

BSRA Entertainment Report for April 5, 2014

LONG FORM (for historical record) Entertainment Report for April 5, 2014

April 5, 2014. Donald Nevin presented trolley videos from Mark 1 Videos and Transit Gloria Mundi. First we saw "Nostalgic Trolley Tour of New York and New England", of two interurbans in upstate New York and streetcars in Albany, Schenectady, Providence, New Bedford, and Boston, featuring mainly footage from the late 1930s to early 1940s, but also including bits of earlier and later footage. Our first set of footage (which was black-and-white) was from an October 20, 1938 fantrip down one of the remaining parts of the Southern New York Railway, promoted as the "Leatherstocking Route", serving suburban and mostly rural areas from Cooperstown to Oneonta (including Richfield Springs) in south central upstate New York, after the abandonment of regular passenger service (which used the Cincinnati Car trolley interurbans of which one featured in the fantrip), but before the end of electric freight service (which used electric steeplecab locomotives). This trip featured mostly rather low speed operation over track of status verging on overgrown. The next footage was from 1937, of a short interurban freight train of mostly box cars and a tank car, pulled by a powered box car, and showing street running as well as private right of way in western upstate New York. Next we saw the Springfield Terminal Railway, an interurban line connecting from Springfield, Vermont to Charlestown, New Hampshire. This also featured freight trains hauled by electric steeplecab locomotives and interurban trolley cars. Next we saw color footage of Albany streetcars, mostly pre-PCC, but also including some cars not identified, but of appearance very similar to Brilliners (it is not clear whether they were in fact Brilliners), as well as some work equipment. New York footage ended with a very brief look at the Schenectady Railway Company. Next stop was in Providence, Rhode Island, featuring the pre-PCC cars used there, including operation in and out of the streetcar tunnel.

Then we took a step back in time to 1921 (and returned to black-and-white footage), to see the celebration in New Bedford, MA of "Horsecar Day", celebrating the horsecar service started in 1872 and since converted to electric streetcar service, and showing both preserved horsecars and the streetcars of 1921 (both closed and open cars) as well as some buses of the time. Still in New Bedford, MA, we saw more recent color footage of more modern (but still pre-PCC) streetcars.

To finish up, "Nostalgic Trolley Tour of New York and New England" took us to Boston, starting with color footage of Center Entrance cars including some interior footage, along with Type 5s and PCCs, with a brief view of the Boston Elevated Railway and a service car made by converting a Center Entrance car. We saw Eastern Mass streetcar service, and more familiar locations in Boston, including the upbeat note of some lines that are still in service today (as the Green Line), with some of the footage even being recent enough to show a glimpse of a "fishbowl" bus.

The next video was "Everett White in the West". Everett White (1914 - 1999) started filming in 1940, catching interurban and streetcar systems usually just as they were on the verge of disappearance. The first view was of the Chicago Loop in the time range 1941 - 1943. We saw the service with both tracks running counterclockwise (this only changed to the current bidirectional service in 1969). Chicago Elevated service started under 4 companies, which were unified into one company in 1913, and eventually converted into the Chicago Transit Authority in 1947. We saw brief footage of Chicago North Shore and Milwaukee Railroad Electroliners and Chicago streetcars crossing under the elevated. Switching to color, in some of the more recent footage in the video, we saw the CTA Garfield Park Line in the 1950s (service started on this line in 1953), including some surface operation of CTA trains. We saw some more Chicago streetcar footage, and then shifted the view to the Chicago North Shore and Milwaukee Railroad, including both Electroliners and other trains. These got third rail power on the Chicago Elevated and overhead power (through trolley poles) on northern parts of the route, which also had freight service. Since the northern part of the line other than street-running sections still had high platforms for boarding, the track had gauntlets to enable standard width freight cars to clear the platforms while allowing the narrower passenger cars (which had to fit into Chicago Elevated stations) to be properly close to the platforms. We saw Electroliners and other North Shore cars in service all the way from street running in Milwaukee to the North Shore's stub-end terminal just south of the Loop. The Electroliners were high-speed 4 segment

