BULLETIN

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Electric Railroaders Association

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P.O. Box 3323
New York, N.Y. 10163
erausa.org

Editorial Staff

Editor-in-Chief
Jeff Erlitz

Associate Editors
Subutay Musluoglu, David Ross

Circulation Managers
Robert Colorafi (Electronic)
Jeff Erlitz (Print)

Contact
erausa.org/contact

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Front Cover Photo

The fifth day of the ERA's 2026 International Tour to Scotland, Northern England and the Isle of Man was Monday, May 4. This was our second travel day, from Sunderland to Manchester. On the way, we stopped at The Trolleybus Museum at Sandtoft, which has the largest collection of preserved trolley buses in the world, over 50 of them. From there, we headed to Sheffield. The group was free to explore this tramway system on their own before hopping back on the bus for the final leg into Manchester. Supertram No. 106 (Siemens-Düwag, 1993) is approaching the northern terminal of the Blue Line at Malin Bridge in this view east on Holme Lane and Wood Road. Jeff Erlitz photo

Donations

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

$1000 and Above

Walter Keevil, Sidney Keyles

$500 to $999

Dale Rothenberger

$200 to $499

Raymond DeGroote, Lawrence DeToma, Patrick McKeough, Vsevolod Popov, Joseph Pranzo

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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!

Rear Cover Photo

Some day soon, all of the Pullman-Standard-built R-46 cars will be gone. Seen arriving at Coney Island-Stillwell Avenue on July 24 with the 1244½ from Ditmars Boulevard is R-46 No. 5636. Delivered on July 13, 1978 as No. 1176, its overhaul was completed on March 28, 1991 and was renumbered on June 21, 1994. Jeff Erlitz photo

Monthly Zoom Meeting

Friday, October 16, at 7:30 p.m.

Presenting This Month: David Wilson

What better high school graduation present than a trip to Boston and Philadelphia to tour the transit systems? In the summer of 1967, fifty-nine years ago, David Wilson spent four days in Boston, a day riding the New Haven and Pennsylvania Railroads down the Northeast Corridor, then four days in Philadelphia at the Electric Railroaders Association convention. David will share his exhilarating experience of riding PCCs, various El cars, Reading MU cars, Liberty Liners, Brilliners, Red Arrow Bullets, trolleybuses and more.

How to Join Our Zoom Meeting

The Zoom registration link for this meeting is: https://us02web.zoom.us/meeting/register/VIx6DptaRVK0tI_JlYWKyQ. You can sign in at 7:15 p.m. The show begins at 7:30 p.m. If you have any problems, email Bob Newhouser at bnnyc1955@gmail.com, or on the night of the meeting, text or call Bob at 917-482-4235.

Trip Notices/Save the Dates

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 6, 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 19 to get in!**

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

1. **E-mailing 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: **Vacant**
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 September 2026

Date	Country	City	Segment	Distance (miles)	Railway/ Metro/ Tram
9/4	China	Changsha	Line 2: West Meixi Lake — Longhuling	6.8	M
"	Germany	Düsseldorf	U80/81: Freiligrathplatz — Flughafen Terminal	1.1	T
9/5	Russia	Moscow	Line 17: (Delovoy Tsentr —) Shelepikha — Bul. Generala Karbysheva (New line)	~3.2	M
"	Austria	Vienna	Line 18: Schlachthausgasse — Stadion U/Handelskai	1.4	T
9/6	India	Indore	Yellow Line: Veerangana Jhalkari Bai — Malviya Nagar Chowraha (Radisson Sq)	7.0	M
9/9	Turkey	Konya	Line 2: Adliye — Şehir Hastanesi	0.9	T
9/13	New Zealand	Auckland	City Rail Link: Waitemata — Maungawhau	2.2	R
9/16	China	Xiamen	Line 4: Jimei Software Park North — Qianwu (New line) Line 6: Jiaojiang Road — Huaqiao University	n/a n/a	M M
"	Indonesia	Jakarta	LRT: Velodrome — Manggarai	3.7	M
9/22	China	Ningbo	Line 12: Xiaoyangjiang — Damuwan (New line)	38.2	R
"	"	Qingdao	Line 8: Qingdao North Railway Station — May 4th Square	n/a	R
9/26	Poland	Krakow	Lines 9/12/16: TAURON Arena Kraków — Mistrzejowice	2.7	T
9/27	Bosnia & Herzegovina	Sarajevo	11: Ilidza — Hrasnica	3.9	T
9/28	China	Changchun	Line 5: Zhuoyue Dajie — Dongdaqiao (New line)	12.1	M
"	Senegal	Dakar	TER: Diamniadio — Aéroport International Blaise Diagne	11.8	R
9/29	"	Nanjing	Line 6: Qixiashan — Nanjing South Railway Station	20.1	M

URBAN RAIL NEWS, SEPTEMBER 30

Rail News in Review

New York Metropolitan Area

METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

Interborough Express Progress

The MTA has made progress on the design and environmental review phase of the Interborough Express (IBX), a new light rail connection between Brooklyn and Queens. The MTA will release the Draft Environmental Impact Statement (DEIS) for the IBX ahead of schedule, in the fourth quarter of this year. The release of the DEIS will reflect the progress being made by the IBX project team and be a significant milestone in the development of the $5.5 billion project to connect Brooklyn and Queens.

The release of the DEIS will be followed by a series of public meetings where Brooklyn and Queens residents will be able

Rendering of the New Utrecht Avenue Station. MTA

to share their thoughts on the IBX. There have been nearly 30 pop-up events held this past summer with more than 7,000 local community member engagements, and approximately 140 events hosted across the entirety of the project. In the spring, the project team met with all 14 community boards that line the IBX corridor and hosted a series of public workshops to solicit input on the design featuring interactive activities from more than 425 participants and 6,000 feedback responses submitted.

To ensure complete accessibility along the entire IBX, the MTA is prioritizing significant accessibility projects at the final four non-accessible subway stations that will connect to the IBX. Once complete, these upgrades will result in each of the IBX's 18 stations being fully accessible, with connections to 17 subway lines and the Long Island Rail Road, providing accessible options at all transfer points.
MTA Press Release, September 9

Second Avenue Subway Phase 2 Advances

The MTA is advancing the fourth and final construction contract for Phase 2 of the Second Avenue Subway, marking a major milestone toward completing the extension of Q service to 125th Street in East Harlem. Following this Request for Qualifications (RFQ), the MTA plans to issue a Request for Proposals to qualified contractors by the end of the year and anticipates selecting a contractor in mid-2027. Contract Four is the largest contract of Phase 2 and includes the construction of station infrastructure, tracks and signals. Work on Contract Four will begin in 2027.

With the first three contracts progressing concurrently, the project budgeted at $6.968 billion is expected to be fully completed by the fall of 2032. This project is made possible by congestion relief revenue and $3.4 billion in federal funding. Upon completion of Phase 2, Q service will be extended north from 96th Street to 125th Street and Lexington Avenue, a distance of approximately 1.5 miles, with three new stations at 106th Street, 116th Street and 125th Street.

In addition to providing the full systems fit-out for the three stations and connecting tunnel segments, this fourth contract includes work to connect the new 125th Street

Rendering of the 125th Street Station entrance at Park Avenue. MTA

Station to the existing 125th Street 4 5 6 station, and an entrance at Park Avenue, one block over, enabling convenient transfers to Metro-North's Harlem-125th Street Station.

Major work in this last construction contract includes:

- Structural work: Construction of entrance canopies, station platforms and six above-ground ancillary buildings which will house ventilation, mechanical and electrical equipment, as well as space for possible ground floor retail and community uses
- Mechanical, electrical and plumbing work: Install HVAC, smoke management, fire protection, station and facility power, lighting, plumbing and drainage and related systems
- Accessibility work: Install 22 elevators and 20 escalators across the three stations and facilities
- Communications and security systems work: Install public address systems, customer information screens, Help Point intercoms, Wi-Fi, radio, fire and emergency alarms and security cameras
- Track, signal and CBTC work: Install track, third rail, traction power, wayside signal equipment, train detection and communication infrastructure throughout the stations and tunnels
- Station finishes: Install architectural finishes, station lighting, signage and wayfinding, fare arrays, customer service facilities and artwork
- Testing and commissioning work: Test, integrate and commission all systems installed
- Site restoration: Complete permanent utility connections and restore streets, sidewalks, traffic signals and other affected areas within the Phase 2 project limits

Phase 2 Construction Progress

The first contract, awarded in January 2024, covers utility relocation work at the future 106th Street Station. The project is currently about 60% complete and is expected to be finished by summer 2027. Getting ahead of utility relocation work is a major lesson learned from Phase 1.

The second contract, awarded in September 2025, includes construction of two tunnels, rehabilitation of existing tunnels, construction of the new 116th Street station box, seven shafts for future ancillary buildings and station entrances and the structural shells for the 116th Street

and 125th Street stations. Final design is more than 50% complete. The tunnel boring machine (TBM) is currently under construction, and crews are preparing the TBM launch site for excavation. Excavation of the 125th Street entrance shaft has also begun. The contract is forecast to reach substantial completion in September 2029.

The third contract, awarded in April 2026, includes excavation and construction of the 106th Street structural shell, tunnel connections, ancillary buildings and station entrances, as well as utility work. The contract is expected to reach substantial completion in the third quarter of 2030.
MTA Press Release, September 14

NEW YORK CITY TRANSIT (NYCT)

Station Enhancements

Over the Labor Day weekend, Wall Street 2 3 and 28th Street R W Stations were refurbished. These were done while those stations were out of service due to other General Orders taking place at the same time.

