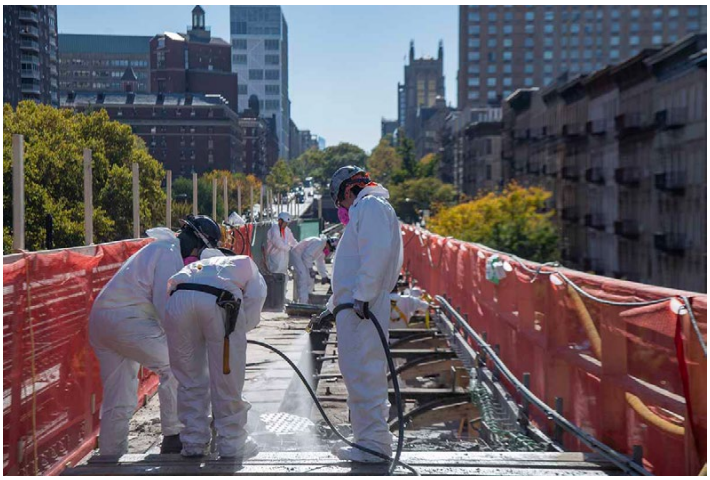
On or before October 1, crews completed station rehabilitation work at Fort Hamilton Parkway D Station. More than 36,000 square feet of ceilings, walls, beams, floors, entrance structures, columns, gates and railings were scraped, primed and painted. Crews also refinished five benches, painted five trash cans and the station booth, 20 doors were also painted and fortified. To ensure trains are safely entering and exiting stations with no damage to platform or train, around 1,200 square feet of rubbing board were inspected and fortified. 225 square feet of vinyl composition tile flooring and 300 square feet of damaged concrete flooring were replaced to prevent tripping and slipping hazards. Crews also replaced corroded expansion plates, cleaned 12 drains, and fixed and replaced LED fixtures to offer better and safer lighting conditions.

Similar work was completed over the weekend of October 3-4 at the 138th Street-Grand Concourse 4 5 station.
MTA Press Release, October 1
MTA Press Release, October 5

Platform Out of Service Long-Term

Starting on Monday, October 26 and continuing to Friday,

December 18, the southbound platform at 125th Street 1 is out of service to let Forte Construction Corporation, under contract A-37824, to do station renovation work.
MTA Press Release, October 2



View south along the southbound platform on October 27, with some of the platform removed to expose the steelwork underneath.
Megan Armas/MTA photo

Another Station Renamed

At a ceremony held on October 23, the MTA announced the renaming of Jamaica Center–Parsons/Archer E J Z Station to Jamaica Center–York College. The new name identifies a major destination a short walk from the station, helping students, faculty, staff and visitors find their way to the nearby City University of New York campus.
MTA Press Release, October 23



Unveiling the new station name at the ceremony.
Marc A. Hermann/MTA photo

Tracks Out of Service Long-Term

From Tuesday, October 6 to Monday, November 9, Tracks D5 and 25 in Jamaica Yard are out of service to enable the Division of Facilities to excavate a manhole to repair defective sewer lines.

New Fare Gates

The MTA announced the results of the subway fare gate pilot, which saw fare evasion decline by an average of 35% at the 20 stations where new, modern gates have been installed. Following this successful pilot, it was also announced that the next 20 subway stations will receive new fare gates across all entrances, marking major progress to strengthen the system against fare evasion, modernize the system, and improve accessibility. The MTA qualified three vendors — Cubic, STraffic and Conduent — to submit bids and compete to deliver the next generation of fare array systems at those additional 20 stations across Manhattan, the Bronx, Brooklyn and Queens. Bids for the first phase of the new fare gate program will be submitted this month, with new gates beginning to be installed by the end of 2026.

This initiative, part of the 2025-2029 Capital Plan, is an investment of $1.1 billion to upgrade fare control areas across 150 stations. Following the pilot, the next 20 stations represent the first phase of the broader 150-station overhaul, which will see modern fare gates installed at stations serving nearly three quarters of all daily subway riders. The rollout of modern fare gates will continue into 2027, with a second phase consisting of 30 additional stations under construction by the end of next year. Between the pilot stations and phases one and two, 70 subway stations will be outfitted with modern fare gates.

In December 2023, the MTA issued a Request for Information to identify qualified firms to design modern fare gates that met specified technical requirements. Three vendors advanced to the piloting phase and provided new gates at no cost to the MTA at a total of 20 stations for a chance to prove they can work in the New York City transit system. Some stations received a fully replaced fare array, others received only a new wide-aisle access gate.

Last fall, the MTA began evaluating the new fare gates based on their impact on fare evasion, accessibility, passenger experience, entry and egress throughput, maintenance, integration, and data and detection accuracy. Since the pilot began, roughly 29 million entries and 34 million exits have been recorded, and roughly 40 to 50% percent of typical daily subway riders have used the new gates at least once.

The stations that received new fare gates have experienced an average of a 35% percent reduction in fare evasion, with the largest decreases recorded at Hoyt Street 2 3 and Nostrand Avenue A C, both with a 72% decrease, and 3rd Avenue-138th Street 6 with a reduction of 65% in fare evasion.

Throughout the pilot, the MTA made adjustments to the technology based on performance and rider feedback. These findings were critical in determining the final designs for the system. The next 20 stations slated to receive new fare gates will be:

Brooklyn

- 36th Street D N R

- Bedford Avenue L
- Coney Island-Stillwell Avenue D F N Q
- Hoyt-Schermerhorn A C G
- Myrtle Avenue J M Z
- Newkirk Plaza B Q

Bronx

- 3rd Avenue-149th Street 2 5
- 161st Street-Yankee Stadium 4 B D
- Fordham Road B D
- Parkchester 6

Manhattan

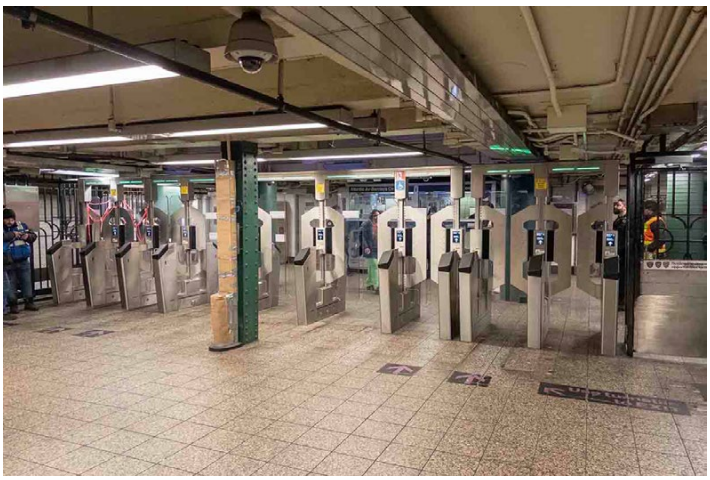
- 14th Street-Union Square 4 5 6 L N Q R W
- 72nd Street 1 2 3
- 86th Street 4 5 6
- 125th Street 4 5 6
- Chambers Street 1 2 3
- Spring Street C E

Queens

- Astoria Boulevard N W
- Flushing-Main Street 7
- Forest Hills-71st Avenue E F M R
- Sutphin Boulevard/Archer Avenue-JFK Airport E J Z

The MTA is advancing the process of purchasing gates from the approved vendors for installation at the 20 stations listed. Early station preparation work is expected to begin in October 2026.

This comprehensive overhaul of the fare array system is the first in more than 30 years, when the MTA began installing the tri-wheel turnstiles in the early 1990s. This design dates back to the token era and was not accessible for riders using wheelchairs, or traveling with strollers or luggage. As a solution, the MTA created emergency exit gates to provide an entry and egress option with wider clearance for customers who could not use the traditional turnstiles.



One of the existing test locations, at Fare Control Area C9 in Atlantic Avenue-Barclays Center D N R (formerly Pacific Street). This fare gate array was supplied by Cubic. Jeff Erlitz photo

In recent years, the emergency gate has become known as the "superhighway" for fare evasion, inviting opportunistic evaders, those who intend to pay but choose not to when they see others entering through an open emergency exit gate. The MTA has taken successful steps to reduce fare evasion through the exit gate, including replacing key locks at all gates, deploying gate guards and implementing delayed egress. However, a full replacement of the fare arrays takes a comprehensive approach with a modern redesign that supports fare compliance while improving accessibility and the overall rider experience.

