

**LONG FORM (for historical record) Entertainment Report for January 9, 2016**

**January 9, 2016. Vintage Boston: Green Line and Beyond.** Clark Frazier started the show in 1975, showing PCCs in the Bicentennial paint scheme and PCCs in bad condition, showing the state of maintenance on the Green Line -- definitely worse than today. These photos included a pair of PCCs equipped with pantographs for testing, work equipment, and the short-lived "Grey Ghost" paint scheme. A brief interlude featured Orange Line photos: the Charlestown EI after partial demolition; the modern northern Orange Line that replaced it, some of the last activity on the part of the Orange Line elevated structure to North Station, and Arborway/Forest Hills service, which brought the subject back to the Green Line and its PCCs. This showed ex-Dallas PCCs, which were the first to go when enough Boeing USSLRVs (US Standard Light Rail Vehicles, more commonly known as Boeing LRVs) were available, and then All-Electric PCCs, which were next to go. Infrastructure photos included broken track joints caused by improper track reconstruction, which seemed to have to be done more often than necessary on Huntington Avenue and Center Street on the E line, still operating to Arborway). More photos showed work equipment borrowed by the MBTA from Seashore Trolley Museum, and then Boeing LRVs, which the MBTA placed into service hastily due to severe snow, which disabled PCCs, but did not stop the Boeing LRVs from operating, despite their frequently exhibited tendency to stop operating on their own. Photos of Mattapan High-Speed Line service at this time featured ex-Dallas PCCs in a red and white paint scheme, almost matching today's Red Line paint scheme, but not matching the Red Line "Bluebird" cars (Cambridge Dorchester #5, in the series 01400 - 01491, built by Pullman Standard in 1963), shown immediately afterwards in their blue and white paint scheme (some of these cars had not yet been repainted into red and white).

The next set of photos featured the snowstorm of January 1978 and followed by the Blizzard of 1978 (snowfall on February 6 - 7), In January, a tie-up on Commonwealth Avenue made it possible to walk or cross-country ski in the reservation. During the Blizzard of 78 the surface parts of the Green Line remained closed until PCCs could be dug out of the snow at Reservoir. Stub-end service to Blandford Street (B branch, Commonwealth Avenue/Boston College) used Boeing LRVs, while Type 3 snowplows and workers wielding shovels cleared the tracks. The Orange Line except for the northern section ran throughout the blizzard while not charging fares, at least on the southern elevated portion. The Blue Line was stub-ended at Airport Station. North Station Commuter Rail got back in service fairly quickly after the blizzard, even though the equipment was old, and Amtrak continued to run. A day after the blizzard, the C (Beacon Street/Cleveland Circle) branch of the Green Line was back in service; later, the D (Riverside) branch of the Green Line got back into service, although temporarily it was necessary to use Boeing LRVs as a shuttle on Beacon Street due to difficulty clearing both tracks on the inner part of the D branch.

Photos taken later that year showed a fan trip for ex-Dallas PCCs, shortly before these were retired. By this time it had become clear that due to reliability problems (with availability most often being less than 50%), Boeing LRVs were not going to be a complete replacement for PCCs for several years to come, so the MBTA engaged in a rather haphazard PCC rebuilding program. One of the photos showed a rare view of a 3 car Boeing LRV train; Boeing LRVs did not work well in 3 car trains, and thus were not often used this way. PCCs continued to be used on Beacon Street for a while due to Boeing LRV insufficiency. Reservoir yard view of compromise wire frogs compatible with both trolley poles and pantographs. During Boston College (Lake Street) yard rebuilding, PCCs running on Commonwealth Avenue looped at Reservoir instead of Boston College. Picture Window PCCs migrated from the C branch to the B and E branches.

Next were more views of Arborway, also featuring Picture Window cars. One of the photos showed a view of a Boeing LRV towing PCCs backwards on the E branch due to one track being out of service due to a sewer break. Next were views of Lechmere, Riverside branch anniversary service (featuring repainted PCCs), and a fan trip on 5734 (Type 5) on the E branch, including a

crossover required by track work (which kept having to be redone due to being done incorrectly). This fan trip also enabled photos at North Station (including the ramp onto the elevated structure) and Lechmere, and then went to Commonwealth Avenue and Beacon Street, as well as an interior photo and selected nonstandard operation photos, including some with railfans on the roof of the car.