articulated interurban train sets tested up to 110 mph, but limited to 90 mph in regular service, still well above the speeds normally considered for trolley pole operation. They went into service in 1941 and went out of service in 1963 with abandonment of the North Shore line, but thereafter went to the Red Arrow Lines of suburban Philadelphia for use on the Norristown High Speed Line, where they remained in service until 1976; both sets have been preserved in operating condition. The North Shore cars provided some local service, but the Milwaukee Electric Railway and Light Company provided most of the local service in Milwaukee, as well as interurban service in Wisconsin along routes to destinations other than Chicago; of this, the segment from East Troy to Mukwonago survives in museum line form as the East Troy Electric Railroad, which is reportedly still capable of short-line freight service connecting to the Canadian National Railway. We also saw some electric trolleybuses in Milwaukee. After this, we saw another interurban line running into Chicago: the Chicago, Aurora, and Elgin. This featured both trolley interurbans and electric multiple unit trains for passenger service, along with electric steeplecab locomotives to freight service; most of the line had third rail power, with overhead power through trolley poles in the western end segments in both Aurora and Elgin. The Chicago end originally extended to (but not onto) the Chicago Loop, but was later cut back to connect with the Elevated further out shortly before abandonment. Along the way, we got a brief view of a diesel-hauled Chicago, Milwaukee, St. Paul and Pacific Railroad train. After this, we saw a brief view of the Chicago South Shore and South Bend Railroad electric multiple unit trains in south Chicago and street running sections of the line (of which passenger service survives since the 1989 bankruptcy as a Northern Indiana Commuter Transportation District operation, and freight service survives in diesel form as a reconstituted Chicago South Shore and South Bend Railroad). The Illinois section of the video ended with a mixture of black-and-white and color footage of Gary Railways, which provided local streetcar service in Gary, Indiana, and the Illinois Traction System (later the Illinois Terminal Railway), providing interurban passenger and freight service from St. Louis, MO to Peoria and Danville.

Next, we saw New Orleans Public Service in 1940, featuring streetcar service on the Desire Line and 4 track service on Canal Street. Still in New Orleans, we saw streetcar service in the 1950s (now in color) cut down to 2 lines of only 2 tracks each, on Canal Street and St. Charles Street, with all other lines having been replaced by electric trolleybuses and buses. Back to the Midwest, we saw the Charles City Western interurban in Iowa, which even at the best of times had only 2 passenger round trips daily, and mostly freight service; it was acquired by the Iowa Terminal Railway (renamed the Iowa Traction Railway since acquisition by Progressive Rail in 2012) in 1963 and dieselized in 1968 after a tornado destroyed most of the electrification (however, other parts of the Iowa Traction Railway still have electrification in regular freight short line service). Also in Iowa, we saw the Waterloo, Cedar Falls, and Cedar Rapids interurban trolleys and electric freight trains, and the Cedar Valley Road semi-local streetcar service. Another line in Iowa of which an electrified part has been restored recently is the Fort Dodge Des Moines & Southern (Fort Dodge, Boone, and Des Moines). This used wooden interurban trolley cars and provided car load freight service. The section on which electrification has been restored (after ceasing electric operations in 1955) features the highest interurban bridge in the United States; electric, steam, and diesel trains provide tourist service on this segment. We saw a brief glimpse of another Iowa interurban line, and then black-and-white footage of Des Moines streetcars. Everett White arrived at Sioux City, IA too late to see the wood streetcars (built in company shops) in service, so we saw footage (in color) of them out of service in a yard. He arrived at the Cedar Rapids and Iowa City line mostly out of service, but with a trickle of service remaining. The Mason City and Clair Lake line was apparently out of service in his next footage, but has actually survived as part of the aforementioned Iowa Terminal Railway/Iowa Traction Railway. Moving on to Kansas, we saw Kansas City Public Service PCC streetcars in the 1940s, and the Union Traction Company serving parts of Kansas and Oklahoma with interurban trolleys (2 bogie Birney cars) shortly before abandonment in 1947. In Oklahoma City, we saw the Oklahoma Railway Company, which provided interurban and local streetcar service. Next was the Sand Springs Railway, which at the time provided interurban streetcar service to Tulsa, OK; it stopped passenger service and electric operations in 1955 but survived as a diesel freight short line until 2009 (the current status is unclear).