MTA Press Release, October 7

LONG ISLAND RAIL ROAD (LIRR)

Fall Schedule Change

The LIRR will institute new service changes beginning Monday, November 9, on all 11 branches. Some midday weekday and weekend trains will leave earlier to assist in track maintenance and station accessibility projects. No rush hour trains will be affected by the service changes.

Some of the changes include the following:

Montauk Branch (Babylon and Points East)

Beginning Saturday, November 14, for weekend trains and Monday, November 23, for weekday trains, service will be restored to what it was prior to the Babylon station reconstruction project.

- Direct service from stations east of Massapequa to Grand Central will be restored
- There will be two local trains per hour between Manhattan and Babylon, one each from Penn Station and Grand Central
- Express trains between Babylon and Penn Station will only run to connect with Montauk Branch trains, and will only stop at Jamaica, Freeport and Babylon

A special midday weekday schedule will be in effect November 9 through 20 for track work between Amityville and Lindenhurst.

- The 5:47 a.m. train from Speonk to Long Island City will now originate in Hampton Bays at 5:30 a.m. This will provide an additional morning travel option for riders at Hampton Bays and Westhampton.

Main Line

- The 6:34 a.m. train from Westbury to Penn Station will no longer stop at Elmont-UBS Arena
- To provide additional capacity to and from events, a new weekend local train to Penn Station will leave Hicksville at 4:33 p.m. A return trip will leave Penn Station at 10:02 p.m.
- The 6:27 a.m. train from Ronkonkoma to Grand Central will run two minutes earlier.
- Midday weekday train service to Greenport will resume starting November 23.

City Terminal Zone

- The 7:18 p.m. train from Grand Central to Long Beach will

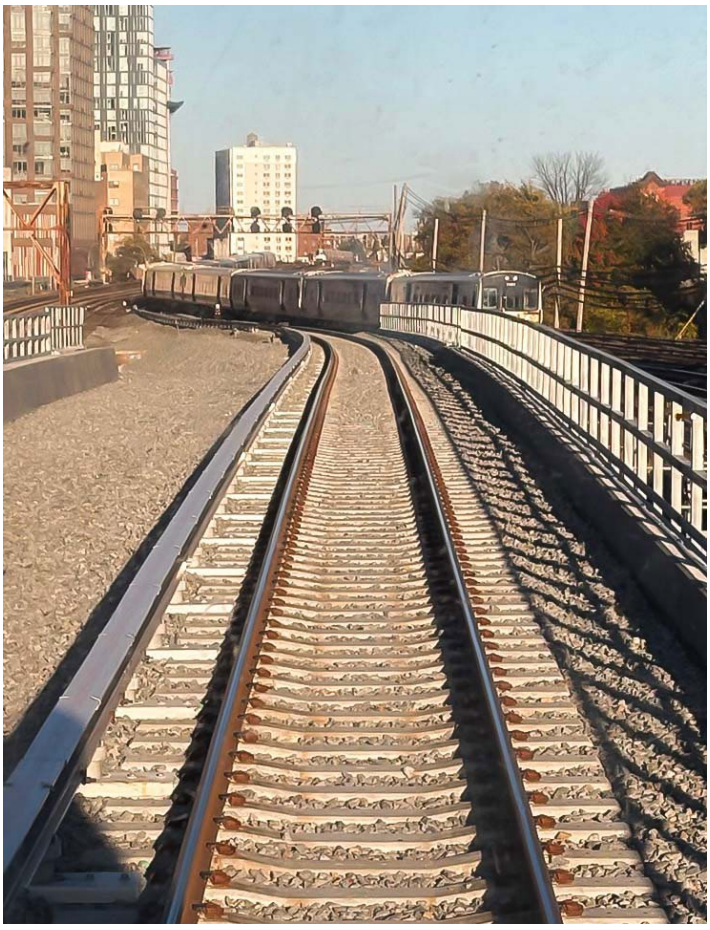
leave one minute earlier and add a stop at Kew Gardens.
- Midday weekday service between Jamaica and Atlantic Terminal has been restored to operate every 20 minutes.

MTA Press Release, October 26

Jamaica Capacity Improvements Update

On Saturday, October 10, the first of two tracks over the new 150th Street Bridge in Jamaica was placed into service. This new track connects the former Track No. 3 in Yard E to Montauk Branch Track No. 2. The former East Lay-Up Track, which was just south of this new track, was removed from service in its entirety. All of these tracks are, or were, located within the limits of Hall Interlocking, just east of Jamaica Station.

In recent years, before the construction of the new 150th Street Bridge which shortened them, Lay-Up Track No. 2 only held six 85-foot-long MU cars and Lay-Up Track No. 3 only held four, so they were of very limited use. However, up to 1939 those two tracks, and the long-gone Track No. 1 (removed May 29, 1949) were used by Brooklyn Local Electric trains operating between Jamaica and Flatbush Avenue, Brooklyn. These trains used the LIRR's class MP41 cars, which were basically IRT-sized, so those lay-up tracks were able to handle longer trains.



View out the front storm door window from eastbound Wantagh local Train No. 1252 on October 30 as it operates over the new 150th Street Bridge. Extended from the former Track No. 3 in Yard E, this is now designated as Montauk Branch Track No. 2. Randy Glucksman photo

Westbury Transit-Oriented Development

The MTA Board approved a transaction with GO Westbury, LLC, an affiliate of the Gotham Organization (Gotham) to redevelop the MTA-owned parking lot at the Westbury station, allowing the first transit-oriented development project on LIRR-owned land to move forward. The Westbury Commons development, located immediately adjacent to the Westbury station, will include 184 rental apartments, of which 19 will be designated as income-limited affordable homes. It will also feature a 2,000 square foot retail space, a public plaza and 254 parking spaces on the cellar and ground floor levels. The MTA Board's approval of this project follows the unanimous approval by the Westbury Village Board of Trustees in September 2026.

The 99-year ground lease is expected to deliver $15.5 million on a net present value basis to the MTA capital program, along with delivery of a new public open space at the station, real estate taxes and other significant public benefits. Under the agreement, the MTA retains ownership of the property, while Gotham will be responsible for development, operation and maintenance of the Westbury Commons site.

The commuter parking lot at this station became available for redevelopment in 2021 after a new 683-space commuter parking garage was built north of the station to accommodate the Main Line Expansion project.

MTA Press Release, October 28

PORT AUTHORITY TRANS-HUDSON (PATH)

Director and General Manager Retires

Director and General Manager Clarelle DeGraffe is retiring after more than 37 years with the agency, the last seven of which were spent leading the PATH rail transit system. Under her leadership, in 2022, PATH was awarded the American Public Transportation Association's highest honor, earning APTA's Outstanding Public Transportation System Achievement Award for railroads with more than 20 million riders annually.

Long-time NJT executive James Sincaglia succeeds DeGraffe as director, alongside Matthew Reddell, a rail operations executive formerly with Bay Area Rapid Transit in northern California, who has been appointed deputy director for infrastructure maintenance and rolling stock delivery. Sincaglia and Reddell join Zandra Ford, who was appointed in June 2026 as deputy director for operations, as part of the organization's new senior management team. DeGraffe will assist in the transition of PATH's new leadership team until her retirement, effective at the end of 2026.

Port Authority Press Release, October 27

AMTRAK/NJ TRANSIT (NJT)

New Windsor Locks Station

State and local leadership announced the opening of a newly



The new Windsor Locks station. CDoT photo

constructed Windsor Locks Station. The station serves Amtrak's Hartford Line, Northeast Regional, Valley Flyer and Vermonter routes, as well as CTrail trains starting October 18.