At both stations, over 80,000 square feet of ceilings, walls, floors, gates, booths, doors, trash receptacles and columns were scraped, primed and painted. More than 700 square feet of damaged, missing or mismatched tiling were replaced on station floors and walls, including 361 square feet of ADA tiles. Additionally, 2,000 linear feet of rubbing board and 36 doors were inspected and fortified, 52 drains were cleaned, five benches cleaned and refinished and LED lamps and lighting fixtures were cleaned and damaged equipment replaced.

At Wall Street, crews replaced corroded drip pans to mitigate leaks and at 28th Street, a small section of damaged concrete was repaired.
MTA Press Release, September 8

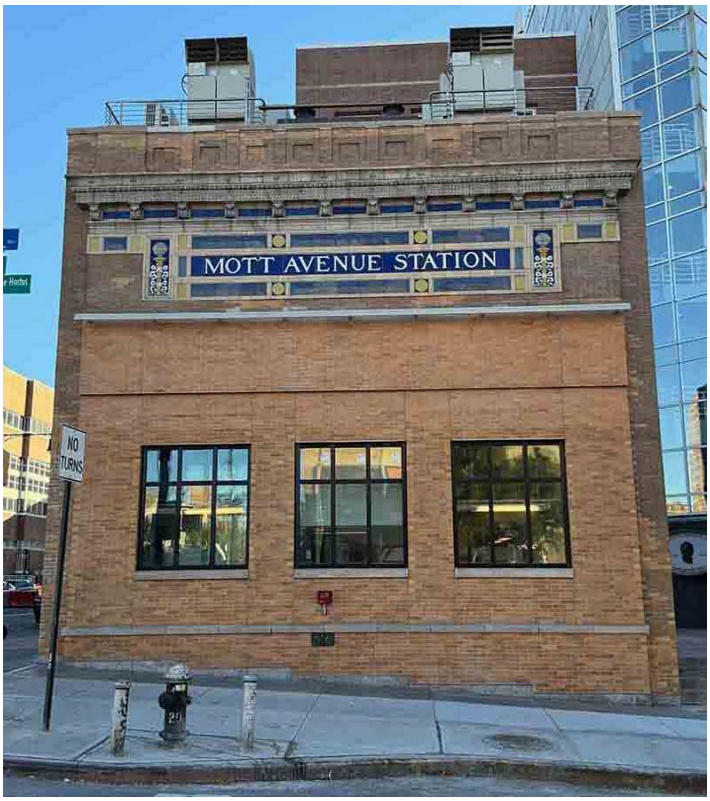
Elevator/Accessibility News

On September 16, two modernized elevators serving the Prospect Park B Q S station were placed into service. This was the 22nd elevator replacement completed in 2026, the second highest number of replacements completed in a year.

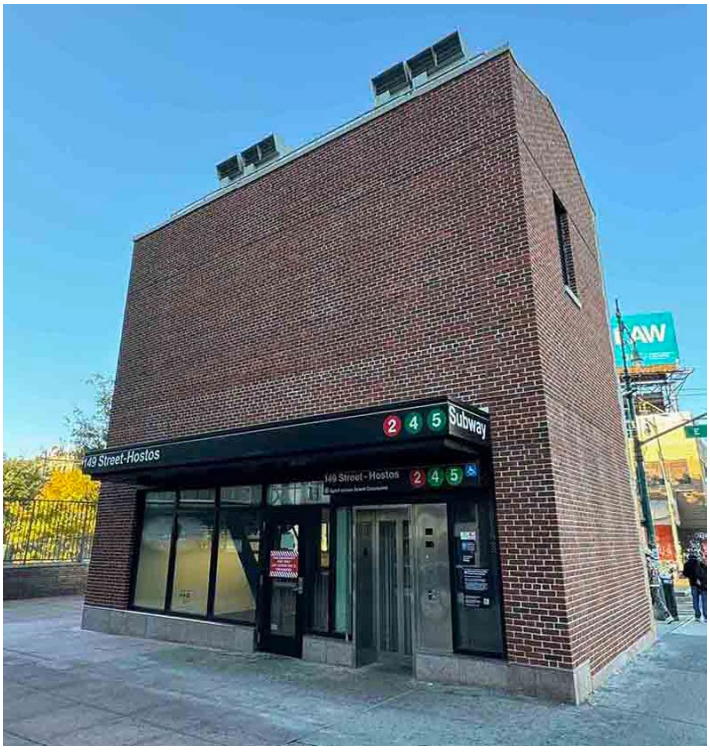
The elevators at Prospect Park include one each connecting the street to the Manhattan-bound and Brooklyn-bound platforms. The station serves 6,500 riders every weekday. The elevator design-builder is Forte-Gramercy JV.
MTA Press Release, September 16

Two days later, on September 18, three new elevators at the 149th Street-Hostos 2 4 5 station were opened. One elevator connects the street to the lower mezzanine, while two additional elevators provide connections from the lower mezzanine to both northbound platforms and from the lower mezzanine to both southbound platforms. The station's name recognizes nearby Hostos Community College and its importance to the South Bronx community and the City University of New York system.

In addition to the three new elevators, crews installed two new mezzanine-to-platform stairways to improve passenger



The north side of the restored 121-year-old headhouse at 149th Street-Hostos 2 4 5 Station, showing the prominent and distinguished terra cotta work displaying the station's original name, Mott Avenue. (Mott Avenue is the old name of Grand Concourse). The elevator entrance is on the south side. Subutay Musluoglu photo



The south side of the headhouse, showing the elevator entrance. Originally, there were two elevators in this structure, which were out of service for many years. Subutay Musluoglu photo

circulation, a new fare control area, energy-efficient LED lighting, new station artwork, new fire and public address systems and additional security cameras. Crews also fully restored the station's Contract 1 headhouse, opened on July 10, 1905, which is listed on the National Register of Historic Places. After many years, the elevator headhouse is once again being used for its original purpose.

The design-build team for this station upgrade was Tully Construction Corp. and STV. The elevator manufacturer and installer was Mid-American.

MTA PRESS RELEASE, September 18

New Photography Exhibit

The MTA announced the opening of *In Service: MTA Photographs* by Christopher Payne, a series of 50 photographs giving riders a rare all-access look inside the maintenance shops and industrial facilities to showcase the people that help keep subways, buses, commuter railroads, bridges and tunnels running. Payne shot at 13 MTA facilities and manufacturing plants in four states, with a special focus on capturing the behind-the-scenes infrastructure work and specialized skills required to build and maintain the machines that move New York.

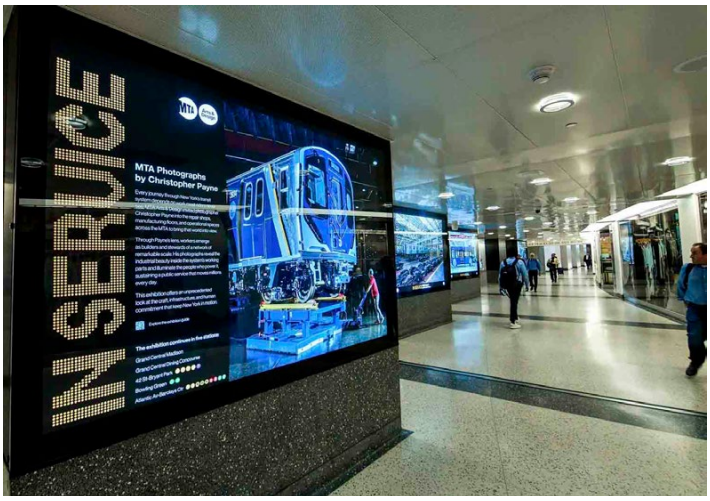
Payne photographed daily maintenance work at each of the agency's divisions — New York City Transit, MTA Bus, Long Island Rail Road, Metro-North Railroad and Bridges & Tunnels, depicting both the people and the machines they build and maintain. He also traveled across the country to document the construction of rolling stock before it reaches the system. This included Kawasaki's R211 subway car assembly sites in Yonkers, New York and Lincoln, Nebraska; New Flyer's articulated bus production in St. Cloud, Minnesota and Jamestown, New York; and Siemens' locomotive facility in Sacramento, California.

For nearly four decades, MTA Arts & Design has converted decommissioned advertising lightboxes into photo galleries, with one artist's work displayed in one station. The photographs in the In Service series will be displayed in all 52 lightboxes at five major transportation hubs for the next six months, the first artist lightbox takeover in MTA Arts and Design's 40-year history.

The lightbox locations are:

- 42nd Street-Bryant Park B D F M 7: 7 lightboxes
- Atlantic Avenue-Barclays Center B D N Q R 2 3 4 5: 8 lightboxes
- Bowling Green 4 5: 7 lightboxes
- Grand Central Terminal Dining Concourse: 20 lightboxes
- Grand Central Madison: 10 lightboxes

In Service builds on Payne's long-standing fascination with industrial manufacturing and the hidden infrastructure that powers the MTA system. The project is inspired by Payne's MTA Overhaul Shops series, which was shot at the 207th Street and Coney Island Overhaul Shops and was featured in a 2024 New York Times story on subway car repair. Ten photographs from that series anchor the exhibition; an additional 40 images were commissioned by MTA Arts &



The lightbox displays in Grand Central Madison.
Marc A. Hermann/MTA photo

Design and produced between May and August 2026

MTA PRESS RELEASE, September 22

Tracks Out of Service Long-Term

From Saturday, September 5 to Monday, October 12, middle Track M in 145th Street 1 Station is out of service. This is to enable Navillus Contracting Inc., under contract C-48726, to perform structural concrete repairs on roof beams, along with steel repairs and utility relocation work.

The north end of Track 25A in Coney Island Yard (north of the inspection barn) had been taken out of service back on June 15 for track replacement and concrete work. Scheduled to be returned to service on September 5, that work has now been extended to Sunday, November 15.