Moving further south, we saw the Texas Electric Railway, providing interurban streetcar service from Dallas to several nearby cities (Corsicana until 1941, and Denison, Sherman, and Waco until 1948), which ran alongside Dallas streetcars (including double-ended PCCs that later went to Boston) in Dallas itself. The Texas Electric Railway interurban trolley cars had an unusual feature: two trolley poles in back (they

were single-ended), of which one had a standard shoe to contact the wire and the other had a wheel for reduced risk of coming off the wire when backing up. In nearby Fort Worth, we saw extensively rebuilt ex-Washington (DC) PCCs providing privately run service in the Leonard's M&O Subway, which in 1967 became the Tandy Center Subway (with a further rebuild of the cars) until closure in 2002; one of the cars was rebuilt yet again to restore it for streetcar service on the McKinney Avenue Transit Authority heritage streetcar line in Dallas, and another is being restored for display at the Leonard's Department Store Museum. Then we saw black-and-white footage of an international streetcar line: the El Paso Electric Railway Company, connecting El Paso to Ciudad Juarez in Mexico, using PCCs from San Diego. El Paso local service ended under National City Lines in 1947, but the line to Ciudad Juarez survived until a political dispute with Mexico cut it back to the US side of the border in 1973, and it closed in 1974.

Moving further west (and back to color footage), we saw Denver Tramway Company narrow gauge local streetcars and narrow and standard gauge interurban streetcars, with a considerable amount of dual gauge track for mixed operation. All streetcar operations were converted to electric trolleybus or bus operations in 1950. After this, we saw a brief view of the Utah Power and Light interurban lines before dieselization in 1951, and a brief view of the Phoenix Street Railway (in Arizona). Then we saw Seattle cable cars and streetcars, including a grade of up to 18% that required a counterbalanced cable system (of appearance superficially similar to the cable car lines) to enable the streetcars to get up the hill. After this was the Market Street Railway and the San Francisco Municipal Railway prior to their merger in the 1940s, featuring streetcar and cable car service, along with the Fillmore Street Counterbalance segment (similar to the aforementioned counterbalance-equipped streetcar segment in Seattle). Footage of the Key System (interurban streetcars and commuter trains in the eastern San Francisco Bay area) and Sacramento Northern (interurban line from Oakland to Chico via Sacramento) gave us a brief preview of what we will see in Clark Frazier's show of June 7, 2014. We saw the Central California Traction Company interurban line from Lodi to Sacramento, of which segments survive today (and at least some of the remainder is being kept for future reactivation) as a diesel short line. We saw Pacific Gas and Electric's Sacramento City Street Railway division streetcars providing local service in Sacramento, sold to Pacific City Lines in 1943, and then acquired by National City Lines and converted to bus operation in 1947. In Los Angeles, we saw the Pacific Electric Railway standard gauge streetcars and interurban service (up to 4 car trains, with some route sections having 4 tracks, and including freight service) and the Los Angeles Railway narrow gauge streetcars and one of its funiculars, along with considerable dual gauge track for operation of streetcars of both companies. The Pacific Electric Railway was one of the few to have double-ended PCCs. Some Pacific Electric Railway double-ended PCCs went to Buenos Aires (Argentina) in 1958 (3 years after retirement) and served there for a brief period. The Los Angeles Railway featured Birney cars (including the short 2 axle type), its own unique type of center entrance cars, and PCCs. Some of the Pacific Electric Railway right of way has been re-used for the modern Los Angeles Metro Rail.

SHORT FORM (for Annual Report) Entertainment Report for April 5, 2014

April 5, 2014. Trolley Videos. Donald Nevin presented trolley videos from Mark 1 Videos and Transit Gloria Mundi. First we saw "Nostalgic Trolley Tour of New York and New England", of two interurbans in upstate New York and streetcars in Albany, Schenectady, Providence, New Bedford, and Boston. Then we saw "Everett White in the West", showing 36 streetcar and interurban systems running west of Gary, Indiana.