In fiscal year 2025, Windsor Locks Station served 35,576 riders. The new station features a relocated passenger rail and bus service from the south of the town's downtown area to a central location near Main Street and track and signal enhancements to improve operational flexibility, reliability and capacity along the Northeast Corridor.
AMTRAK NEWS, October 13

Hudson Tunnel Boring Begins

The Gateway Development Commission (GDC) announced that the Hudson Tunnel Project's first tunnel boring machine has begun mining on schedule. A second tunnel boring machine will launch in the coming weeks.



Workers stand on and along side one of two 500-foot long Tunnel Boring Machines that were switched on to being drilling through the Palisades. Larry Higgs/NJ.com

These two machines will build the first 5,100 feet of the new rail tunnel tubes in New Jersey, from the tunnel portal in North Bergen to the Hudson County Access Shaft on the border of Weehawken and Hoboken. When they reach the access shaft, they will be removed and replaced with a second pair of machines designed for the mixed ground conditions under the Hudson River.

These tunnel boring machines are expected to build roughly 30 feet of tunnel per day, including scheduled pauses for maintenance. It will take approximately one year to build this section of the tunnel tubes. The tunnel boring machine that launched and the second machine that will launch later this fall are single shield machines designed to efficiently tunnel through hard, dry rock. They each have a 28-foot, 8-inch-diameter cutterhead and trailing gantries that extend roughly 500 feet and weigh more than 1,680 tons.
GATEWAY DEVELOPMENT COMMISSION NEWS RELEASE, October 8

New Station on the Hartford Line

Construction has started on a project led by the Connecticut Department of Transportation that will build a new train station in Enfield and restore passenger rail service to the town for the first time since 1986. Located in the Thompsonville neighborhood, the project is part of the Hartford Line Rail Program and will fill an approximately 15-mile gap between Springfield Union Station and Windsor Locks, reconnecting Enfield residents to destinations throughout Connecticut and Massachusetts. The new station advances the Town of Enfield's long-standing vision for transit-oriented development and the revitalization of Thompsonville.

The new, fully accessible station will feature a 350-foot-high level platform, a mostly enclosed waiting area, covered seating, canopies, wind screens, and an electric snow-melting system for the platform, ramps, and stairs. Additional amenities include passenger information displays and lighting. Approximately 80 parking spaces will be provided, including electric vehicle charging infrastructure serving approximately 15 spaces, and a dedicated bus area accommodating two full-size buses and connecting passengers with Enfield's Magic Carpet bus service.



Rendering of the new Enfield station. CDoT

Beyond the station, the project also includes the replacement of the railroad bridge over Main Street, roadway

improvements to increase clearance beneath the bridge, new sidewalks, streetscape improvements and pedestrian connections to surrounding neighborhoods. Approximately 4,400 feet of track will be realigned, along with signal, communications, drainage and utility upgrades. A new gauntlet track will also accommodate oversized freight shipments while preserving freight operations through the station area.

The $125.3 million project is funded through approximately 85% state funding and 15% federal funding from the Federal Railroad Administration, Federal Transit Administration and U.S. Department of Housing and Urban Development. Construction is anticipated to be completed in fall 2030. The station is projected to serve nearly 130,000 annual passenger trips by 2031. Travel times are expected to be approximately 23 minutes to Hartford and 13 minutes to Springfield by rail.
STATE OF CONNECTICUT PRESS RELEASE, October 28



The new "old" sign at the Loomis entrance to the Blue Line's Racine Station. Giacomo Cain/Block Club Chicago photo

Other U.S. Systems

BOSTON, MASS.

Speed Increases on Two Lines

On October 18, Orange Line subway service was able to operate up to 55 mph between Assembly Station and North Station in both directions. This builds upon speed increases implemented in August 2025 where the Orange Line reached 55 mph between Oak Grove and Assembly Station. The increased speeds are attributable to track improvement work completed as part of the Track Improvement Program (2023 – 2024) and recent infrastructure work.

Then, on October 30, another section of the Red Line, North Quincy to JFK/UMass, had its maximum speed increased to 50 mph. The MBTA previously raised speeds to 50 mph on the Braintree Branch between Braintree and North Quincy on March 14, 2025, following work as part of the 2024 Track Improvement Program.
MBTA NEWS, October 18
MBTA NEWS, October 30

CHICAGO, ILL.

Loomis Entrance Reopens

The Chicago Transit Authority reopened the rebuilt Loomis Street auxiliary entrance to the Racine Blue Line station, restoring an additional access point at the recently modernized and accessible station. This work is part of the Forest Park Branch Rebuild Project, a multi-year, multi-phased investment program to reconstruct the entire Forest Park Branch of the Blue Line and make it 100% accessible to people who use mobility devices.

The retro-style sign was designed by HNTB, with input and guidance from CTA, and is based on the station's original signage. The preservation work stems from an agreement with the State Historic Preservation Office that allowed CTA to fully modernize the Racine entrance while preserving the Loomis entrance's historic design through reconstruction.

The renovated entrance preserves the station's historic character while complementing the modernized, accessible main entrance on Racine Avenue. The accessible entrance, which has remained available through the main stationhouse, features an elevator connecting riders to the rail platform.

The Loomis entrance closed for reconstruction in October 2025 following the reopening of the station's main entrance on Racine Avenue. Originally constructed in 1958, the Racine station was rebuilt as part of Phase One of the Forest Park Branch Rebuild and CTA's All Stations Accessibility Program (ASAP).

The main stationhouse reopened in October 2025 with a new elevator, new stairs, an extended platform and other improvements designed to remove barriers and improve the rider experience.
CTA NEWS, October 7

Lake Street Bridge Work

The Chicago Department of Transportation (CDOT) has completed installation of the new west leaf of the Lake Street Bascule Bridge, a major milestone in the ongoing rehabilitation of the 110-year-old bridge. Normal CTA Green and Pink Line service resumed at 4:00 a.m. Thursday, October 29, following a service interruption that started on October 13 to accommodate the bridge leaf replacement.

(Editor's note: During that interruption, Green Line trains operated between Harlem/Lake and Clinton and between Clark/Lake and the South Side terminals. Shuttle buses operated between Clinton and Clark/Lake. Pink Line trains operated between 54th/Cermak and the Racine Blue Line station. Riders to or from downtown needed to transfer between Pink and Blue Line trains at Racine.)

The new, prefabricated west leaf was assembled off site and transported up the Chicago River by barge. Crews removed the existing leaf, then positioned and installed the replacement during the temporary CTA Green and Pink Line shutdown. Work also included aligning and stabilizing the new components, rebuilding tracks, guard systems and walkways,



The new west leaf of the bridge, before its installation. CDOT photo

reconnecting and testing power and signal systems and operating test trains before regular service resumed.

CDOT and CTA coordinated throughout the work, with CTA using the planned service interruption to complete additional repairs at the Loop and Lake Junction over the weekend.

Built in 1916, the Lake Street Bridge is a double-deck, double-leaf, movable bridge that accommodates river traffic, carries vehicles, pedestrians and CTA buses on its lower level, and CTA Green and Pink Line trains on its upper level. The two-year project will fully rehabilitate the structure so it can serve Chicago for generations to come, while maintaining its historic character.



The Lake Street Bridge, in an older view before the west leaf replacement. John H. White/Chicago Sun-Times photo

Installation of the bridge's east leaf is planned for spring 2027, which will require similar impacts to CTA Green and Pink Line service. The bridge's lower level remains closed to vehicles and pedestrians while rehabilitation continues. The Bridge is expected to fully reopen in January 2028. More information is available on the CDOT project webpage (https://www.chicago.gov/city/en/depts/cdot/supp_info/lake-street-bascule-bridge-rehabilitation.html).
CTA NEWS, October 29

LOS ANGELES, CALIF.

Rail Ridership Continues to Grow

September marked the official start of fall, but Metro numbers continue to rise. Metro ridership was 27,281,003, an increase of 3.9% over September 2025. The D Line (Union Station-Wilshire/La Cienega) had the biggest year-over-year increase, showing 114% growth on weekdays and nearly 93% overall.