Work on the renovation of the northbound platform at Burnside Avenue 4 has been extended from September 21 to the end of this year. Northbound service will continue to bypass the station. Related to this work was the removal of middle Track M from service within the limits of the station. The track had been taken out of service back on May 1 and was returned to service on Monday, August 24. However, one week later, on Monday, August 31, Track M was again removed from service within the limits of the station. It is supposed to return to service on Friday, October 16.

Euclid Avenue Terminal Test

On weekdays from September 21 to October 30, between the hours of 6 a.m. and 11 p.m. (the hours when the C line operates), the Department of Subways is conducting a test of modified terminal operations at Euclid Avenue.

Northbound crews are boarding their trains on the southbound platform, train operators on the north car and conductors at their center position. Switchmen are being used to relay the trains. This is expected to speed up the operation and, hopefully, reduce the amount of "terminal holdouts," when southbound trains cannot enter Euclid Avenue because there are trains in front of them.

LONG ISLAND RAIL ROAD (LIRR)

Port Washington Station Enhancements

The MTA announced a project to rehabilitate, replace and upgrade station and platform components at the Port Washington station is moving into the design phase. The project will also extend two nearby yard tracks to allow for increased yard capacity so the LIRR can store and operate more trains out of Port Washington.

The project includes:

- Reconstruction of ramps, curb cuts, sidewalks and ADA parking
- Architectural upgrades to station building, including interior and exterior improvements and restroom reconfiguration/expansion
- Replacement of the station building roof and plaza canopy
- Replacement of platforms, platform canopies and platform substructure
- Replacement of the existing pedestrian overpass with enclosed overpass and new elevators
- Replacement of stairs and ADA ramp
- Upgrades to communication systems, LED lighting and security cameras

M7 No. 7750 (Bombardier Transportation, 10/2006) leads Train No. 6426 into Port Washington on July 10, 2022. Jeff Erlitz photo

By extending two yard tracks, the LIRR will have greater flexibility to store longer trains at this end of the Port Washington Branch without interfering with maintenance, inspections and car cleaning. The yard tracks extension scope of the project includes:

- Extension of two yard tracks
- Rehabilitation of trainmen's building
- Update employee facility and parking
- Improvements to LIRR Yard, South Bayles and Havens Avenue parking lots

The preliminary design award is funded from the 2020-2024 Capital Program. Associated construction phases are anticipated to be funded by the 2025-2029 Capital Program.
MTA Press Release, September 28

Port Jefferson Yard Site Purchased

The MTA acquired more than 46 acres of land in Port Jefferson Station in a move that secures the property for potential future LIRR infrastructure needs. The parcel, at 100 Sheep Pasture Road, is part of a larger 126-acre property often referred to as the Lawrence Aviation Site after the aeronautic sheet metal manufacturer that vacated in 2003 and was its last occupant. The MTA bought the land for $10 from the Suffolk County Land Bank.

The purchase was made possible by enabling legislation signed by the governor in July that protected the Setauket-Port Jefferson Station Greenway while retaining the MTA's right to, if future needs arise, build a railyard for the Port Jefferson Branch. In the event of railyard construction, the New York State Department of Transportation would preserve this greenway by relocating it.

With responsibility for preserving the greenway clearly identified, the legislation essentially granted the MTA the flexibility to consider building a yard on the site as a necessary part of future improvements to the Port Jefferson Branch.

While there are no current plans or funding for the type of improvements that would require a railyard at the site, the acquisition preserves the railroad's ability to keep those opportunities open and evaluate them as part of its long-term planning.
MTA Press Release, September 30

METRO-NORTH RAILROAD (MNR)

Hudson Line Resiliency Project

MTA awarded a $19.7 million contract for the design phase of a major project to protect vulnerable portions of the MNR's Hudson Line from the effects of climate change and fortify the line against future stormwater runoff, tidal floods and other risks between Spuyten Duyvil and Hastings-on-Hudson. This milestone is a major step forward in a flagship $800 million resiliency effort to fortify the Hudson Line in the MTA's 2025-2029 Capital Plan.

The $270 million project is targeting assets that manage water flow and drainage, stabilize the right-of-way, and are in poor condition along a segment of the lower Hudson that is highly vulnerable to extreme weather. Work includes the fortification of retaining walls and slopes, expansion of culverts and drainage along slopes and track, shoreline structure rehabilitation, as well as flood protection measures for tracks where possible. This project will also develop a resilient design blueprint to guide future investments along the entirety of the line.

The design phase of the project will be a joint venture between STV and WSP. Construction is expected to begin in 2029.
MTA Press Release, September 23

PORT AUTHORITY TRANS-HUDSON (PATH)

Service Changes During Portal North Bridge Cutover

From Sunday, October 11 through Sunday, November 15, all weekday NJT Midtown Direct service will terminate in Hoboken due to Amtrak work on the new Portal North Bridge.

To accommodate diverted NJT passengers between Hoboken and Midtown Manhattan throughout the service change, PATH will increase morning commute service from 7 a.m. to 9:30 a.m. weekdays on the Hoboken to 33rd Street line by running trains every 6 minutes, reducing wait times from 8 minutes. PATH will also increase evening service on Hoboken-WTC and Hoboken-33rd Street lines between 4 p.m. and 7 p.m. weekdays, with wait times between trains down from 8 minutes to 6 minutes. On October 12, which is Columbus Day, PATH will operate regular weekday service with additional trains to accommodate diverted NJT rail passengers as outlined above.

PORT AUTHORITY PRESS RELEASE, September 21

AMTRAK/NJ TRANSIT (NJT)

Portal North Bridge Completion Nears

Beginning October 9, Amtrak and NJT will perform work to transfer the final track from the 116-year-old Portal Bridge to the new Portal North Bridge over the Hackensack River. Once complete, rail operations will resume in full service over the new bridge, retiring the old bridge. The work advances long-term reliability and capacity improvements on the Northeast Corridor.

While the transfer, or cutover, of wires and electrical systems will ultimately deliver substantial benefits, it means riders will experience temporary adjustments to rail service beginning on Sunday, October 11 and continuing for approximately five weeks. Amtrak is utilizing the reduced-traffic opportunity to perform eight additional maintenance projects across the Northeast Corridor, in six states and Washington, DC.

Weekday Midtown Direct trains on the Morris & Essex, Gladstone Branch and Montclair-Boonton Line will be diverted to Hoboken. Weekend Midtown Direct trains will operate to and from Penn Station-New York. All Raritan Valley Line direct service to and from Penn Station-New York will originate and terminate at Newark Penn Station during the temporary schedule adjustment period.

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

AMTRAK NEWS, September 17

SHORE LINE EAST (SLE)

Service Increased

Four trains will be added to Shore Line East's weekday schedule starting October 5, thanks to $3 million in funding that state lawmakers included in Connecticut's revised budget.

The additional trains, which will make all stops, include:

- CTrail 1628, which will depart from New Haven Union Station at 2:55 p.m. and arrive in New London at 4:05 p.m.
- CTrail 1640, which will depart from New Haven Union Station at 5:55 p.m. and arrive in New London at 7:05 p.m. This train will also connect with MNR's Super Express Train 3542, which departs from New York City at 4:11 p.m. and from Stamford at 4:44 p.m.
- CTrail 1683, which will depart from New London at 4:40 p.m. and arrive at New Haven Union Station at 5:49 p.m.
- CTrail 1693, which will depart from New London at 7:28 p.m. and arrive at New Haven Union Station at 8:37 p.m.

The updated schedule was based on input from Shore Line East riders. The additions will increase the total number of weekday Shore Line East trains to 24. Before the COVID-19 pandemic, there were 36 trains running on the line each weekday, though only 13 trains traveled all the way to New London because of infrastructure constraints at the time.

Shore Line East's ridership, including through-service to Stamford, totaled about 660,000 in 2019. Last year, its total ridership was about 247,000. Other passenger rail lines in the state have nearly returned to their pre-pandemic service levels or even exceeded them, according to data DOT provided to lawmakers. Ridership remains below pre-COVID levels on some of the lines, but Shore Line East lags the furthest behind. Governor Lamont's budget proposal for the fiscal year that began July 1 would have maintained the number of trains running on the line, but lawmakers later added the $3 million in funding to increase service.

The legislature did accept a recommendation by the Lamont administration to bring diesel-powered trains back to the rail line. To run electric trains east of New Haven, DOT has said that it not only needs to cover electricity costs but also must pay a fee to Amtrak to draw power from the wires over the tracks because the company owns the infrastructure. State officials have projected that the return of diesel trains will lead to $8.8 million in savings per year.

MASS TRANSIT, September 15

On the afternoon of October 19, 2024, westbound CTrail Shore Line East train No. 3645, with Kawasaki M8 EMUs, passes the former New York, New Haven & Hartford Railroad Engine House as it approaches the station at Guilford, Conn. Gregory Grice photo

Other U.S. Systems

BOSTON, MASS.

Latest Orange Line Work Completed

The MBTA announced the successful completion of its latest infrastructure improvements along the Orange Line, including track and signal upgrades. This work took place during 11 consecutive days of service suspensions between Oak Grove and Back Bay. Regular Orange Line service resumed on Monday, August 31.

Between Tufts Medical Center and Haymarket, the Maintenance of Way team replaced 210 Cologne Egg rail fasteners, *(Editor's Note: A Cologne Egg is a vibration-attenuating rail fastener baseplate used for subways and light rail to reduce structure-borne vibration and noise, made by Ortec in, where else? Cologne, Germany!).* more than 2,600 feet of rail, 780 feet of restraining rail, 270 plates, 140 insulators and fixed the end approach gap for the third rail at four locations.

Between Haymarket and the Assembly truck pad, work crews performed track revitalization work, including the replacement of more than 1,200 ties, nearly 6,500 feet of rail, and more than 760 plates, and performed nearly 25,000 feet of surfacing, aligning, and tamping.

