

LONG FORM (for historical record) Entertainment Report for March 5, 2016

March 5, 2016. The T, Then and Now. Henry Marrec made silent color Super 8 mm movies of MBTA operations in the late 1960s and early 1970s, and in the Blizzards of 1978. Now on two DVDs produced in August 2010 with narration that he added himself, he showed this footage, along with footage taken in High Definition Video with sound in 2008 and 2010, and some bonus still photos of the original Red Line cars, and some bonus silent movie footage of New York City elevated operations.

Part 1 of the first DVD started in 1967 with narrated Super 8 mm footage featuring MBTA Green PCCs running on the elevated structure from Lechmere through North Station, by Boston Garden. A fair amount of this footage and some of the following segments presented the view looking out the back window, which is something that is no longer possible (barring a rear cab ride or an errant open cab door) ever since the PCCs disappeared except on the Mattapan High-Speed Line. (For that matter, this is no longer possible even on buses ever since the last GM New Look -- or "Fishbowl" -- buses disappeared.) The next footage was Beacon Street outbound to Cleveland Circle. Footage included All-Electrics and Wartime PCCs at Cleveland Circle/Reservoir in its old configuration. After a brief jaunt on Commonwealth Avenue, the next stop was Watertown Yard, showing several work equipment units that are now long gone, chiefly dump and crane cars, as well as PCCs turning around for revenue service, PCCs were still evident in Watertown Yard through August 1969, and this footage showed some of the last revenue service out of Watertown.

The next PCCs were double-ended units bought from Dallas in 1959, shown running on the Huntington Avenue line in August 1969 along with All-Electric PCCs -- first at Northeastern University Station, and then near Arborway Yard and Forest Hills, with the Orange Line Elevated and New Haven Railroad overpass visible.

The next stop was on the Riverside Line near Cleveland Circle/Reservoir, followed by Beacon Street, showing the transition from Traction Orange to the Green Line paint scheme eventually found on all remaining PCCs in the last years of PCC service. This included both views taken from the street and from a chasing automobile. The view shifted to a jaunt on Commonwealth Avenue Line, followed by Riverside Yard. In this footage, a train of three PCCs as many different paint schemes (including the "Grey Ghost") made an appearance, as did the already extensive commuter parking lot.

The footage shifted forward in time to January 1978, following the already respectable snowstorm that preceded and was overshadowed by the more famous Blizzard of 1978: Footage of Cleveland Circle/Reservoir showed PCCs and USSLRVs (more commonly known as Boeing LRVs) after this blizzard. Even this smaller snowstorm blocked much of the track and caused PCCs to become disabled; also, as in recent years, the streets were cleared before the tracks, thus favoring automobile transport over public transportation. Footage also included operation of former Boston Elevated Railway Type 3 streetcars that had long ago been converted to snowplows, working to clear the tracks.

Part 2 of the first DVD showed video with sound of the Green Line in 2010. Although the sights and sounds presented are familiar to many BSRA members today, they will be of historical importance in the future, just as has been recognized for older footage. This footage started at Heath Street, showing Type 7s and Type 8s, and proceeded onto South Huntington Avenue, and also showed 1000-series articulated buses on bus route 39, which also runs on South Huntington and Huntington Avenue as well, as proceeding southeast of Heath Street along the rest of the route that used to be part of the Arborway Branch of the Green Line. Then the view shifted to the Cleveland Circle Line, including the tunnel entrance, intermediate points, and then Cleveland Circle itself and Reservoir Carhouse/Yard, this time in its modern layout. Some of the Type 7s had been repainted (in two different paint schemes) by this time, although the major overhaul work still underway at the time of this show had not yet started. The footage proceeded back to

the tunnel, and then switched to Commonwealth Avenue and proceeded outbound, and included the spot where a line of PCCs had gotten stuck in the Blizzard of February 1978, and then proceeded out towards Boston College Station, including the Lake Street Yard, before proceeding back inbound. A closeup demonstrated that by 2010, all of the original roll signs on the Type 7s had all been replaced with digital signs. Another closeup showed the outbound branch off the Commonwealth Avenue Line to Cleveland Circle by way of Chestnut Hill Avenue -- the outbound part of this branch was cut after Type 8 #3807 derailed on the switch, although the inbound part of this branch is still usable, as are both directions of the connection from Boston College/Lake Street to Cleveland Circle/Reservoir.

Further modern footage showed Riverside Yard, including the sign commemorating the opening of the Riverside Line in 1959, and then showing the chain link fences blocking off the yard, which required multiple attempts to get a good view of the station, including a trip onto a hillside where trees caused a problem a similar problem as the fence, before finding a vantage point with a clean view of the carhouse, even including two Type 7s on lifts visible through the shop doors, as well as many Type 7s and Type 8s in the yard.

