



## NEWS FROM AMERICA

**NEW YORK** Metro North RR services are to start earlier from 2<sup>nd</sup> April 2006 because ridership between 0530 and 0700 has risen by a quarter during the past couple of years and the trend for the working day to start earlier is continuing. Several additional early morning services are being added to all three routes out of Grand Central Terminal. The New York Metropolitan Transportation Council, a body of key business figures, has backed plans for a \$6bn additional tunnel under the Hudson between Manhattan and New Jersey.

**PHILADELPHIA** SEPTA are to obtain 104 Silverliner V emu cars from United Transit Systems. They will come in the form of 34 single cars and 35 married pairs. A batch of new cars is to be assembled by the Korean firm Rotem in a shop located at Philadelphia's famous Navy Yard.

**WASHINGTON** Preliminary Engineering studies of Phase 1 of the 23-mile long Dulles Airport line to Reston (11 miles) has been completed. After modification by Virginia transportation officials, the plans will go to the F.T.A. for approval and funding. The Airport Authority is to take control of the Dulles Toll Road as a source of some of the required funds for the railway. The Metro carried 821,283 passengers on 3<sup>rd</sup> April 2006 - the second highest ever - while during March 2006 18.7m people were carried averaging 719,861 per day - a new record.

**CLEVELAND** Two new trolley routes over the tracks between the station and the Waterfront area commenced operation on 17<sup>th</sup> March 2006. Route E serves the Entertainment area while route B goes

through mainly business districts. A start has been made on the construction of the Silver Route along Euclid Street. This is a bus rapid transit route but the vehicles will operate along a reserved "track".

**CHICAGO** In a six month experiment, the Cermak branch of the Blue Line is to be diverted over the Paulina Connector to The Loop instead of the Dearborn Subway making possible an increased service on the Forest Park branch of the Blue Line. The Cermak service will be dubbed "The Pink Line". Rebuilding of the twin city centre stations of the South Shore interurban (known as Randolph Street) and of the three Metra Electric suburban routes, that call the station Randolph/South Water Street, has been completed and the station renamed Millennium Station at Randolph.

**MINNEAPOLIS** The new light rail line is stimulating development along its route at a much faster rate than expected by the city planners.

**LOS ANGELES** State funding of up to \$208m has been secured towards the costs of building the 13.7km first stage of the Exposition light rail line line to Culver City. The route may eventually be extended to Santa Monica.

**CANADA** The Montreal Transport Authority has announced plans to expand local rail and metro services. Top priority has been given to the planned commuter rail link to Mascouche and a short branch into Dorval Airport. The Blue Metro Line is then to be extended from Snowdon to St Michel and Anjou. Later a light rail line is

planned along Park Avenue to link Old Montreal and Jean Talon. A city panel in Ottawa selected a consortium led by Siemens to build the 28km long light rail line between the Rideau Centre and Barrhaven at a cost of up to \$725m. The final detailed plans will be scrutinised during the summer and if all is well the contracts can be issued for the work.

**ARGENTINA** The Sarmiento Rly's route from Once station in Buenos Aires to

Moreno (37 km) is bedevilled by multiple level crossings. Tenders are sought for a 7.1 km four track tunnel between Caballito and Villa Luro to eliminate several level crossings. Twenty bridges are to be built at other locations during the next four years. The suburban trains now carry 9m passengers each month and the first of five double deck air-conditioned trains entered service during April 2006. An upgrade at Once terminus is also underway.

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## NEWS FROM AUSTRALASIA

**ADELAIDE** Imaginative plans have been published for the reinvigoration of a group of inner suburban lines north west of the centre of Adelaide. The plan centres round the 21 km long broad gauge branch from Adelaide to Woodville, Glanville, and Outer Harbor. A branch survives from Woodville to Grange and short branches once ran from Albert Park (on the Grange line) to Hendon and from Glanville to Semaphore. A link running east to connect with the long line heading north to Elizabeth and Gawler also ran from Woodville but had a minimal service. Today Outer Harbor dmus run half hourly with a separate service hourly or half hourly to Grange. The railcars are life expired and the track worn out and the plan is to replace the existing lines with new standard gauge track complete with overhead electrification for a frequent service by modern trams. Hub of this system will be the 20.1 km from Adelaide to

North Haven, 1 km short of Outer Harbor where altered security arrangements have meant that there is no longer significant traffic there. Although the Hendon branch will not be re-created, a new branch heading in the same direction will run from Albert Park along the central reservation of the West Lakes Boulevard to serve a major stadium and shopping complex. In future there would be through services to the city centre from both this new line and from Grange. The rebuilt route would be linked to the Glenelg line outside Adelaide station, creating the opportunity for trams on the new routes to operate right through the city centre and serve a wider range of destinations. Part of the North Haven route south of Glanville would be rerouted on to the streets to remove overbridges and release useful land for redevelopment. The outermost 1 km of route to Outer Harbor might become a heritage railway.

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