Last year, the MBTA increased speeds on the Orange Line between Oak Grove and Assembly to 55 mph for the first time ever — the track work completed during this past service change is also a step toward expanding these faster speeds between Community College and Assembly following some additional enabling work.

The signal upgrades that took place were focused on signal rack relocations, which took place at Wellington, North Station and Community College. During this process, signal equipment racks installed in a temporary location were moved to their permanent location within a signal house. Final signal completion work also took place along the line between Oak Grove and Tufts Medical Center.
MBTA News, September 3

CLEVELAND, OHIO

GCRTA Awarded FTA Grant Investment

The Federal Transit Administration (FTA) awarded $20 million in grant funds to the Greater Cleveland Regional Transit Authority (GCRTA) as part of the U.S. Department of Transportation's Federal Transit Administration All Stations Accessibility Program (ASAP) created in the Infrastructure Investment and Jobs Act (IIJA) of 2021.

The $20 million grant to GCRTA will be used to rehabilitate seven of its eleven stations along the Green Line to make the entire Green Line accessible for people with disabilities. Station upgrades will include replacing the 40-year-old platforms with new concrete platforms with tactile warning panels, installing redesigned ramps, replacing sidewalks, elevating a platform section to access trains and improving parking stalls with curb ramps to access the stations. Upon completion of this project, the entire GCRTA rail system will be ADA compliant.

In addition to ADA compliance, each station's reconstruction will result in platform compatibility with GCRTA's new railcar fleet, a $435 million project, while increasing safety and security at the stations.

This station reconstruction project is also funded by an additional local match of $5 million.
GCRTA News, September 9

MINNEAPOLIS/ST. PAUL, MINN.

Metro Green Line Extension Opening

Passengers will be able to ride the extension of the METRO Green Line beginning June 12, 2027, Metropolitan Council leaders announced on September 26. The opening day announcement comes as testing, training and construction activities continue across the 14.5-mile corridor that will extend light rail service from St. Paul and Minneapolis to St. Louis Park, Hopkins, Minnetonka and Eden Prairie.
MetroTransit Press Release, September 26

A pair of Flexity Swifts, Nos. 114+122 (Bombardier Transportation, 2003), are about to depart from the Warehouse District/Hennepin Avenue stop on June 15, 2006. This was before the line was extended one stop into the distance to Target Field (and soon to Eden Prairie) and before Route 55 was rebranded as the Blue Line. Jeff Erlitz photo

PHILADELPHIA, PA.

Center City Trolley Station Work

SEPTA has been awarded $80 million in federal All Stations Accessibility Program (ASAP) funding to make three stations in the Center City Trolley Tunnel fully accessible, the Federal Transit Administration has announced.

ASAP funding will allow SEPTA to construct accessibility improvements at 22nd Street, 33rd Street and 36th Street Stations. Originally built in 1955, these three stations are only accessible via stairs, preventing individuals with disabilities that require the use of a mobility device, families

LRV No. 9061 (Kawasaki Rail Car, 1981) pauses at 16th Street, one of the other stations in the Center City tunnel. SEPTA photo

with strollers or anyone who is physically unable to use stairs from traveling to and from these destinations.

The projects will bring the stations into full compliance with the Americans with Disabilities Act. Each station will be retrofitted with elevators connecting street level to the underground boarding areas. Raised platforms and other enhancements will also be constructed to accommodate the new fleet of low-floor streetcars that SEPTA is procuring as part of Trolley Modernization.

SEPTA Press Release, September 14

Ex-Montreal Cars Arrive

It's not easy to move 24 passenger train cars from Montreal to Philadelphia, especially amid trade tensions with Canada. The surplus cars SEPTA bought from Montreal's Exo transit system for $8.58 million arrived on September 20, pulled by Canadian National and CSX locomotives.

They're headed to the transit authority's Frazer Shops and Yard in Malvern for some modifications before joining the Regional Rail fleet in two to three months. No tariffs were added to the purchase price, a SEPTA spokesperson said. The agency had estimated that it might have to pay up to $3.5 million extra in U.S. duties, but it was determined the cars did not fall under a complex web of new trade rules. It took months of research and discussion.

Pictures from under the cars of plates with serial numbers on the steel components that showed they were made in the U.S.A. convinced U.S. Customs and Border Protection that the used rail cars were not subject to duties and were essentially being repatriated. SEPTA also worked with the offices of Pennsylvania's U.S. senators. Exo and Canadian transportation officials helped dig up contracts from when the cars were made to verify the origin of the steel.

The Exo cars from Montreal are intended as reinforcements after the fallout from five fires on SEPTA's 50-year-old Silverliner IV cars last year, which disrupted service on the commuter lines for months. They will be mixed in with the rest of the Regional Rail fleet, along with 10 coaches leased last year from Maryland's commuter transit agency.

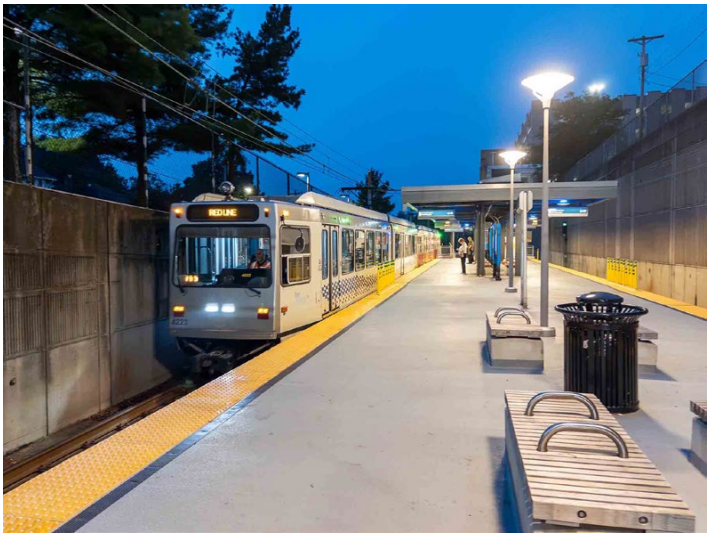
The Philadelphia Inquirer, September 23

AMT Comet II cab car No. 704 (Bombardier Transportation, 1989) on layover at Lucien L'Allier Station (formerly the Canadian Pacific's Windsor Station) in Montreal on February 15, 2016.
Canadian Public Transit Discussion Board Wiki photo

PITTSBURGH, PA.

Partial Funding for New LRVs

Pittsburgh Regional Transit will receive $82.8 million in federal funding to help replace its aging light rail fleet, providing a significant investment toward the modernization of the region's light rail system and the future of transit in Allegheny County.



PRT's current vehicles, LRVs Nos. 4223+4222 (Siemens, 1985), roll in to the Mount Lebanon station early on the morning of August 10 on a Red Line trip bound for Gateway Center. Jeff Erlitz photo

The grant, awarded through the Federal Transit Administration's Rail Vehicle Replacement Program, will support PRT's purchase of 45 new 170-foot light rail vehicles. The new vehicles will replace PRT's 76 existing 80-foot light rail vehicles, which have exceeded their useful design life and reached technical obsolescence.

The new vehicles are expected to feature a modern,

open-concept interior designed to maximize passenger space and accommodate passenger volumes that currently require multi-car trains. On-vehicle wheelchair lifts and flat interior floor layouts will provide accessible boarding at every station across PRT's light rail system. The new vehicles also will feature upgraded propulsion systems and modern interior designs intended to improve energy efficiency, ride quality, and passenger comfort. PRT estimates that replacing its more than 30-year-old technology with modern, high-efficiency vehicles could reduce energy consumption across the light rail network by up to five percent.

The federal grant is a component of PRT's broader effort to replace its aging light rail fleet. The total capital cost of the procurement is currently estimated at $777 million, including the vehicles, station modifications for accessibility, platform adjustments, facility improvements and other costs associated with designing, manufacturing and deploying the new fleet. PRT plans to leverage its capital bonding capacity while pursuing additional grants to help finance the overall project.
PRT News Releases, September 1

SACRAMENTO, CALIF.

Blue Line Gains a Station

The Sacramento Regional Transit District (SacRT) announced that the new Dos Rios light rail station officially opened to passengers on Monday, September 28, following receipt of final regulatory approval from the California Public Utilities Commission (CPUC). Located on SacRT's Blue Line along North 12th Street between Richards Boulevard and Sunbeam Avenue, the new station provides improved transit access for residents, workers and visitors in Sacramento's growing River District, including residents of several new affordable housing communities.

The new Dos Rios station on the Blue Line. SacRT photo

With the opening of Dos Rios Station, SacRT's light rail system grew to 54 stations. The new 7th & Railyards Station on the Green Line is expected to open in mid-October, bringing SacRT's total number of light rail stations to 55 by fall. SacRT celebrated the completion of Dos Rios Station during a ribbon-cutting ceremony on September 10. At the time, the station had not yet been approved for passenger service and remained closed while undergoing the required regulatory review. SacRT has now received approval to begin passenger service.

Construction on Dos Rios Station began in November 2024. The $42.8 million project remained on budget and was completed four months ahead of schedule, was funded through a combination of state and federal funding and included station construction, safe access improvements and improvements supporting the surrounding redevelopment.
SacRT News, September 28

SEATTLE, WASH.

First "Infill" Station Opens

Pinehurst Station will open for service on Wednesday, September 30. The newest Seattle station will connect communities near NE 130th Street to high-capacity rail rapid transit service, with 1 and 2 Line trains arriving every 4–5 minutes. Over time, the station is expected to serve around 3,400 riders with connections to community resources, local residents and King County Metro bus service.