Next were Blue Line photos, including the 1923/1924 vintage (Pullman) cars (which were usually kept in storage) back in service due to some of the 1951 vintage (St. Louis Car Company) cars (which normally provided the service) being partly out of service for bogie work due to cracked kingpins. After this were Orient Heights shop and yard, followed by the #4 cars (built in 1978 - 1980 by Hawker Siddeley) on their first day of service (which lasted officially until 2011, with some cars remaining on Blue Line property into 2012, although in practice running in revenue service only into 2009).

The next photos were of the Red Line, showing the original Harvard Station, including the wood slat escalators and streetcar track still in the bus tunnels on the last day of service for this station (before its temporary replacement by Harvard-Brattle Station, and eventually permanent replacement by the modern Harvard Station), and then Braintree station. Following this were photos of Washington Street Orange Line elevated trains featuring a photo of one crossing above an Amtrak train, and a view of work equipment. An interlude started with a couple of slides showed the worst and best of MBTA bus operations, including the M.A.N. demonstrator articulated bus (of a type that never went into MBTA service -- the MBTA decided to stick with single-unit buses until acquiring the Neoplan articulated buses in 2003). This interlude moved on to MBTA Commuter Rail service, including RDCs and a Boston & Maine switcher, and E-series and F-series locomotives, along with old GP-series high-nose locomotives, which in some cases were run long hood first. RDCs were still operating under their own power at this time, although not for much longer. Some of the old locomotives were acquired from Penn Central in 1976, and still had Penn Central paint. Some F40PHs (at the time new) appeared alongside the older locomotives. The Commuter Rail segment ended with the last Commuter Rail service to Woburn and experimental Commuter Rail service to Gardner and New Hampshire.

The next stop was back in Watertown for photos of 1903-vintage closed car 475 (preserved at Seashore Trolley Museum) on a fan trip in Boston in 1980. This included interior photo, and views of this streetcar in subway and Blandford Street, followed by movement of this car to Arborway with 5734 escorting it; during this time, some of the body panels were missing from one end. Also in 1980, the UTDC (now Bombardier) CLRVs designed for Toronto came into service for evaluation, with three operating from March through June 1980, usually as a single and a train of two cars. (Note that like PCCs in Boston in the 1970s, CLRVs in Toronto are being overhauled due to delays in availability of their replacements, caused by both slow delivery and quality control problems.) CLRVs seemed to ride better on misaligned MBTA track than the Boeing LRVs. Pressure had built to borrow CLRVs to test as PCC replacements, since the LRVs were not reliable or numerous enough to be full replacements. The CLRVs were well liked, but the ordering decision ultimately went in favor of the Type 7 cars. CLRV regular service operation on the Arborway line ran for only three days before the line was shut down for a prolonged period of time. CLRVs operated on the B, C, and D lines to Park Street; because the cars had no left side doors they could not stop at Kenmore if on the C or D branch. Photos of included extensive coverage of service over the three month test period. One sequence showed a two car CLRV train pushing a dead PCC to Reservoir (which required some work due to coupler incompatibility, thus requiring an adapter. This section concluded with photos of CLRVs and Boeing LRVs on the Riverside Line including a train of all three CLRVs and pictures of the soon to be demolished elevated loop at Reservoir. (The Riverside Line previously saw three car PCC trains before the Boeing LRVs displaced them.) Other photos included a farebox on a CLRV, and then people lining up at Riverside to get on CLRVs.

The final series of photos started in the Riverside yard with interior shop photos, with CLRVs, Boeing LRVs, and PCCs being serviced, and then night photos of noise testing of CLRVs on the

A (Watertown) branch, along with Boeing LRV 3402 (equipped with a trolley pole) and a PCC. Photos at Arborway followed, including Boeing LRV 3402 and 5734 (Type 5), and then a CLRV photo at Lechmere. The show concluded with photos at Riverside showing a lineup of 5734 (Type 5), a PCC, a Boeing LRV, and a CLRV.

**SHORT FORM (for Annual Report) Entertainment Report for January 9, 2016**

**January 9, 2016. Vintage Boston: Green Line and Beyond.** Clark Frazier presented views of the Green Line in the late 1970s and early 1980s, featuring the twilight of PCC operation, early Boeing LRV operation, extensive coverage of the Canadian Light Rail Vehicle (CLRV) testing program in 1980, and some material from the Orange, Blue, and Red Lines and Commuter Rail from the same period.

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Lucius Chiaraviglio | lucius1@verizon.net (main)  
| lchiarav@gmail.com (photos & BSRA)  
| lchiarav@yahoo.com (alternative)  
| lucius1@post.harvard.edu (fwd only)