

LONG FORM (for historical record) Entertainment Report for February 6, 2016

February 6, 2016. RollSign Archives. The *RollSign* Magazine archives hold over a century of unique Boston transit images, including many rarely seen views from RollSign Magazine through the years. Editor Nick Tomkavage presented a collection of images that have never been published, or were published decades ago. He started the presentation of RollSign archives with a note about photo crediting, as he made every effort to attribute photos to the proper people, and asked the audience for corrections in case of the proper attribution not being found in the archives

The show began with a photo of Commonwealth Avenue and Chestnut Hill Avenue, with a 3 car train of Center Entrance cars #_ posing for a photo. These cars arrived in 1919 -1920 and were retired in 1946 - 1947; the photo is from after the fender guards were gone, approximately a year after arrival, but before 1926, when window guards were removed to keep children from using them as handholds to steal free rides. The original line from Lake Street into the subway went from Lake Street to Cleveland Circle to Washington Street to Huntington Avenue and then into the subway. The Commonwealth Avenue line was laid down in 1900, and as an early example of transit-oriented development, this was the driving element for the large scale development seen on Commonwealth Avenue today. These cars (#_?) were posed in a similar position as in the next photo, which showed them running on a Commonwealth short turn at Chestnut Hill Avenue in the 1930s -- Lake Street could not handle all of the Commonwealth Avenue service by itself, so the short-turn cars ran empty from Chestnut Hill Avenue to Reservoir to turn. The next photo was in 1970 on Chestnut Hill Avenue of the Center Entrance Cars' replacement, the Wartime PCCs (#_ shown). A photo in 1981 featured Boeing Boeing LRVs #_ running nearby after track reconstruction, with a construction trailer still visible off to the side. A photo of the same location in 1995 showed Boeing LRV #_ that derailed when it split the switch; after this, it never re-entered service; it had derailed in 1993. In May 2008, Type 8 car 3879 split the same switch and crashed into a line pole, and the switch has since been removed to prevent further derailments of this type, thus preventing Chestnut Hill short turn service in the outbound direction, although cars can still come from Reservoir up Chestnut Hill Avenue and turn onto Commonwealth Avenue inbound.

The next photo showed Line car 3283 on Reservoir Loop (with a GM New Look "Fishbowl" bus in the background) in 1963 -- this loop was built by the MTA during the construction of the Riverside Line under the expectation that ridership would drop off dramatically west of Reservoir, but ridership west of Reservoir was much heavier than expected. Nick showed vintage wood-bodied line car 3283 in Trenton, NJ shortly after construction in 1943, then at Everett Shops, and then at Reservoir in 1974. This car was shipped to Seashore in 2007, where it still serves as a line car. A photo taken during the night in December 2011 and another photo taken in January 1988 showed its replacement on the MBTA, the current line car #_, built 1986 - 1987 by the MBTA; photo in January 1988; this car was originally 1506, but became 4306 to avoid a computer system conflict with the Red Line 01500-series cars. Nick also showed dump car 3624 dumping ballast on Commonwealth Avenue, and then work car 3271 in Boylston Street Station in 1962, back when the stairs and tunnel between platforms were still open; this was the year that the portion of the Tremont Street Subway to the Bellmouth was abandoned, after which the stairs and pedestrian tunnel were no longer needed for normal passenger movement, and were boarded up; this photo was taken shortly after two of the original four Boylston Station headhouses were removed.

Boeing LRVs equipped with trolley poles were required to transport equipment to and from Watertown Yard/Carhouse; Nick showed one of these (#_) towing a pantograph-only LRV on the Watertown line to Watertown Yard; this required a stringer wire to get power to the towed car so that the train could make it up grades on the line (at Galen Street in Watertown, and from Oak Square to Brighton Center). The next photo was of damaged Type 7 segments #_ in Watertown carhouse being rehabilitated in 1989 after collision damage; these would eventually cross-

assembled to make one good car, discarding the segments damaged beyond repair. Watertown Yard could be seen containing Type 7 streetcars and ex-Dallas PCCs, as well as work equipment. The next photo was of Riverside Station (in its old configuration) and Yard with a Type 7 train (#_) in service and Boeing LRVs in the background; the boarding area near the end of the loop shown in service in this photo still exists and can be used by operators, but is no longer used for revenue boarding. After this, Nick showed Type 7 car 3696 in 1987, shortly after going into service, with the modern configuration of Reservoir station.