Systemwide, ridership averaged 1,022,776 on weekdays, a 4.4% increase over September 2025. Saturdays averaged 720,083 boardings, and Sundays averaged 584,475. Nearly 20% of ridership came from passengers enrolled in fare programs that offer free or discounted rides, including GoPass (for students in grades K-community college at participating schools), LIFE (for persons with qualifying incomes), U-Pass (for students at participating colleges and universities), and E-Pass (for employers who offer transit to their employees). The LIFE Program grew 35% year-over-year.

Rail ridership remains strong, rising 12.4% over September 2025 to 6,698,337. Weekdays had the highest growth at 13.9%, with average boardings of 244,680. Saturday boardings averaged 194,793, a 10.5% increase year-over-year.

Ridership for each rail line was as follows:

- A Line (Long Beach-Pomona North) ridership increased 9.5% to 2,083,094, and grew 10.4% on weekdays to 244,680 average ridership.
- B Line (Union Station-North Hollywood) ridership increased by 4.5% in September to 1,412,266. The biggest growth came on Sundays, up 24.4% to an average ridership of 49,300.
- D Line (Union Station-Wilshire/La Cienega) growth increased every day of the week. In addition to the phenomenal growth on weekdays, Saturdays had average boardings of 14,221 for a 24.5% increase and Sundays had average boardings of 11,457 for a 20% increase.
- E Line (Santa Monica-East LA) ridership was 1,658,854, a 10% increase, with Saturdays showing the strongest growth at 12.5% to 50,826 average ridership.
- K Line (Expo/Crenshaw-Redondo Beach) ridership grew 2.2% to 242,298, with Saturdays showing the biggest growth at 7.6% to 7,064 average ridership.

METRO NEWS, October 16

East San Fernando Valley Light Rail Project

The Los Angeles County Metropolitan Transportation Authority (Metro) broke ground on the East San Fernando Valley Light Rail Transit Project, which will expand transit access to major employment hubs, schools, healthcare facilities and local businesses. This is part of a broader plan by Metro to increase public transit and improve mobility throughout the San Fernando Valley.

The 6.7-mile line will run along Van Nuys Boulevard through the densely populated and transit-dependent communities of Van Nuys, Arleta and Pacoima. Roughly 19% of households in the project corridor are fully transit-dependent, without a personal vehicle, compared to just 8% for Los Angeles County as a whole. It is the first local-stop commuter rail service to

roll down Van Nuys Boulevard in more than 70 years.

The project integrates directly with regional transit networks, providing smooth and immediate transfers to Metrolink, Amtrak and the Metro G Line Bus Rapid Transit line, maximizing county reach.

The 11 new at-grade light rail stations will feature modern shade structures and safety improvements and will operate at street level in the center of Van Nuys Boulevard. These stations are located approximately three-quarters of a mile apart and include: Van Nuys Metro G Line, Victory, Vanowen, Sherman Way, Van Nuys Metrolink, Roscoe, Nordhoff, Woodman, Arleta, Laurel Canyon and San Fernando.

Along with new stations, the project delivers major streetscape upgrades, including ADA-compliant sidewalks, safer pedestrian crossings and improved roadway design.

METRO NEWS, October 19

SEATTLE, WASH.

Ballard Link Extension Update

Sound Transit and the Federal Transit Administration will publish the Draft Environmental Impact Statement (EIS) for the Ballard Link Extension project on December 11, kicking off a 60-day comment period that will run through February 9, 2027. Members of the public can comment on the Draft EIS and share their feedback on the analysis.

The Draft EIS, prepared in compliance with the National Environmental Policy Act and the State Environmental Policy Act, evaluates potential impacts and benefits of project alternatives to inform the public, Tribes, government agencies and decision makers.

The Ballard Link Extension will add 7.7 miles of light rail from SODO to the Ballard neighborhood, including a new 3.3-mile rail-only tunnel. Construction from SODO to Seattle Center is fully funded under the updated ST3 System Plan, and is expected to open in 2042.

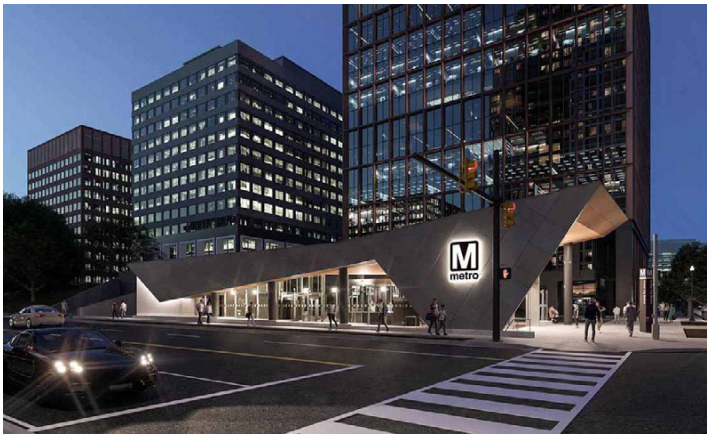
While construction funding from Seattle Center to Ballard is not yet secured, the Draft EIS includes the entire alignment to Market Street in Ballard and advances the full extension through the next step of environmental review. Sound Transit is committed to reducing project costs, increasing financial capacity, and securing the remaining construction funding to be able to open the full extension at the same time.

SOUND TRANSIT NEWS RELEASE, October 30

WASHINGTON, D.C.

Station Entrance Receives Design Award

The new entrance to Crystal City station, scheduled to open in Spring 2027, has received an Envision Silver Award for resilient design from the Institute for Sustainable Infrastructure. It is the first project in the Metro system to earn an Envision award. The Crystal City East Entrance will increase station capacity, accommodate more passengers,



Rendering of the new east entrance to Crystal City Station. WMATA

improve accessibility and safety and enhance connectivity as the area continues to grow.

Envision is a framework and rating system that encourages infrastructure stakeholders to plan, design and implement more resilient and high-performance projects (similar to the LEED program for buildings). To earn an Envision award, a project must go through third-party verification, demonstrating its ability to achieve performance and resilience outcomes across five categories: Quality of Life, Leadership, Resource Allocation, Natural World and Climate & Resilience. The East Entrance was recognized for achievements across these areas, including community benefits such as:

- Improving community mobility and access, especially as the new elevators will upgrade accessibility
- Encouraging multimodal transportation through improved transfers between Metro Rail, Metro Bus, VRE, Crystal City-Potomac Yard Transitway and ART services, as well as connections to the Mount Vernon Trail
- Enhancing public health and safety, as it creates an additional emergency exit and allows first responders to quickly access the station

The new entrance is the first public transportation station project in the Mid-Atlantic to earn a Silver rating.

Metro and Arlington County have teamed up with local developer JBG Smith, lead designer VHB and Clark Construction to deliver the East Entrance through a collaborative design-build approach. The project broke ground in July 2024. VHB also led the Envision verification effort, coordinating resilient design strategies through multiple phases and guiding the project through the Envision framework.

Crystal City is one of Metro's busiest stations in Arlington County. The new entrance at the northwest corner of 18th Street South and Crystal Drive will provide station access from the street level through an above-ground lobby and connect customers from a new mezzanine to the train platforms using stairs and elevators.

The project also reached high levels of achievement in measures of risk and resilience, infrastructure integration, stormwater management, economic development, stakeholder involvement and construction safety. Its planning, design, and funding were a partnership between multiple stakeholders,

and Metro and Arlington County engaged with the community throughout the project's development. The project's roots go back to 2010, when Arlington County's Crystal City Sector Plan identified access improvements needed at the Crystal City station, with further evaluation and stakeholder feedback helping to narrow potential sites and shape the final above-ground entrance design.
WMATA News, October 20

International

BRNO, CZECH REPUBLIC

New Trams on the Horizon

DPMB, which operates the tram network in the Czech city of Brno, has published a tender in the European Union's Official Journal for up to 40 high-capacity bi-directional articulated LRVs. The closing date for bids is November 19 and the order is valued at Koruna 3.6 billion ($US 165.4 million).