Workers install one of the new station signs at Pinehurst on July 21. Sound Transit photo

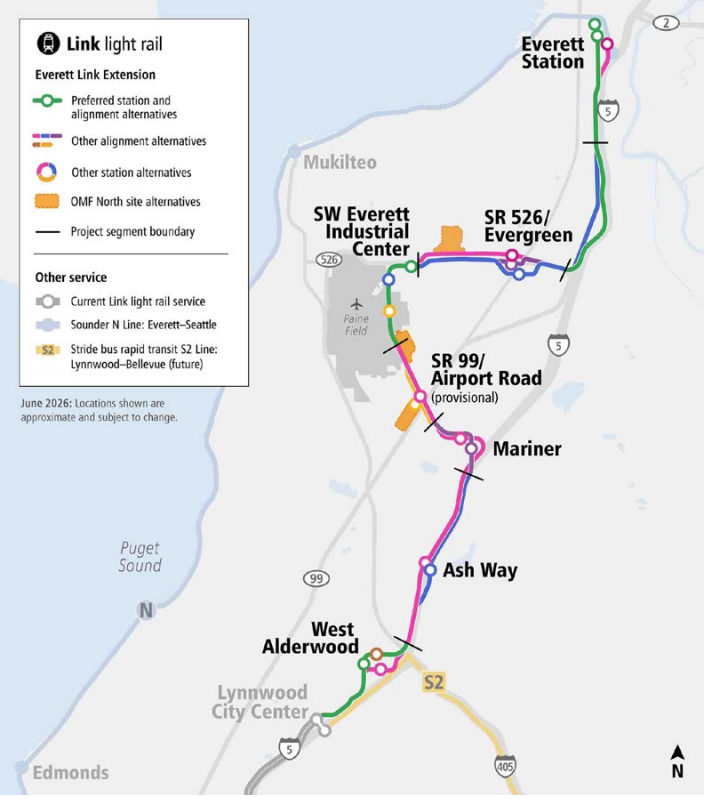
Pinehurst Station was approved in the 2016 ST3 ballot measure and is the first infill station in agency history. Originally projected to open in 2031, the Sound Transit Board advanced this station into final design in February 2020 and approved additional budget and contract changes for the accelerated delivery in 2022. These decisions ultimately resulted in early construction beginning before the opening of Lynnwood Link, allowing for a faster and less disruptive construction process and for the station to open five years before originally planned.
Sound Transit News, September 3

Everett Link Extension Draft EIS Published

Sound Transit and the Federal Transit Administration (FTA) have published the Draft Environmental Impact Statement (EIS) for the Everett Link Extension. The document's

publication begins a 45-day public comment period that runs through November 2.

Public input will help shape the expansion of regional, high-capacity transit from Lynnwood to Everett. Following the public comment period, the Sound Transit Board will consider input from the public, Tribes and agencies as it identifies, confirms or modifies the preferred alternatives.



Map of the Everett Extension. Sound Transit

The Everett Link Extension will add approximately 16 additional miles of light rail to the Link network along with six new stations. There will be multiple opportunities for the public to weigh in on the Draft EIS.
SOUND TRANSIT NEWS, September 18

WASHINGTON, D.C.

Red Line Stations Reopen

Major construction on the Red Line between North Bethesda and Friendship Heights concluded over the Labor Day weekend, wrapping up nine weeks of intensive work that began on July 6. Full Red Line service resumed on Monday, September 7, restoring rail service to Grosvenor-Strathmore, Medical Center and Bethesda stations. Metro completed this phase of work on time and on budget.

At Bethesda, crews built a new mezzanine structure on the platform in preparation for the Maryland Transit Administration's Purple Line, which is slated to begin service in late 2027. At Grosvenor-Strathmore, riders will find a

Updated Grosvenor-Strathmore platform with new non-slip tiles, a refurbished granite edge and new passenger information displays. WMATA photo

completely rehabilitated station platform and amenities. Metro also completed aerial structure work along the closed stretch of track. Construction on the Bethesda mezzanine, including the bridge to the elevator banks, will continue behind protective barriers over the next 18 months without requiring additional station closures.

On the platform at Grosvenor-Strathmore riders will notice upgraded lighting, new passenger information displays, replaced platform tiles, upgraded station shelters and benches, improved drainage and rehabilitated platform edges that enhance safety. Crews poured 280 cubic yards of concrete, laid 16,000 square feet of tile, installed 108 new globe lights and 288 new edge lights, six wind shelters and 26 new digital information screens.
METRO NEWS, September 4

International

AMSTERDAM, NETHERLANDS

Tramway Extension Opens

The Amsterdam tram network has been extended, with a three-stop, 1.8-kilometer eastern extension of Route 26 opening from Theo van Goghpark to IJburg Franz Kafkastraat. The extension serves two emerging residential neighborhoods currently under construction on artificial islands in Amsterdam-Oost.

Over the past few years, the municipality, regional transport planning body Vervoerregio Amsterdam (VRA) and tram operator GVB have been working on the extension. The journey from Amsterdam Centraal to the terminus on Strandeiland takes around 25 minutes.

Vervoerregio Amsterdam and the municipality have

deliberately chosen to launch the tram service while only 1,500 of the 10,000 new homes in the island district have been completed. The so-called "IJtram" extension features a new bridge and stops at Centrumeiland, Buiteneilandlaan and Franz Kafkastraat. However, opening of the line has faced repeated delays, having been initially scheduled for May 3. The project partners intend to further extend the line along Strandeiland, but delivery of this section is deemed unlikely until the early to mid-2030s.

Combino No. 2140 (Siemens, 4/2004) is seen crossing the new bridge on its way to IJburg on August 31. Vervoerregio Amsterdam photo

Eiffel Projects was responsible for the management of the project, contractor Mobilis led construction of the bridges, and Dura Vermeer expanded an existing tram depot to handle the increased number of trams working in coupled pairs on the route.
RAILWAY GAZETTE INTERNATIONAL, September 1

DUSSELDORF, GERMANY

Tramway Extension to Airport Opens

Dusseldorf's light rail network, operated by Rheinbahn, expanded on September 4 with the opening of a new 1.9-kilometer section of line between Freiligrathplatz and Dusseldorf Airport. Rheinbahn will operate new Line U80 between Dusseldorf main station and the airport at frequencies of between 20 and 30 minutes. Between the city center and Freiligrathplatz U80 services will share the existing line used by lines U78 and U79.

Approximately 1.5 kilometers of the extension is elevated, with the remainder underground, including a new stop underneath the airport terminal.

The airport extension forms part of a planned new line extending north and east to Ratingen. Construction of the Freiligrathplatz - airport section began in 2019 and has cost around €336 million, substantially more than originally planned, according to local media reports.
INTERNATIONAL RAILWAY JOURNAL, September 4

MADRID, SPAIN

Double-deck EMUs Enter Service

The first five of 79 Series 453 partly double-deck electric multiple-units being supplied by Stadler València for use on Madrid suburban routes entered service on August 24. It is expected that 17 will be in service by the end of the year. The high-capacity trainsets are initially being used by national operator Renfe on Line C7 between Alcalá de Henares, Principe Pío and Chamartín, although they are ultimately intended for lines C4 and C5.

In March 2021 Renfe placed a €998 million order for an initial 24 four-car 100-meter-long T100 EMUs and 35 eight-car 200-meter-long T200 sets, along with 15 years of maintenance. There was an €832 million option for 44 more trains, and in December 2022 Renfe ordered a further 20 of the longer variant for €308 million.

The 1,668 mm gauge 3 kV DC units have a maximum speed of 140 km/h. ABB is supplying traction converters and roof-mounted lithium-ion batteries for use to move trains during power failures and within depots.

The arrival of the Series 453s will see 41 five-car Civia Series 465 EMUs with an average age of 17 years cascaded to València; 22 are to be transferred by the end of 2026, and 19 more during 2027. Renfe is to spend €88 million refurbishing the S465 sets, which are expected to enter service in València from September 7 onwards.

Class 465 No. 2002, one of the new EMUs.
Mariano Álvaro Navarro photo

They are to be used on Lines C1 (València Nord to Gandia), C2 (València Nord to Xàtiva and Moixent) and C6 (València Nord to Castelló de la Plana), enabling a 30% increase in service provision. They will replace Series 447 EMUs with an average age of 28 years, which will in turn be cascaded to the Basque region.
RAILWAY GAZETTE INTERNATIONAL, September 1

THE HAGUE (DEN HAAG), NETHERLANDS

New Trams Enter Service

Den Haag transport operator HTM has displayed its first Stadler TINA tram to the public ahead of entry into service on Route 2. The order for 62 trams is the largest to be placed for Stadler's TINA family, and was the Swiss company's first tram contract in the Netherlands.

The TINA (Total Integrierter Niederflur-Antrieb, "totally integrated low-floor drive") tram concept was developed by Stadler as a flexible platform that can be adapted for a variety of applications. The launch customer was HEAG Mobilo of Darmstadt, and first tram from the family was unveiled at InnoTrans 2022.

The bi-directional fully low-floor trams for Den Haag are being manufactured at Stadler's factory at Siedlce in Poland. The three-section trams are 36.5 meters long and 2.65 meters wide with a capacity of up to 230 passengers. Features include large windows, high ceilings and trucks designed to minimize track wear.

Extensive collaboration between HTM, Stadler and local stakeholders helped shape key elements of the interior design, with public feedback informing features including seating, stop buttons and handrails. The onboard smart card readers have been placed further inside the vehicles to speed up boarding at peak times.

TINA No. 7001 (Stadler, 8/2025) is shown at its public display. Joshua Vogel/SpoorPro photo

A roof-mounted battery pack will enable the trams to run for up to 1.26 km without overhead power. The trams also have a driver assistance and collision warning system.

The unveiling marked the start of trial operations before the new fleet progressively replaces HTM's long-serving red-beige GTL8 trams. The TINA trams will begin passenger operations on Route 2 this autumn, followed by routes 1, 6 and 12 from 2027. HTM expects that all of the new TINA trams will be in service by the end of 2028.

