

## BSRA Entertainment Report for February 7, 2015

### LONG FORM (for historical record) Entertainment Report for February 7, 2015

**February 7, 2015.** Western Europe. Herb Pence offered one of his interesting and informative slide shows, visiting Graz and Innsbruck in Austria, Cinque Terre and Genoa in northwestern Italy, Monaco, and suburban Berlin in Germany. Larry Fobiano organized streetcar trips in Europe in the 2000s; he organized the streetcar activities, but left travel and lodging arrangements up to the participants. Thus, Herb Pence went to Europe on two of these tours, in 2005 and 2007, and also showed us some photos from 2004. The show started with a view of museum car #117 in Graz, the second largest city in Austria, at the car barn. This was a short 2 axle car used for this charter tour, which went along Line 1 (of 8 operational lines) in Graz with plenty of stops for photos. The tour of this line started out in street-running territory, featuring multiple turnback loops retained after progressive extension of the line, with the loops (which are still usable for short-turn service) featuring kiosks that are now boarded up (although kept in good condition), but which formerly housed concession stands. Street running gave way to paved private right of way, and then to interurban-style single track in an area of rural appearance in the northern part of the line. Along the way, we got to see streetcars of 1960s through 1980s vintage (many obtained second-hand from other cities), which were traditional high-floor articulated cars of 2 or 3 segments each (those of 3 segments being made by inserting a middle segment into a car originally built with 2 segments). (According to the Wikipedia article at [http://en.wikipedia.org/wiki/Trams\\_in\\_Graz](http://en.wikipedia.org/wiki/Trams_in_Graz) on the trams of Graz, Simmering-Graz-Pauker cars #601 - #612, built in 1986 - 1987, reportedly have had a low-floor middle segment installed in each car in 1999.) These intermediate-vintage streetcars were the workhorses of the Graz streetcar system at the time of Herb's visit, but were starting to be replaced by modern 100% low-floor Bombardier Cityrunner (built 2000 - 2001) and Stadler Rail Variobahn (built 2011 - 2015, arriving after Herb's visit) articulated streetcars of 5 segments each (however, despite these cars being 100% low floor, it is still necessary to go up the equivalent of one step to board them). Since Herb's trip, these newer types of streetcars have replaced all of the older streetcars except for the Simmering-Graz-Pauker cars, which apparently have the highest total passenger capacity per car, although not the highest fully seated capacity (and curiously have an appearance resembling a cross between a traditional Euro-PCC and a Boeing LRV). Both the old and new streetcars have doors only on one side, and operate single-ended in revenue service, although Herb photographed headlights on the back end of one of the intermediate-vintage cars, apparently used for backing up. Herb also got to go to the shop, starting with a photo of the track map, and then showed us streetcars being worked on, including many new streetcars being prepared for their first entry into revenue service. He also showed us a section of the shop dedicated to rebuilding old streetcars, with an example of the results being the good condition of museum car #117 used for the fantrip. Graz also has cable railways for ascending steep hills, and Herb showed us one of these.

Still within Austria, Herb took us to Innsbruck, starting with the Stubaitalbahn (also called STB or Stubai Valley Railway) of the meter gauge tram network that serves Innsbruck and Fulpmes, both in the Austrian state of Tyrol. The tour of this line featured a 1920s vintage motor car pulling trailers that had been converted from horsecars. The STB streetcars are double-ended, and the line has no turnaround loops outside Innsbruck, so turning a train consisting of a motor car and trailers (which had no control cabs) was laborious. (Reminiscent of a US interurban line, this line uses city tramway tracks in Innsbruck, but is single-track with passing sidings outside the city.) For revenue service, Innsbruck had mid Twentieth Century articulated (3 segment) trams that Herb showed us (having control cabs at both ends); these have been replaced since Herb's trip by modern trams articulated in 5 segments. Herb also showed us some electric trolleybuses, which have all since gone out of service, supposedly (as reported on Wikipedia at <http://en.wikipedia.org/wiki/Innsbruck#Transport>) to be replaced by streetcars. After this, Herb gave us an interlude of photos of Seashore Trolley Museum cars.

Next stop was Cinque Terre on the rugged hilly northwest coast in the Liguria region of Italy. This consists of the villages of Corniglia, Manarola, Monterosso al Mare, Riomaggiore, and Vernazza, which are south of Genoa and west of La Spezia; these villages are built on terraces in the rugged terrain, including the sea cliffs, and are only marginally accessible from the rest of Italy by automobile, with local travel instead

depending upon boats, trains, buses, and toll footpaths (the footpaths having turnstiles to charge for maintenance of the paths). Herb found a garage of about 20 electric trolleybuses that are no longer in use and showed us several photos of these, including interior photos, and including a wire maintenance trolleybus, an articulated bus, and a double decker bus. Herb also showed us newer buses that are in revenue service. After this, Herb showed us his 2004 trip to Genoa, starting with the seaport, including a preserved pirate ship featuring very elaborate ornamentation. Genoa has five funiculars, and Herb showed us one of these, and then buses at the main railway station in Genoa. Genoa has a metro that Herb did not have the opportunity to photograph except for the headhouse at the main railway station, and electric trolleybuses recently put back into service that he did photograph, and showed us a bit of -- the resumption of electric trolleybus service was apparently a work in progress at the time, because he got to photograph considerable electric trolleybus wire, but few electric trolleybuses. Herb did get to show us a handful of photos of meter gauge interurban service (Ferrovia Genova-Casella) around Genoa.

After this, Herb showed us hotels and buses (and the royal palace) in Monaco. Then, for the last stop, he took us to the part of former east Germany in suburban Berlin. Here we saw interurban service on the Schöneiche-Rüdersdorf tramway using second hand equipment (both single unit and articulated cars), but receiving government funding to improve the infrastructure, including a new streetside interurban track. He also showed us car barn and yard photos, including some work equipment.

**SHORT FORM** (for Annual Report) Entertainment Report for February 7, 2015

**February 7, 2015.** Western Europe. Herb Pence offered one of his interesting and informative slide shows, visiting Graz and Innsbruck in Austria, Cinque Terre and Genoa in northwestern Italy, Monaco, and suburban Berlin in Germany, showing us his travels in 2004, 2005, and 2007, and although these photos are of recent vintage, they are already historic for showing us much transit equipment which is no longer in revenue service. The show also included a few photos of Seashore Trolley Museum cars.