DPMB is currently assembling Drak LRVs in its own workshops under the second stage of the Tram for Brno project. The first two of an initial five vehicles are under construction. The low-floor, air-conditioned LRVs will gradually replace older vehicles used on Brno's standard-gauge network, which is electrified at 600v DC.
International Railway Journal, October 14



45T ForCity Smart No. 1795 (Škoda, 5/2026), operating on Route 2, is an example of one of Brno's newest trams. This view is looking northeast in front of the main railway station on June 30. Following closely is KT8D5R.N2 No. 1710 (Tatra, 1989) operating on Route 8.
Tomáš Kasal photo via Urban Electric Transit

CARDIFF, WALES

Tram-Train Trouble

British passenger operator Transport for Wales (TfW) has withdrawn from service and paused the rollout of more Class 398 tram-trains deployed on commuter lines serving Cardiff while manufacturer Stadler Rail works to correct software problems identified during testing with passengers onboard.

Stadler received an order for 36 three-car Class 398 tram-trains in 2018, as part of a £800 million program to procure 138 new trains for TfW. The Class 398 is due to be deployed on the upgraded and electrified lines from Cardiff to Treherbert, Aberdare and Merthyr Tydfil, branded as South Wales Metro, cutting journey times and increasing service frequency under a phased program.

As a result of policy shifts the trains will not operate over street-level light rail tracks, although they are equipped to do so, if such lines are opened in future.

As well as taking power at 25kV 50Hz AC from the overhead supply, the Class 398 is equipped with batteries for operation on non-electrified lines and is also intended to operate on new light rail lines to be built under the Cardiff Crossrail project. Phase 1 comprises a new line running for 800 meters from Cardiff Central station through Callaghan Square to join the existing branch to Cardiff Bay.

The first tram-train was delivered in March 2023 from the Stadler plant in Valencia, Spain, to the new depot built for the fleet at Taff's Well, north of Cardiff, at a cost of £100 million. Testing began in May 2025.

The first three Class 398s entered service on June 23 between Pontypridd and Cardiff Bay. Following their withdrawal from service last month, TfW is now operating a shuttle service between Cardiff Queen Street and Cardiff Bay using Class 150 DMUs that the new tram-train fleet is intended to replace.



Transport for Wales Class 398 No. 024 at Cardiff Bay on July 1, 2026.
Anamyd photo via Wikimedia Commons

TfW says that passenger testing of the Class 398 has been temporarily paused while Stadler Rail works to rectify software issues that have been identified during testing.
International Railway Journal, October 9

CHENNAI, INDIA

Metro Yellow Line Opens

The first section of the fully-automated Yellow Line in

Chennai opened on October 11. The 14.6-kilometer east-west metro line connects Vadapalani on the north-south Green Line with Poonamallee Bypass. Work is continuing to extend the initial section of the line east by a further 11.4 kilometers from Vadapalani via Kodambakkam and Nandamam to Light House. When complete, the 26-kilometer line will have 18 elevated and 10 underground stations.



India's prime minister flags off the first Yellow Line metro train in Chennai. Prime Minister's Office photo

Alstom will complete delivery of a fleet of 36 three-car Metropolis trains for the Yellow Line at the end of this month. Alstom secured a €124 million contract in 2023 for the trains, which were designed at its facility in Bengaluru and manufactured at its Sri City rolling stock plant in Andhra Pradesh.

The trains, which can accommodate up to 1,000 passengers, are designed for driverless operation at up to 80km/h and have regenerative braking. They are equipped with real-time passenger information displays, CCTV and what Alstom describes as military-grade cyber security. Stations have platform screen doors.

INTERNATIONAL RAILWAY JOURNAL, October 12

EUROPE

Virgin Trains Order

Virgin Trains has signed a contract with Alstom for 12 300km/h Avelia Stream trains and for their maintenance for 30 years. They will operate services from London to Paris, Brussels and Amsterdam from 2030 in competition with Eurostar and Trenitalia France which expects to launch cross-Channel services in 2029.

Virgin is making good progress with its plans to return to the rail market. Britain's Office of Road and Rail (ORR) published on October 9 the signed agreement between Virgin and Eurostar to maintain the new trains at the Temple Mills International depot in east London, which is currently exclusively used by Eurostar. The agreement will run until 2040.

ORR has also approved a track access agreement between Virgin and London St. Pancras Highspeed, which operates St. Pancras station and the HS1 high-speed line linking London with the Channel Tunnel. The agreement allows Virgin to



Rendering of Virgin's Avelia Stream high-speed train. Virgin

operate up to 20 trains daily on HS1 from October 1, 2030 until December 31, 2040. As the ORR points out, Virgin needs to secure access to the other rail networks and obtain safety approvals from ORR and the relevant authorities in France, Belgium and the Netherlands.

Virgin says it will draw on its experience of operating trains in Britain for 20 years, and through its other travel subsidiaries to develop a high-quality service. For example, Virgin Atlantic's Clubhouses will help to inspire pre-departure and onboard social spaces. Virgin Voyages' onboard dining will influence the food and drink offer and Virgin Hotels' focus on comfort and design will help inform the development of seating and onboard facilities. In addition, Virgin's reward program, Virgin Red, will allow passengers to earn Virgin Points and spend them on future journeys, flights, hotels, cruises and experiences.

Virgin also wants to see how its new train service could work more closely with its international airline network operated by Virgin Atlantic out of London Heathrow Airport.

INTERNATIONAL RAILWAY JOURNAL, October 9

GERMANY

Battery EMUs Ordered

Lower Saxony Transport Authority (LNVG) and Greater Braunschweig Regional Association (RGB) have awarded a €1.1 billion contract to Siemens Mobility for 113 three-car Mireo Plus B BEMUs. The contract includes maintenance for 30 years, the construction of two maintenance depots in Lower Saxony, and options for up to 132 additional trains.

The 160km/h BEMUs will start to enter service at the end of 2031 on lines that are only partially electrified. The batteries will be charged from the catenary while the trains are traveling on electrified sections.

Train doors will have different levels of entry height to enable level boarding at most station platforms. There will be two wheelchair spaces, multi-purpose areas, and at least six storage spaces for bicycles per train, which can be expanded to up to 18 spaces if required. Each train will have more than 170 seats, including at least six seats in first class as well as Wi-Fi.

Siemens will use its Railigent X digital interface to exchange and evaluate diagnostic and operations data and says it will support almost 100% availability for the



Rendering of Siemens' Mireo Plus B BEMUs for both LNVG and RGB. Siemens



Rendering of one of Renfe's new Velaro Novo train sets. Renfe

trains. Siemens says the workshop concept will cover both day-to-day maintenance of the trains and the centralization of overhauls and heavy maintenance work, complemented by additional local facilities for regional train care.
INTERNATIONAL RAILWAY JOURNAL, October 15

SPAIN

More High-Speed Trains Ordered

Spanish national operator Renfe has awarded a €1.22 billion contract to Siemens Mobility for 30 Velaro Novo 350km/h trains, with an option for 10 more, and maintenance equipment. Renfe says the new fleet will help it to renew its high-speed fleet, increase seating capacity and strengthen its competitive position and passenger service in Spain's liberalized high-speed market.

When Renfe went out to tender earlier this year, one of the main award criteria was the manufacturer's ability to meet agreed deadlines and deliver a train capable of traveling at 350km/h. Siemens appears to have met Renfe's requirements, as Renfe wants the first five trains to be delivered within 40 months of the contract being signed. Renfe specified that all 30 trains should be delivered within 78 months, but now says Siemens will complete delivery within 62 months.

Siemens has exceeded Renfe's minimum seating capacity specification of 450 per train, as the seven-car Velaro Novo trains will have 520 seats split across two classes, with 116 seats in First Class and 404 in Tourist Class.

The Velaro Novo will have fewer components than older trains, an enhanced monitoring system, predictive maintenance and remote diagnostics to anticipate maintenance needs and reduce breakdowns, cancellations and delays. The lightweight design, reduced rolling resistance and state-of-the-art traction technology will reduce energy consumption and contribute to lower CO_2 emissions and operating costs. The new standard-gauge trains will be equipped with ETCS Levels 1 and 2 as well as the Spanish Asfa automatic train protection system.

The train's digital architecture is designed to offer higher capacity Wi-Fi, facilitate system updates throughout the train's life and improve both onboard entertainment management and passenger information, with more advanced and personalized options.