Back to Watertown, Nick showed Boeing LRV 3402 in Oak Square -- this was one of the LRVs equipped with trolley poles, and in this photo was operating as the last car of a 4 car fan trip in June 1981 (_date?), following 2 PCCs (#_) and a CLRV (#_). Boeing LRV 3402 next appeared towing 2 disabled Picture Window PCCs (#_) from Watertown Carhouse to Arborway (_direction?). In addition to serving as non-revenue track for taking equipment to and from Watertown Carhouse for service, the segment of the former A Line just after the intersection at Packard's Corner also served for layover of streetcars for quasi-short-turn service to provide extra service for events in the Boston University area; the next two photos showed Boeing LRVs here for this purpose in 1989.

The next photos were of the first Boeing LRV (#_) in revenue service on Commonwealth Avenue in 1978. The next three photos demonstrated different Boeing LRV paint schemes, starting with a two car train (led by car #_ now at Seashore, with black skirting) meeting Type 5 car 5734 on Commonwealth Avenue which was used for a Mystic Valley Railway Society fan trip; this was followed by spliced Boeing LRV 3478 (with grey skirting) at Boston College; this was in turn followed by Boeing LRV 3414 with white skirting being serviced at Reservoir Carhouse. The latter was accompanied by discussion about a note that someone had written on a rail at the carhouse that said "Attorney Swartz says LRVs are fun", a macabre reference to recent Boeing LRV crashes. The next photo was Boeing LRV 3520, which was the first to receive the roof-mounted Suttrak air conditioners, photographed 14 years after this refit and also sporting the blue handicapped accessibility symbol, indicating removal of seats to make room for wheelchairs (which had to be loaded by use of a lift or ramp). The reason for the air conditioner replacement would be shown later.

The next photos were of Type 7 streetcars, starting with car 3615 at junction of pocket track near Northeastern; #_ in subway (_station?); car 3624 awaiting its turn to go into the Canal Street INcline under the elevated part of the Green Line in 1990, which was seven years before closing the ground-level portion of North Station (in 1997), followed by another photo at the same spot looking the other way in 1995, around the time of closure but before demolition of Boston Garden, with Type 7 car 3612. Type 7 car 3612 also appeared in a photo taken at St. Mary's Station -- this was the first to receive the grey and green paint scheme. This introduced some experimental Type 7 paint schemes: car 3623 in Reservoir with a sandy tan (which was supposed to be grey) and green paint scheme without the swooping grey/green demarcation near the ends (thus limiting the green largely to the ends); cars 3601 (with an overhauled Boeing LRV in background) and 3600 in experimental (and very short-lived) white over green paint scheme with a yellow stripe in between the white and green. Nick showed Boeing LRV 3495 in 1995 with new doors and shrink wrap to celebrate 100 years of subway operation. The shrink wrap covered the windows, although it had small holes to allow passengers to see out -- shrink wrap covering the windows was forbidden after September 11, 2001 due to concern about law enforcement and rescuers not being able to see in through the shrink wrap. A fan trip in 1995 featured the oldest Boeing LRV still in service, with its original plug doors not yet replaced by the bifold doors, but with the original air conditioners already replaced by the roof-mounted Suttrak air conditioners, on the outer loop at Heath Street, next to type 7 #_. Next, Nick showed trolley-pole-equipped LRV 3402 on a fan trip (_date?) at Arborway on private reservation, photographed from the old New Haven overpass after its closure but before demolition, with early construction work for Southwest Corridor being visible. This car still had the original undercarriage-mounted air conditioners, and these air conditioners kicked a cloud of dust that was visible in the photo, and which also required major cleanup after the fan trip, thus explaining the need to replace these air conditioners with

roof-mounted air conditioners, since the same problem also occurred elsewhere. The next photos showed Orange Line elevated service in 1982; the temporary street (_name?) alignment (known as the "roller coaster") to allow for Southwest Corridor construction, with PCCs in the background; PCCs about to leave Arborway to go onto Washington Street to go onto Arborway Line service, with an Orange Line heading inbound on the elevated structure overhead; and then PCCs and buses in Arborway Yard, with a Flyer (not yet New Flyer) bus signed up for route 32, and a "Fishbowl" bus in the background.