RAILWAY GAZETTE INTERNATIONAL, September 7

VIENNA, AUSTRIA

Tramway Line 18 Extended Again

On September 5 Vienna tram Line 18 was extended from Schlachthausgasse on U-Bahn Line U3 to Stadion on U2 and beyond, serving the Ernst Happel Stadium, the Prater Park and the Danube riverfront. Construction of the 3.1-kilometer extension with seven stops began in June 2025. It features grassed tracks, 200 trees were planted and 2.1 kilometers of cycle lanes created or improved.

RAILWAY GAZETTE URBAN NEWS ROUNDUP, September 9

Type D/Flexity Wien No. 411 (Bombardier Transportation/Alstom, 6/2025) is seen operating on the new extension in the Prater Park on September 28. Noah Caplin photo

Museums

WESTERN RAILWAY MUSEUM

BART Rapid Transit History Center to Open

The Bay Area Electric Railroad Association and Western Railway Museum celebrated the opening of the museum's new Rapid Transit History Center on September 11, marking the preservation of three cars from BART's original fleet.

The center will feature A Car No. 1164, B Car No. 1834 and C Car No. 329 — a three-car train that represents a rare surviving piece of BART's earlier history. Of the 669 cars that made up BART's original fleet, the three preserved here are the only complete three-car train from that fleet known to be preserved at a museum.

The new exhibit is intended to do more than just display older rail cars. It hopes to offer visitors a rare opportunity to see and understand the technology, design and ambition that was behind the Bay Area transportation system — key in reshaping how people traveled.

For the museum, the exhibit adds to its mission of preserving the history of electric railroading in California and the West, as well as preserving transportation legacies.

MASS TRANSIT, September 3

The End of a Long Era — The Red Caboose Closes

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

Many ERA members have stories and memories of the store "The Red Caboose" located in Midtown on West 45th Street. The store was a traditional hobby shop and included rail, bus, aviation, automotive and maritime models and supplies. There was also a large selection of mostly rail and transit books. What made the store so amazing was the dense inventory crammed floor to ceiling, which made shopping an adventure of discovery. A favorite experience of your author was sneaking out during lunch breaks to the store near Grand Central and digging – I once found a super obscure Volume 5 of a sold-out Light Rail Transit Association series on modern French Tramways, which even some European booksellers could not find for me! Located in the basement of a small office building since 1946 it appears that longtime owner Alan Spitz became the victim of redevelopment of the building and lost his lease. There was an attempt at a clearance sale during the week of September 14, 2026 and as word spread on social media many made the pilgrimage one last time. Several ERA members picked up a few bargains.

The Red Caboose was unique since it stocked models and books covering New York City and worldwide electric railroads. As in-person hobby shops continue to close, the conversations and chance meetings that occur in the stores connecting people of similar interests disappear. The Red Caboose thrived in the era before online commerce and used to serve all walks of local railfans, including some celebrities.

Alan Spitz, owner of The Red Caboose, is known for his eccentricities and for driving hard deals, but he is very knowledgeable and would happily tell stories about the history of the store. Alan on the last day the store was open, September 14, 2026.

Portland's MAX Turns 40

By Tyler Graf / September 4, 2026 / TriMet News

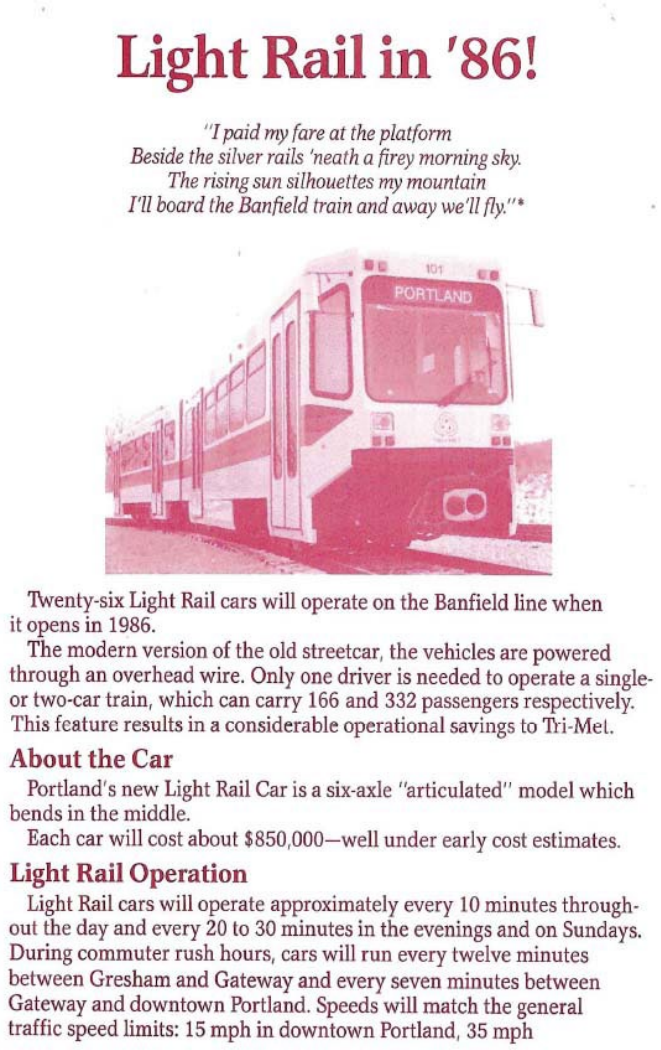
Forty years ago, on September 5, 1986, as tens of thousands gathered in Downtown Portland, the inaugural passenger trip on TriMet's MAX system stopped at the Pioneer Courthouse Square MAX Station. To the throngs who traveled into the city's core to celebrate, it was a moment of optimism.

They came to applaud an achievement that the state — and, more importantly, the Portland region — had spent more than a decade discussing, designing and eventually building. MAX light rail was finally real! For those in attendance, they would have their first opportunity to ride one of the gleaming white trains, accented by their signature orange, red and burgundy stripes. It was the culmination of years of planning and advocacy. In the 40 years since opening day, MAX has expanded to five lines and provided more than 950 million rides.

Now, as the ruby anniversary of MAX is marked, it's worth looking back on its origins to consider what lessons can be learned as the region and Oregon chart a new path forward. The region's leaders and people helped make a consequential choice that would drive the region forward. But understanding how that choice was made starts with a different transportation project altogether.

The path to MAX stretches back to the early 1970s, following anything but a straight line. It was born of the region's dismissal of the Mount Hood Freeway, a landmark decision that freed up federal highway dollars for other transportation projects. Eventually, it would come to symbolize a rejection of the practices associated with urban planners like New York City's influential Robert Moses, whose emphasis on automobile travel over public transportation had a long-lasting impact.

Moses' influence reached Portland in 1943, when he and his firm were hired to develop a public works blueprint to modernize the city, planting the seeds for the Mount Hood Freeway. The $75 million plan was extensive, calling for wider roads and new highways. But it did not mention public



Light Rail in '86!

"I paid my fare at the platform
Beside the silver rails 'neath a firey morning sky.
The rising sun silhouettes my mountain
*I'll board the Banfield train and away we'll fly."**

Twenty-six Light Rail cars will operate on the Banfield line when it opens in 1986.

The modern version of the old streetcar, the vehicles are powered through an overhead wire. Only one driver is needed to operate a single- or two-car train, which can carry 166 and 332 passengers respectively. This feature results in a considerable operational savings to Tri-Met.

About the Car

Portland's new Light Rail Car is a six-axle "articulated" model which bends in the middle.

Each car will cost about $850,000—well under early cost estimates.

Light Rail Operation

Light Rail cars will operate approximately every 10 minutes throughout the day and every 20 to 30 minutes in the evenings and on Sundays. During commuter rush hours, cars will run every twelve minutes between Gresham and Gateway and every seven minutes between Gateway and downtown Portland. Speeds will match the general traffic speed limits: 15 mph in downtown Portland, 35 mph

(Above) A page from the 'Ruby Junction Function' event brochure from April 1984, featuring the public unveiling of the then brand-new light rail vehicles. (Above-left) Opening day at Pioneer Square. TriMet photos

transportation. By 1950, the last of the city's electric streetcars stopped operating. This was followed in 1958 by the final interurban rail trip between Portland and Oregon City.

Plans for the Mount Hood Freeway began in earnest in the late 1950s. The freeway would have roughly paralleled Southeast Division Street between Downtown Portland and Interstate 205, before eventually reaching Gresham.

But by the early 1970s, attitudes had shifted dramatically — reflected in what were becoming known as "highway revolts." The urban renewal efforts of the past 30 years were up for debate. In 1974, the Pulitzer Prize-winning book "The Power Broker: Robert Moses and the Fall of New York" was published, offering a sweeping reassessment of Moses' legacy.

And it was in that same year that the Mount Hood Freeway

Type 1 No. 105 (Bombardier Transportation, 1986) leads Type 3/ SD660 No. 311 (Siemens, 2003) on a Green Line trip to City Center/ PSU (Portland State University) at SW 5th Avenue & SW Market Street. These were from the initial set of LRVs, now all out of service. This and the following photos, except the Type 6, were taken on June 22, 2017. Jeff Erlitz photos

From the second order of LRVs, we see Type 2/SD660s Nos. 202+227 (Siemens, 1997) on an Orange Line trip to Milwaukie at SW 5th Avenue & SW Washington Street.

faltered. Spurred by opposition to the project, Portland City Council withdrew its support and sought to redirect federal funding to alternative transportation, helping clear the path for what would eventually become the MAX system.

When TriMet's first Manager of Rail Operations Planning Bill Lieberman started in September 1975, the reality of light rail in Portland was still far from certain. In fact, light rail was dropped from the list of preferred "alternative transportation projects" for a time, before it was eventually shown to be the most efficient means of moving people. Once the project was rolling, it was a thrilling time, Lieberman said. It was an opportunity to help develop what would become one of the United States' first light rail systems.