The trains will be fitted with high-capacity batteries which can power the traction equipment and allow the train to move in the event of an incident involving loss of overhead supply. This will reduce the reliance on rescue locomotives or emergency vehicles and help improve response times and passenger assistance.

The only other manufacturer in the final bidding stage was Hitachi Rail, which offered its ETR 1000 Frecciarossa train, which is already operating in Spain by open-access provider Iryo. It is understood that Alstom opted not to bid, while a bid from CAF was deemed ineligible and one from Talgo was disqualified.
INTERNATIONAL RAILWAY JOURNAL, October 27

Second High-Speed Train Crash

A second fatal collision on the Madrid — Seville high-speed line occurred on October 28, just after 9:00 a.m. local time. AVE Train No. 2080, operated by state-owned operator Renfe, which departed from Madrid Puerta de Atocha at 8:00 a.m. destined for Seville, ran into the back of Train No. 6076 operated by private operator Iryo, which departed from Madrid Puerta de Atocha at 7:54 a.m., also destined for Seville.



Aftermath of the train crash in Spain on October 28. Javier Soriano/AFP

According to Iryo, the incident took place at the 118 Kilometer marker near Urda in the province of Toledo. Overhead camera footage shows that the rear three coaches

of the eight-car Iryo train, as well as the leading coach of the AVE train, fell down an embankment, while the remaining coaches of both trains remained upright on the track, although some were derailed.

The number of casualties is believed to be around 80, and local government sources say that the death toll is at least 68. A total of 544 passengers were on board both trains, with 147 on the Iryo train and 397 on the Renfe service.

The cause of the collision is unclear. Initial reports in Spanish media suggest both trains were brought to a standstill at around 8:30 a.m. by a short-term failure of the LZB signal system, which was installed when the line originally opened over 30 years ago. The reports go on to suggest that after the signal system was restored, Train No. 2080 was given permission by the control center to proceed past a red signal, even though Train No. 6076 was still stationary ahead.

High-speed services between Madrid and Seville are suspended until further notice.

INTERNATIONAL RAILWAY JOURNAL, October 28

SWEDEN

Regional Trains Ordered

Swedish regional operator Västtrafik has exercised an option for 35 additional Avelia Stream Nordic X80 trains from Alstom in a deal worth approximately €350 million.

The option increases the X80 fleet from 45 to 80 trains. The program was launched in 2018, when Västtrafik awarded Bombardier a contract for 40 three-car trains, followed by an option for five more later that year. Alstom assumed responsibility for deliveries following its acquisition of Bombardier Transportation in 2021.



One of the Avelia Stream Nordic trains operating on the regional rail network. Samuel Unéus/Alstom photo

The additional trains will support a planned expansion of services across Västra Götaland. Under Västtrafik's 2027 operations plan in which the authority is investing SKr 79 million ($US 7.85 million), weekday services between Gothenburg and Varberg will increase from 10 to 16 round trips, providing hourly trains from morning to evening, with trains also operating every two hours at weekends. Summer weekday services will increase from seven to 10 round trips. Additional services are also planned between Gothenburg and Kungsbacka, while a new Saturday morning service will operate from Vänersborg to Gothenburg.

The first X80s entered passenger service in Västra Götaland in May, with the 200km/h trains set to become the backbone of Västtrafik's regional fleet. They include 270 seats, with step-free boarding and dedicated areas for wheelchairs, pushchairs and bicycles. The trains are designed to operate in temperatures down to -40°C (-40°F) and through up to 80cm of snow. Regenerative braking and other energy-efficient systems are intended to reduce energy consumption.

The service expansion coincides with the planned opening of the first section of the Västlänken rail tunnel in December, when four new underground tracks will open at Gothenburg Central. Västtrafik says this will provide the starting point for further expansion of regional train services.

INTERNATIONAL RAILWAY JOURNAL, October 2

SYDNEY, AUSTRALIA

Metro Extension Opens

Sydney Metro extended its M1 driverless line with the opening of the 13.4-kilometer former T3 Bankstown Line on October 30. This 130-year-old line, including 10 stations, has been converted from heavy rail to driverless metro operation. Over 18,000 passengers traveled on the line on opening day.



View of an eastbound Metro train entering Dulwich Hill Station on the new extension on opening day. The L1 light rail terminal is just out of view to the right. Blake Sharp-Wiggins/The Guardian photo

Train testing started in April 2025 and the first 17.1-kilometer section of the now 30.5-kilometer-long North West & Bankstown metro opened in August 2024. Services will run every five minutes on weekdays, reducing to every four minutes in peak periods. In the evenings and at weekends they will run at a frequency of every 10 minutes. Services are operated by Sydney Metro's fleet of 45 six-car Alstom Metropolis trains.

INTERNATIONAL RAILWAY JOURNAL, October 30

NYCTA R-211A Car Delivery Dates — Part 2

By Jeff Erlitz (ERA #3997)

In the February 2026 issue we presented the complete list of car deliveries for the base order of 440 R-211A and 20 R-211T cars, which had been delivered by May of 2025. Since then, the first two lots of the Option 1 order were completely delivered by March of this year and here are those delivery dates, in car number order.

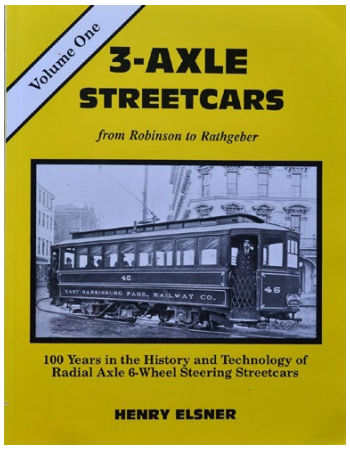
Car Number	Delivery Date
3400	2/20/2025
3401	2/19/2025
3402	2/19/2025
3403	2/18/2025
3404	2/18/2025
3405	2/25/2025
3406	2/25/2025
3407	2/24/2025
3408	2/24/2025
3409	2/24/2025
3410	3/26/2025
3411	3/25/2025
3412	3/25/2025
3413	3/24/2025
3414	3/24/2025
3415	4/23/2025
3416	4/22/2025
3417	4/22/2025
3418	4/21/2025
3419	4/21/2025
3420	7/05/2025
3421	7/15/2025
3422	7/14/2025
3423	7/14/2025
3424	7/13/2025
3425	5/22/2025
3426	5/21/2025
3427	5/21/2025
3428	5/20/2025
3429	5/20/2025
3430	5/29/2025
3431	5/29/2025
3432	5/28/2025
3433	5/28/2025
3434	5/27/2025
3435	6/11/2025
3436	6/10/2025
3437	6/10/2025
3438	6/09/2025
3439	6/09/2025
3440	7/07/2025
3441	7/07/2025
3442	7/08/2025
3443	7/08/2025
3444	7/09/2025
3445	1/12/2026
3446	1/13/2026
3447	1/13/2026
3448	1/14/2026
3449	1/14/2026
3451	7/29/2025
3452	7/28/2025
3453	7/28/2025
3454	7/27/2025
3455	8/13/2025
3456	8/12/2025
3457	8/12/2025
3458	8/11/2025
3459	8/11/2025
3460	8/20/2025
3461	8/19/2025
3462	8/19/2025
3463	8/18/2025
3464	8/18/2025
3465	9/04/2025
3466	9/04/2025
3467	9/03/2025
3468	9/03/2025
3469	9/02/2025
3470	11/19/2025
3471	11/18/2025
3472	11/18/2025
3473	11/18/2025
3474	11/17/2025
3475	10/02/2025
3476	9/30/2025
3477	9/30/2025
3478	9/29/2025
3479	9/29/2025
3480	10/22/2025
3481	10/21/2025
3482	10/21/2025
3483	10/20/2025
3484	10/20/2025
3485	11/13/2025
3486	11/12/2025
3487	11/12/2025
3488	11/11/2025
3489	11/11/2025
3490	12/15/2025
3491	12/14/2025
3492	12/11/2025
3493	12/09/2025
3494	12/08/2025
3495	12/22/2025
3496	12/21/2025
3497	12/18/2025
3498	12/17/2025
3499	12/17/2025
3500	4/03/2025
3501	4/03/2025
3502	4/03/2025
3503	4/02/2025
3504	4/02/2025
3505	4/09/2025
3506	4/09/2025
3507	4/08/2025
3508	4/08/2025
3509	4/08/2025
3510	4/17/2025
3511	4/17/2025
3512	4/17/2025
3513	4/16/2025
3514	4/16/2025
3515	4/23/2025
3516	4/23/2025
3517	4/22/2025
3518	4/22/2025
3519	4/22/2025
3520	5/01/2025
3521	5/01/2025
3522	5/01/2025
3523	4/30/2025
3524	4/30/2025
3525	5/06/2025
3526	5/06/2025
3527	5/06/2025
3528	5/05/2025
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3558	6/17/2025
3559	6/07/2025
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3565	7/01/2025
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3700	2/25/2026
3701	2/25/2026
3702	2/26/2026
3703	2/26/2026
3704	2/26/2026
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3709	3/04/2026