This ushered in another Orange Line segment of the program, showing a train of Pullman-built Orange Line cars on the elevated extension (used for short-term storage just beyond Forest Hills) in the background of the trench recently dug for the Southwest Corridor (after removal of the New Haven structure), with Orange Line Tower H visible beyond the train. The next photos were of Green Street Station (inserted into the Orange Line in 1912, between Forest Hills and Egleston) with Pullman cars next to then-new Hawker-Siddley cars (which are still in service today); the elevated segment from Egleston to Dudley, showing a long stretch of elevated track without stations (the Boston Elevated Railway Main Line having been originally built to provide express service for suburban passengers to get to downtown); a trip signal near Dover station in 1986, with car #_ refitted for automatic train operation (to be used on the Southwest Corridor -- the visible sign of this refit was the light under the roll sign that was lit when automatic train operation was in use); and finally Northampton Street Station with Pullman and Hawker-Siddley cars meeting. This was followed by a photo of an Orange Line train running on the Southwest Corridor shortly after it opened, in 1987.

Next stop was on the Blue Line in 1986, featuring a train entering Wood Island station, and then Orient Heights Shop in 1999, showing PCC cars 3258 and 3265 being rehabilitated for Mattapan-Ashmont service (with Blue Line cars in the background) -- this rehabilitation was later moved to Riverside Carhouse.

Next stop was Porter Square Station on the Red Line shortly after opening (_date?), featuring a train headed by car 01444 -- this train was later converted to work service, and remained on the property until very recently (_date?). A somewhat earlier photo showed the wooden Harvard-Brattle temporary station headhouse in use during Red Line extension construction (including building of the modern Harvard Station). The next photos were of Red Line car train 01442-01443 in the late 1970s near North Quincy -- these cars were repainted, but not rebuilt, followed by Red Line "Silverbirds" (built by Pullman Standard, in 1969 - 1970) near Savin Hill, and a train headed by car 01414 next to Silverbird #_ in Ashmont Station (prior to two rebuilds of this station). More Ashmont Station photos showed BAT bus slant-back RTS upstairs (this was the first RTS bus in New England; the MBTA never had the slant-back type of RTS); PCCs next to Flyer and GM-Canada (London, Ontario factory) "Fishbowl" buses, "Fishbowl" #_ in MTA tangerine paint (with a rare red-painted PCC and a Flixible bus barely visible); and a 1986 photo showing the 8500-series RTS #_ when new. Nick followed thus up with a photo of the Forest Hills lower busway when it opened in 1989 (substantially after opening of the rest of the station) with an 8900-series RTS #_ when new.

More bus and trackless trolley photos followed: New Flyer Trackless Trolley #_ coming south out of Harvard bus tunnel in 1986; Flyer bus #_ running over Center Street streetcar tracks in 1985; Pullman trackless trolley #_ near Harvard with the Charles River in the background in 1969, with streetcar track still visible in the street; Twin Coach small bus #_ used on the shopping special, signed up for route 3 to show Haymarket as the destination even though it was not running on route 3; school bus #_ with the "T" logo on it, leased in 1979 during a severe bus shortage caused by the unreliability of the AM General buses, an AM General being towed (as was frequently required) by wrecker #_; Flixible #_ at Revere Beach. The show ended up with photos of several experimental buses featuring digital signs: one of two Orion experimental hybrid buses (5000 or 5001) when new (_date?); New Flyer D60LF experimental articulated bus 6000 (not related to the current 6000-series buses) on South Charles Street in 1997 (this bus eventually went to Crystal Transport); and New Flyer C40LF experimental CNG bus 6001, built to

New York specifications (this bus becoming part of the current 6000-series).

SHORT FORM (for Annual Report) Entertainment Report for February 6, 2016

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