"I remember the excitement of talking to my counterparts at other rail operations, which mostly used streetcars at that time, and collecting their rulebooks to get ideas for ours," recalled Lieberman, now a transportation planning consultant. "It felt good to have them accept me as a new colleague in their field."

In 1983, he took on the assignment of writing the agency's first light rail operators' manual. At the time, the Ruby Junction Rail Operations Facility was "big and empty." The first light rail vehicles were still being built in Vermont by Bombardier Transportation, and the Ruby Junction staff consisted of just three people. Much of the facility sat unused. He spent time studying rulebooks from other U.S. rail systems and training alongside TriMet colleagues in Calgary, Alberta, one of the few cities at the time operating modern light rail in North America.

The arrival of the first light rail vehicles in 1983-1984 transformed the atmosphere. "It was like the moment we had been waiting for after years of planning and engineering work," he remembered. "Now it was no longer theoretical...it was real!"

Ultimately, building Portland's first MAX line required far more than engineering. It meant winning political support and addressing community concerns. In the end, most people supported its construction, with many being drawn to advocacy.

Grassroots efforts, such as Citizens for Better Transit and the Oregon Association of Railway Passengers, rallied around the project. Some of these citizen advocates served on the Banfield Citizens Advisory Committee. They played an important role in demonstrating a groundswell of citizen support, which would translate into further political support. Grassroots advocacy made a huge difference in moving the project forward.

For Lieberman, the greatest reward is knowing that the work of those early teams continues to make life easier for people throughout the Portland region. "It's wonderful to know that all those efforts 40 and 50 years ago paid off."

(Below) The third batch of LRVs are represented here by Type 3/ SD660s Nos. 303+322 (Siemens, 2003). This set was not in revenue service at this point. It is pictured on the short-turn loops west of the Galleria/SW 10th stop, at SW 11th Avenue & SW Yamhill Street.

The fourth order of LRVs once again came from Siemens, but featured a completely new look, decidedly more "modern" than the previous three orders. Type 4/S70 Avanto No. 403 (Siemens, 2009), along with No. 414, are on their way to City Center/PSU while operating a Green Line trip. This is south of the NW 5th & Couch stop, at NW 5th Avenue & W Burnside Street.

The newest order of cars in Portland is shown here operating a Green Line trip north to the Clackamas Transit Center. Sitting at the PSU Urban Center/SW 6th & Montgomery stop is Type 6/S700 No. 603 (Siemens, 2022) on February 10, 2025.
Evan photo via Wikimedia Commons

(Below) Examples from the fifth order of cars for Portland's MAX are shown here operating another Green Line trip to City Center/PSU. Type 5/S70 units Nos. 531+527 (Siemens, 2014) have just left the City Hall/SW 5th & Jefferson stop and are about to cross SW Jefferson Street. At that time, these cars were only three years old. Note how the route is shown as a colored square on the front destination sign.

Paul's ERA Bookshelf

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

The Erie Railroad Rochester Division by William Reed Gordon, self published, Rochester, New York, 1965, paperback, 144 pages. Library of Congress 65-027417. Coverage includes a description of the history of the predecessor railroads of the Rochester Division (including family tree) and takeover by the Erie Railroad. A chapter covers the electrification. The remainder of the book includes various photographs of the railroad and facsimiles of tickets, schedules and other ephemera. This includes coverage of the electric operations.

Erie Power by Fred Westing and Alvin F. Staufer, published by A. F. Staufer, Medina, Ohio, 1970, hardback, 447 pages. ISBN 0944513085. Heavily illustrated text with mostly high-quality back-and-white pictures of motive power including some maps, illustrations and example tickets. The history of the Erie Railroad is covered from the early predecessor lines and detailed rosters are included. While the book mostly covers steam and later diesels, the Erie Rochester electrification, proposals for other electrifications on the Erie and the Lackawanna New Jersey electrification are covered in detail.

(Author's note: Periodically this column examines books published that are no longer available in print but are of interest because they were researched at a time when interviews with former employees or other primary research materials were available to authors no longer available today. Sometimes these books are the only in-depth documentation available for certain properties and topics and can be considered standards. Many are readily available on the used book market.)

Last month the Pittsburgh, Harmony, Butler & New Castle interurban was covered which featured early use of Westinghouse alternating current (AC) traction power. Another early implementation of AC electrification was the Erie Railroad electrification of the suburban services to Rochester, New York. This was the first application of 11,000 V AC single-phase traction power.

The history of passenger rail in upstate New York includes several electric streetcar and interurban lines, including the third rail system centered on Albany. A lesser-known system was the commuter rail operation around Rochester, New York built and operated by the Erie Railroad. The system

operated from 1907 until 1934, centered on Rochester Station, the terminal located along the Genesee River. The electrification was part of the Rochester Division between Rochester and Mt. Morris, via Avon, New York. A small system that was largely experimental, it allowed the Erie and the industry to gain experience with electric railroading, and it ended up as the only electric operation on the Erie Railroad prior to its merger with the Lackawanna.

There is little written about this electrification. Anyone searching for details of historical electric rail operations in North America should always reference William D. Middleton's *When the Steam Railroads Electrified*, which contains several pages of information on the Erie Rochester Division. The two works specifically covering the Erie Railroad with electrification information include Gordon and Westing/Staufer. The system was tiny in scale and scope and did not survive the depression. Following economic recovery, despite numerous proposals and studies the frugal Erie instead exclusively invested in diesel technology to replace steam.

Erie Power includes a chapter dedicated to electric operations that covers the Rochester Division history in detail, including technical details and the fleet. *Stories and History of the Erie Railroad, Rochester Division* is broader in coverage but similarly includes a few pages on the history and operations of the electrification, with fewer technical details. Both will appeal to those interested in early electrifications, the Erie Railroad, sources for this obscure operation, and "what-if" history.

Links to book information:
Stories and History of the Erie Railroad, Rochester Division - www.libib.com/u/grether?solo=63620865
Erie Power - www.libib.com/u/grether?solo=128785197

Building the New York Subway System, A Photographic Journey

Construction Route No. 16 — Part 7

By Jeff Erlitz (ERA #3997)

This month, we continue with Construction Route No. 16, the IRT Jerome Avenue Line. This group is from November of 1916 and 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 November 24, 1916 and track installation on the Jerome Avenue Line is in full swing. This is south of 161st Street Station and we are looking north. We are very near the transition point from concrete ramp from the subway to the elevated structure, a little south of East 157th Street. Note that local tracks are installed on the elevated structure but not yet here on the ramp.
Charles Manchester/PSC photo

Same day as the above photo, we are looking north along Track M in 167th Street Interlocking (the station is in the distance). Some signal equipment has been installed here, the valve for a pneumatic switch (on the extreme left) and the manual key-by box for home signal 18L (on the extreme right).
Charles Manchester/PSC photo

Still November 24, looking north up the southbound local Track 1. Note that since this is north of the junction with the Ninth Avenue Elevated, there are third rail insulators/supports for both subway type and elevated type third rails.
Charles Manchester,/PSC photo

View southwest on January 10, 1917 from Bainbridge and Jerome Avenues of the concrete-encased Woodlawn terminal station building.
Pierre P. Pullis/PSC photo

Also on January 10, 1917, a view looking north of Mosholu Parkway Station. The photographer is standing on the very north end of the Grand Concourse, which are also the exit lanes from Mosholu Parkway. Pierre P. Pullis/PSC photo

View north (actually northeast) south of New York University [Burnside Avenue] Station. Note that there are no crossover switches between the southbound local Track 1 and the middle Track M. This was the situation here until 1929. In that year, one crossover was installed here and one north of the station. The switches (and presumably the signals protecting them) were operated by "ground" levers on the walkways. In early 1930, an 11-lever US&S Style EP interlocking machine was installed at the north end of the northbound platform to control the two crossovers and the six home signals. By May of 1932, an actual tower was constructed just north of the platform, with a 19-lever US&S Model 14 machine. Pierre P. Pullis/PSC photo

Travels with Jack May

France 2018 — Part 3

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

(Editor's note: We left off last month with the beginning of Jack's visit to Porte de Paris and the T8 and T11 tram lines on Tuesday August 14, 2018.)

Upon arriving aboard a route 153 bus at Porte de Paris, which is a stop on Métro Line 13, but also the southern terminal of tram Route T8, we boarded a car that was just changing ends and began to head northward. That T8 was marked for Epinay Orgemont, one of the outer terminal stations of the line, as it has two branches (the other goes to Villetaneuse Universite). Our ultimate destination is one of the transfer points to the T11, the Ile de France's newest tramway, which was inaugurated on June 30, 2017.

The T11 is unusual in a few ways: it is strictly an orbital line located wholly within the suburbs of Paris and runs left-handed entirely on a railroad-style right-of-way under 25 kV AC catenary. It is operated by a private consortium instead of the SNCF (which operates the T4 tram train) or the RATP (which is responsible for the other eight tram lines). The 6.8-mile route with seven stops opened between Epinay-sur-Seine and Le Bourget on July 1, 2017, as the first segment of what will be a much longer line (see http://www.urbanrail.net/eu/fr/paris/paris-map-giant.png).

Originally called Tram Express Nord, it was constructed to intercept (and therefore serve to distribute passengers to and from) a large number of radial lines, including RER Lines B, C and D, suburban rail route H, Métro Lines 7 and 13, tram Route T8 and the currently under-construction high-speed (Grand Paris Express) Métro Lines 16 and 17. It, and its future extensions at both ends (that are planned to be in service by 2027), will result in an 18-mile long route with 14 stops, intersecting seven more lines, including RER Lines A and E, suburban rail routes J and L, Métro Line 15 and tram Routes T1 and T2, over a Satrouville to Noisy-le-Sec trajectory. *(Author's note: The extension is currently on the back burner.)*

The existing double-track line runs directly alongside the Grande Ceinture de Paris (outer belt) freight railroad,* as will its entirety once it is completed. The portion of that freight-only line, north and east of Paris, also consists of double track, and is electrified at 25 kV AC, the same as the new T11, making them compatible in several ways. In fact, many say that the project to construct the tram-train was a way of killing two birds with one stone, benefiting the territory in which it runs by creating a new passenger service while improving the freight line, because all of its grade crossings will have been eliminated once the entire line reaches fruition.