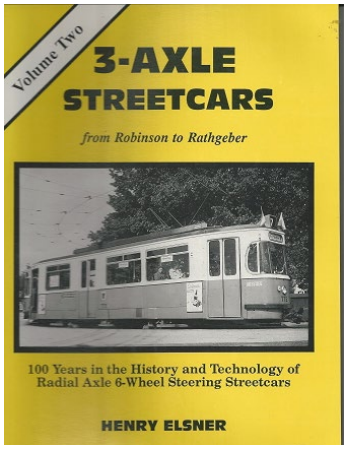
Paul's ERA Bookshelf

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

3-Axle Streetcars from Robinson to Rathgeber: 100 Years in the History and Technology of Radial Axle 6-Wheel Steering Streetcars [Volumes One and Volume Two] by Henry Elsner, published by N.J. International, Hicksville, New York in 1994 and 1995, softcover, 358 pages total both volumes. Included are fleet lists, notes, bibliography and index. Illustrations are high-quality black-and-white photos including industry advertising and reprinted technical drawings and diagrams. ISBN 0934088292 [Volume One] and 0934088322 [Volume Two].

While Frank Julian Sprague is justifiably given credit for the successful implementation of electric streetcar technology, there are other elements besides electric propulsion of vehicle design that had to evolve and continue to evolve today. The truck and wheel arrangement of streetcars was of great importance to attempt to minimize friction in curves of very tight horizontal radii necessitated by operating rail vehicles in tracks that must follow the geometry of urban streets. The early standard four-wheel cars handled this based on the spacing of the axles and small wheel profiles, but early efforts in North America and Europe looked to improve upon this to facilitate larger cars, reduce friction and improve ride quality.





In North America William Robinson started the Robinson Radial Car Truck Company, which held patents of his invention of the radial three-axle streetcar truck. Robinson was no stranger to railway invention, his early efforts included development of many railroad signal technologies, including track circuits. His invention was initially trialed on the Newbury, Massachusetts street railway and advertised in various industry publications. The concept allowed the leading and trailing axles to steer through curves with all the resultant benefits.

The European efforts came later, in the 1920s. MAN in Germany, SLM in Switzerland (through one of their designers, created the "Büchli" truck), Barber in the United Kingdom as well as efforts in Belgium, France and other countries led to a more widespread adoption of the three-axle design.

Elsner's two volumes are generally arranged chronologically, with the first volume covering developments through World War II and the second the period thereafter. Elsner has gone to great efforts to document virtually all three-axle streetcar fleets and designs. This work covers not only the business of the inventors, entrepreneurs and companies involved but also includes highly detailed technical descriptions. Volume Two concludes with an appendix that summarizes the impact of the three-axle designs on the streetcar industry titled "The Three-Axle Car: If It Was Not the Solution, What Was the Problem?"

This series will appeal to those interested in the development of street railway technology, either from a business or technical perspective. Elsner's work is authoritative and covers what is a slightly obscure but nonetheless fascinating technology comprehensively.

Links to book information:
www.libib.com/u/grether?solo=63222259 [Volume One]
www.libib.com/u/grether?solo=63222309 [Volume Two]



(Left) Preserved three-axle tram No. 533 (Werkspoor, 1950). with trailer, approaches Amsterdam Central Station on September 25, 2016 — truck design is Büchli. Paul Grether photo

Building the New York Subway System, A Photographic Journey

Construction Route No. 16 — Part 8

By Jeff Erlitz (ERA #3997)

This month, we continue with Construction Route No. 16, the IRT Jerome Avenue Line. This group is all from April of 1917.

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



The date is April 18, 1917 and track installation on the Jerome Avenue Line is nearing completion. This is looking north at the future Fordham Road Interlocking from the north end of the northbound platform. At this point, none of the signal equipment has been installed. This interlocking was removed in the mid-1970s when a new one was installed north of Kingsbridge Road.
Pierre P. Pullis/PSC photo



Same day as the above photo, we are looking west from the northeast corner of the mezzanine of the Fordham Road station. A pile of construction debris is in the right foreground.
Pierre P. Pullis/PSC photo



Still April 18, looking southwest from the northbound platform of the Bedford Park Boulevard station. Note that the tracks are not on an open steel structure here.
Pierre P. Pullis/PSC photo



The camera is in Van Cortlandt Park, looking northeast at the northern portion of the Woodlawn station on April 18. None of the windows have been installed in this view except the small ones above the station sign on the platform, at far right.
Pierre P. Pullis/PSC photo



April 18 was a busy day for the Public Service Commission photographers. In this image, Mr. Pullis's camera is in a lot 100 feet east of the centerline of Jerome Avenue and 150 feet south of the centerline of East 183rd Street. We are looking northwest at a general view of the exterior of the 183rd Street station. Pierre P. Pullis/PSC photo



Five days later, on April 23, 1917, Mr. Manchester has taken over the photographing duties from Mr. Pullis. The camera is 20 feet north of the south end of the northbound platform at Belmont Street Station [Mount Eden Avenue]. Charles Manchester/PSC photo

Travels with Jack May

France 2018 — Part 4

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

It was with a little bit of sadness that we left the comfort and ambience of Paris and the Rocroy on the morning of Thursday, August 16, but we were also looking forward to our rather robust agenda for the bulk of the trip. After riding RER Line B to Charles De Gaulle Airport we would become road travelers, as for the next few days we would be visiting points not well served by mainline railways.

We had rented a Fiat 500L through Auto Europe in Maine and prepaid about $215 for the seven days in which it would be in our possession, with the understanding there would be another €40 due at the Europcar office at CDG upon our picking it up. But after an uneventful ride to the airport in an EMU and a short walk to the car rental area in Terminal 2, we came upon our first glitch. Yes, they had our reservation and car, but my credit card for the additional payment was rejected. It would have been easy to pay the clerk in cash, but I wanted to be sure I wouldn't have credit problems for the rest of our trip, so I turned on my Android and called the 800 number on the back of the card. Apparently, Chase was worried about fraud. I was able to assure the bank about the charge's legitimacy after supplying a whole bunch of numbers to their representative in Illinois (why is it when I call them from the U. S. I get somebody in India, but not when I call from France?). The card went through on the next attempt and after a quick primer on the knobs and buttons, we were soon ready to depart De Gaulle and access the toll motorway to Valenciennes. But all that took a little time, so we didn't get on the road until about 9:45 a.m., not a major issue.

Our plan for the partly cloudy day had us spending the lion's share in Valenciennes (France) to ride its two-line tramway/interurban network, and then to continue on to Charleroi (Belgium), which would be our home for a further two days of activities. According to Google Maps, it was about 200 km to Valenciennes and 90 more to Charleroi, with driving times of 1¾ hours and one hour respectively, not overambitious for a day's outing. Our car, which ran on diesel fuel and had ample room for our two bags, was perfect for us, and we decided that I would drive and Karl-Heinz would navigate, which worked out reasonably well (actually perfectly, with a few minor exceptions, to be related). Upon our departure the odometer showed 21,062 km.

I am not going to provide the exact mileage readings and times for our driving, including when and where we stopped for fuel, snacks and other needs, as record keeping was not important to us, but suffice to say that we never ran out of gas or became especially hungry or thirsty. But I do want to comment that had we tried to reach Charleroi from Valenciennes by rail, it would have taken a minimum of 2½ hours, and after completing our visit to the tramway/light rail/metro system in Charleroi, we would not have had the flexibility to chase the operations of the out-of-the-way museum and heritage lines so important to our plan.

Valenciennes has a population of about 44,000 within its municipal boundaries, extending to just short of 400,000 in the metropolitan area. Historically, I think it would be fair to compare the economy and topography of the region to those of Pittsburgh and Upper Silesia in Poland, as well as the Charleroi-Mons area across its nearby border with Belgium. An industrial area steeped in mining and steel production, it had a network of meter-gauge tramways consisting of rural and interurban lines connecting nearby villages until its economy began to falter after World War II. Stretching all the way to a connection with the Vicinal network across the border in Quievrain, Belgium (nine miles), the lines were replaced by buses with total abandonment occurring in 1966.

The first six miles of today's modern Valenciennes tramway was opened in 2006, but the system has since been expanded, with the first line (T1) being extended through farmland to the nearby city of Denain a little over a year later, almost doubling its length (to 11½ miles) and reintroducing the inter-urban character of its previous incarnation. In 2014 a second line serving the northern section of the city opened, ending in Vieux Conde, just short of the Belgian border at Quievrain, roughly doubling the size of the system to 22 miles. Thirty Alstom Citadis 302 double-ended low-floor trams provide service over the two lines (see http://www.urbanrail.net/eu/fr/valenciennes/valenciennes-tram.htm for a map).

I visited Valenciennes just after the original opening in 2006 and then briefly again in 2009, subsequent to the first line's extension to Denain. Although I considered the area to be a bit sleepy, I enjoyed its small-town ambience. And now here was my opportunity to cover the new T2 and concentrate on some photography along the rural section of the T1. But even before departing for the city, we knew that our plans would not be totally met, as when I checked the website of the operator, Transvilles, for information on schedules, I found out that during this summer, the T2 would be operated by buses and the frequency of service on the interurban section of the T1 would be every 24 minutes, not very encouraging.

Although the T1 is a traditional double track line, the newer T2 was built to a mostly single-track configuration with passing sidings. And there lays the rub. Apparently, the automatic control system to support safe and reliable operation (especially the avoidance of cornfield meets) of the T2 has never worked properly. Thus during the summer of our visit the line was replaced by buses to allow this "KFS" system to be fixed. *(Author's note: It was still not working properly when this was originally written toward the end of 2018, with route T2 served by alternating buses and trams.*

Finally, on May 17, 2021 the tram detecting system was successfully working to allow full operation by trams.) But we were still able to take advantage of the partly cloudy skies to ride all of the T1, whose southern portion, which would normally overlap with the T2, was operating every 12 minutes.

Our first objective was to get some photos along the rural portion of the T1, where stations are few and far between and where only a small number of roads exist, accounting for the occasional grade crossing. In hindsight a bicycle would be a better approach for photographing this bucolic section of the line. Finding the edge of the area was no problem, but then we had to use our sense of direction to guess which side roads to use, as signs indicating the route numbers shown on our Google map were mostly absent from the roads themselves. But we did what we had to do, as shown by the photographs below and to the right.





(Above and below) Two views through verdant farmland along the route of the T1 between Valenciennes and Denain. A bicycle path runs along the line, as shown in the upper view between the Bois de Montagnes and Le Galibot stops. The lower photo was taken between Le Galibot and Solange Tonini, and illustrates the rural nature of the territory and its cereal crops.

We ended chasing the tramway at a point close to the beginning of center-of-the-street reservation in Denain and then parked the car (plenty of spaces) at the Bellevue Park-and-Ride stop of the line.



Another photo of the bucolic interurban tramway on the long stretch of virtually straight-as-an-arrow right-of-way between Valenciennes and Denain. The alignment of the abandoned Somain-Peruwelz railway was used for 4 of the 6 miles between the centers of the two cities. That line was among France's first, built in 1838 (!) to tap the mines in the Valenciennes-Anzin region. Passenger service was discontinued in 1963 and the tracks were ripped up in 1975. Thirty years later the tracks were back.

The stations have countdown clocks, so we knew we had plenty of time to buy day passes from the ticket vending machines, but we were unable to figure out how to accomplish that. Since the headway on this section of the line was infrequent, we boarded an outbound car anyway. We were still unsuccessful at the Denain Espace Villars terminal, and boarded the same tram heading inbound, as we didn't want to twiddle our thumbs for an additional 24 minutes. But as soon as we got to a stop near the carhouse, where crews were being changed, we got off and were shown by one of the operators going off duty how to buy our day tickets. It turned out the machines would take only coins and "contactless" credit cards. We didn't have enough coins, but were lucky that Karl-Heinz had one card with the requisite technology. We boarded the next car and soon we were on the busier section of line with 12-minute headways, so we now had ample opportunities to pause for photographs. Interestingly, one of the stops is named Nungesser, which is also the name of what was a major junction on New Jersey's Public Service streetcar system at the Hudson County-Bergen County border. But we didn't stop there. Probably should have.

I apologize for not including photos of the urban section of the line as we didn't stop along that portion because I covered it extensively on my first trip and haven't scanned any of those slides. After completing our photography, we decided to take a look at the T2 tram line and made a round trip to the end of the line aboard a substitute bus. The inner portion of the T2 has been placed on raised concrete, somewhat like the N Line along Judah in San Francisco, but mostly single track here. Toward the outer end there is some reserved away-from-the-road trackage, and the bus had to meticulously navigate the convoluted street network to serve each car stop, which was quite tedious and time consuming, although I thought that section of the line, which partially



(Above and below) Bellevue Park and Ride. The station's furnishings are spartan but contain handicapped-accessible features. Could the rocks in the lower photo have been scientifically positioned to create a barrier to calm bicycle traffic approaching the platform?



uses a ballasted trackbed, was the most interesting part, and hope to ride it properly someday.

The bus's seemingly endless circuit resulted in its lateness in arriving at the transfer point to the T1 and we had to wait 23 minutes for the next tram to Bellevue, where we finally retrieved the car. The drive to Charleroi was quick, until the next installment of our day's luck stuck its grizzly head out again. For the last lap our journey through the city to our hotel we drove along one of the city's tram lines and then onto an inner belt freeway, where I missed the turn off twice (!) before getting it right (round and round we went). And then after finally leaving the highway we still had to find the Ibis hotel. That became an ordeal because we didn't realize we had to drive through a pedestrian street, well-marked as such to discourage motor traffic with signs indicating that automobiles were forbidden (under pain of death?). After finally realizing that we had to ignore the signs we were able to park temporarily and check in, only to be told after we left our vehicle in the hotel's fenced-in parking lot (on a side street and reachable through gates using a token given to us by the desk clerk), that we could not leave it there on the following day, as the large, then mostly empty expanse was reserved for a bikers convention starting on Friday night. By that time we had had enough, and so decided to "forget" those instructions, as we weren't going to touch the car on the next day. But that will be described in part 6.

However, I will let you know that in retrospect, despite being the least successful day of our entire trip, it was actually not that bad, as we obtained some good photos (I



Just short of the Vosges stop on the southern end of the system, the median widens out to provide the necessary clearance for a center platform.



Within Valenciennes' urban area, the T1 line's tracks are mostly surrounded with grass, similar to most other French tramway systems and also New Orleans, making for a very inviting landscape. This view shows a westbound Citadis tram approaching the St. Waast stop.

hope readers will think so) and enjoyed an interurban ride much like what can be experienced when soaring through the cornfields of western Illinois on St. Louis's Metrolink, or at either end of Portland's MAX Red Line. We finally settled in to an excellent dinner (albeit late) and a good night's sleep.

To be continued in Part 5.

(Below) The tail tracks at the Denain terminal of line T1. An Alstom Citadis 302 switches onto the inbound track prior to picking up passengers gathering on the platform. The station's canopy is rather striking (if not overpowering), befitting the center of the region's principal commune. Clearly the station's architecture is drastically different than most of the system's spartan tram stops.




Rotherham Parkgate TT
399 201
SUPERTRAM