**(Author's Note: The Grand Ceinture was completed in the late 1800s as a cooperative project of the French army and the individual railroads serving Paris. Because of its distance from the city center, it did not have much in the way of passenger service and by 1939 most of its trackage had become freight only. But as the suburbs grew passenger service gradually came back, first along the southern section that had been electrified at 1.5 kV DC (when the RER was created, it became a part of Line C). Meanwhile, with the 25 kV electrification of SNCF lines to the north and later to the east, that voltage was applied to the remaining portion. Today, most of the railroad's fleet of electric motors are dual-voltage. Karl-Heinz and I rode much of the southern portion of the circumfrential route on the previous day, from Rungis to Versailles via Massy Palaiseau. Now with demand for orbital travel growing, two additional tram-train lines will be added to the Grand Ceinture's alignment, the T12 and T13, both now completed and in service (the 12 taking the place of the railroad lines we rode.*

When thinking about applying this concept in the United States, the closest networks that come to mind are the freight-only belt railroads in the Chicago area, which intersect rail lines heading to the city, allowing shipments to be exchanged between the roads to avoid and bypass congested areas of the inner city. Names like the Baltimore & Ohio Chicago Terminal, Indiana Harbor Belt, Belt Railway of Chicago and Elgin, Joliet & Eastern strike a note — and Metra floated a proposal to operate DMUs along the EJ&E about a decade or two ago, as the STAR line. Unfortunately, interest has since died. Well, Paris has it!)

The T11's rolling stock consists of 15 Citadis Dualis tram-train vehicles, 2.65 meters wide (like the equipment on the T3), which can run in two-car and three-car trains (but during our visit in off-peak hours, were running as single units). The tram-train designation is used, but I consider the tram part somewhat misleading, since the line does not operate in street traffic, as lines based on the "Karlsruhe Model" do; the T11 doesn't even have grade crossings — but I suspect the nomenclature was chosen because the rolling stock looks like modern light rail cars and contains the necessary capabilities to operate in street traffic. And what separates tram-trains from just plain trams is their ability to run under two different voltages, 750 v DC in urban-style traffic, plus the 25 kV AC used by the T11. [Other Dualis LRVs run in tram-train service on SNCF rights-of way in the Lyon area (750 V DC/1.5 kV DC) and in the Nantes area (750 V DC/25 kV AC), with neither currently using the 750 V option as they do not operate over the tracks of their respective local tramways.] These Dualis trains are capable of speeds of 62½ mph. Current schedules on the T11 provide for a five-minute frequency in rush hours (10 off-peak) and running time from end to end is 14 minutes, which computes to an average speed with stops of just under 30 mph. I would best describe the line as a modern light electric railway using interurban-like rolling stock.

We rode the T8 back one stop to Epinay sur-Seine, the T11's western terminal and then after some photos, took the next

The Le Bourget terminal of the T11, as seen from the unused platform of the station. All trains use the track on the north side to reverse ends. Both the elevator and escalators to this platform were out of service, possibly their construction still incomplete (the line having been opened one year before). The stairway at left leads down to a mezzanine from which surface running RER Line B can be accessed. When the T11 is extended, this will be just a way station, and the two trains seen in the background, waiting for the afternoon rush hour before going back into service, will have to lay over elsewhere. As mentioned earlier, despite the platform's incomplete access, the only thing that the authorities cared about was whether I had valid fare media.

(Above and below) Two views at the Villetaneuse-Universite station of the T11, which is relatively busy, being the transfer point between the T8 and T11 routes, as well as a major traffic generator because it is frequented by students. It is rather monumental (not quite as much as Secaucus on NJ Transit) with elevators and escalators connecting the platforms and the superstructure above. The upper photo was taken at track level and shows an eastbound car entering the station. The lower view was taken from the station's concourse, looking west. The pair of tracks on the left, south of those of the T11, serve the Grand Ceinture line, which carries freight trains.

With left-hand operation the single-car train is shown running in the eastbound direction away from the camera, which is being focused from the westbound platform of the Villetaneuse-Universite station.

T11 all the way to the line's other end at Le Bourget. It was still cloudy, and here, prior to our boarding a return trip and while photographing at the joint station with RER Line B (on different levels), my Navigo pass was inspected for the first (and only) time, and I was told in no uncertain terms to sign it, which I dutifully did. We then rode to Villetaneuse Universite, the terminal of the second branch of the T8, two stops in from our starting point at the other end of the line. It is an enormous, elevated station, with the tracks located below its attractive concourse. We transferred to the T8 here and headed back toward St. Denis. With the weather remaining cloudy we limited our photography to save time, feeling that were conditions to improve, we could easily come back later. It did and we did, so the images of the T11 in this section are dark in the morning and bright in the afternoon. As mentioned earlier, the T8 divides into two branches. With an 11-minute frequency on each, headways on the common section result in the line's five-section, 2.4-meter-wide Citadis 302 trams coming by every 5½ minutes in each direction. The T8, which opened in December 2014, is 5.3 miles long and has 17 stops. As for the weather, we encountered the same issue regarding the T8, cloudy on our first encounter, but sunny later when we rode it again to go back to the T11.

It still was overcast when we got to St. Denis (RER/SNCF), where the T8 crosses the T1 on a traditional double track diamond in the middle of a street. We immediately saw that the center portion of the T1, the first light rail line built in the Paris area, was out of commission due to track work, so we had no choice as to which direction to ride, being limited to a westward journey over the line's 2012 extension. Tram

(Above and below) Additional views of the Villetaneuse-University transfer point. The upper photo, showing an inbound T8 tram about to leave its terminal, was taken from the upper level of the station building. At left is the pedestrian approach to the structure, which is more explicitly shown below. It consists of both a ramp and stairway, with elevator access as well, to and from the platform that serves as the T8's outbound terminal. The lower photo also shows an inbound car loading passengers after it has returned from laying over under the ramp.

(Above and below) Much of the T8 operates in grassed reservation between two roadways. The upper photo shows the rear of an outbound tram turning westward to cross under the SNCF and RER line D just after stopping at the Delaunay-Belleville station, the last before the line splits into its two branches. The lower view was taken along Rue Maurice Thorez, slightly to the south of the location of the upper photo, just north of Paul Eluard stop.

route 1 was inaugurated in 1992, and immediately became a tremendous success, opening the door for the expansion of the Ile de France's tram system. The route was not the first in the new wave of French tramways, having been preceded by a line in Nantes (1985) which introduced the Alstom high-floor TFS-1.* But the next systems (Grenoble, Paris and Rouen) were soon to come and were equipped with 70-percent low-floor TFS-2 models, the first "accessible" units to operate in France. (The French systems that followed employed Alstom Citadis virtually 100% low-floor cars or their counterparts from other manufacturers.) Now, 44 years later, the TFS-1s still see service in Nantes, while TFS-2s continue to run in Grenoble and Paris (but not for long, as new cars are on order), while the TFS-2s from Rouen are now carrying happy passengers in Gaziantep, Turkey, the French city having replaced them with Citadis 402 units in 2012.

(Author's Note: Low-floor center sections were added later and the next orders came with low-floor sections already installed (much like the modern history of LRVs in Dallas).)

The entire T1 is now 11 miles long, with 36 stations and a fleet of 35 TFS-2 cars, and in St. Denis alone the busy cross-town route intersects the T8 and T5 tram routes along with Métro Line 13. We rode to the end of the line at Asnieres-Gennevilliers Les Courtilles (Métro Line 13), where we actually spied the clouds finally dissipating. So we immediately about faced and headed back to St. Denis, where we transferred to the T8 for a round-trip, as mentioned above. After we completed our photographic efforts on the T8 and T11, we saw there was still plenty of light for another trip on the T1 for additional photos.

All in all, we had a very good day and returned to Gare du Nord and our hotel via RER Line D from the center of St. Denis in rather crowded rush-hour conditions. After another good French meal (Asian actually), we packed up to ready our departure the following morning and went to sleep.

To be continued in Part 4...

A view of the verdant western extension of the T1. This was taken near the Parc des Chanteraines stop, which lies along the southern end of one of the largest parks north of the Seine. Occupying over 200 acres, it has miles of landscaped walking trails, meadows, gardens and groves, including ponds and one large lake. The green carpet between and surrounding the rails is typical of modern French LRT practice. Unlike New Orleans, whose neutral ground is not maintained well enough to stay green, the ones in France are carefully groomed to create an elegant and attractive habitat for their trams.

It was obvious we couldn't ride eastward from the St. Denis station of tram route T1. The TFS-2 tram shown here has arrived from Les Courtilles and changed ends and is about to leave after having loaded its passengers. The T8 line crosses beyond the barriers. The platform at left was out of service during this period of construction. When they first went into service, these cars were painted in a silver color scheme but were later redecorated into the official RATP livery.

(Below) Just west of the location of the photo above-left is the village of Gennevilliers, which has retained its charm despite all the growth surrounding it. Some might say the town is made even more pleasant by its local transportation. Pictured is its main street, Rue Pierre Timbaud, which is too narrow to carry both tracks of the T1, so the eastbound rails are embedded in the pavement one block to the south. Jean-Pierre Timbaud, a nationalist and trade unionist, was shot, along with 26 other members of the resistance, by German invaders in retribution for the death of one of their commandants.

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