The next footage came full circle to where Part 1 began, showing the Green Line to Lechmere, still in 2010. This included the viaduct that connects to Science Park Station -- this section was built in 1910 and not replaced along with the elevated structure between Science Park and North Station. This footage ended the presentation of the Green Line with brief views of Lechmere Station.

This DVD then proceeded to bonus still black-and-white photos of the 0600/0700-series Red Line cars built from 1911 - 1928 by Standard Steel, Laconia, Pressed Steel, and Bradley. These were shown in Eliot Yard (near Harvard University in Cambridge), next to the 01400-series Pullman-Standard cars that replaced them. This was followed by photos of scrapping of the old cars in 1963 after they were made redundant by the aforementioned 01400-series Pullman-Standard cars. This was followed by video footage of the 01400-series cars in their original blue paint scheme crossing Longfellow Bridge in 1972, along with the 01500/01600-series Pullman-Standard built in 1969 - 1970. The view shifted forward in time again, showing Longfellow Bridge in 2008, with the Red Line fleet no longer including 01400-series cars, but now also including the 01700-series cars (built by UTDC in 1987 - 1989, and visually extremely similar to the 01500/01600-series cars) and 01800-series cars built by Bombardier in 1993 - 1994. After a brief view of the recently rebuilt nearby Charles/MGH Station, the view shifted back to Longfellow Bridge and its surroundings, but now at night, with the 2005-vintage digital videotape camera being able to make images as good as what one could see personally under the same lighting conditions. These concluded this DVD.

The second DVD started with Super 8 mm footage of the Orange Line in 1966 and 1967 with narration, but first starting with a list of the stations visited, with all of these being on the original elevated stations, for none of the original Boston Elevated Railway Main Line elevated structure had yet been replaced with the modern surface trackage. The footage started in 1966 from Everett Station, and featured a view out the front, with narration describing the station and maintenance buildings (such as Sullivan Square station, Everett Shops, and the Boston Edison generating plant) along the way, along with views of some of the oldest Boston Elevated Railway cars still kept in service at the time (Type #9, in the series 0900 - 0975), as well as Blue, "Grey Ghost", and Orange/Grey paint schemes. The view out the front provided an excellent view of the elevated structure and its track layout, especially on curves, as well as showing the stations themselves. Footage also included some taken from station platforms or nearby streets. The footage taken from the elevated structure near North Station and from the North Station platform and nearby structures was especially historically important, also featuring PCC operation on the adjacent Green Line. (Note that at this time the green paint scheme had not yet appeared on the Green Line, although a few "Grey Ghost" PCCs could be seen.)

Footage picked back up on the southern elevated structure of the Orange Line, with the first above-ground station being Dover Street. Footage of Dudley Street Station showed the turnaround loop that was still in place (although no longer in use, since it was too sharp for the

Pullman-Standard 01000-series) cars to go around. The view proceeded to Forest Hills, showing the track layout and even interior footage of Orange Line cars, before proceeding back north. The trip back through Dudley Street Station showed platforms on both sides of the cars, a configuration now found only at Park Street Station and Riverside.

The next stop was in Everett Shops in 1967, and showed a variety of MBTA equipment, including rapid transit cars, PCCs, and buses of several varieties, and trackless trolleys (mostly built by Pullman-Standard of Worcester, MA). In here too a variety of paint schemes was evident. Internal combustion buses included those built by White (with gasoline propulsion), GM Old Look, GM New Look ("Fishbowls"), Mack, and others. The DVD also included footage of the Everett Shops transfer table in operation, featuring a HiRail vehicle to move equipment along the transfer table track onto adjoining track.

The next footage of the Orange Line returned to Everett Station, this time filmed from the ground and from an automobile running near the tracks, and also including a bit of bus operations at Everett Station.. The automobile chase part of this proceeded to Sullivan Square Station, and thence into Charlestown. The original original Sullivan Square Station was architecturally impressive but suffering from disrepair; the view included bus operations there, featuring a turnaround loop formerly used by trackless trolleybuses, and before that by streetcars. Footage from ground level continued along the elevated structure, including views of the Charlestown Bridge and views taken from the Charlestown Bridge.

The first of two bonus footage concluding this DVD was of the New York City 9th Avenue Elevated Line in February 1969, starting in Midtown Manhattan, and looking out the front of a train. It showed similar detail to the aforementioned Orange Line footage, and included some trains of other lines that used the same elevated structure.. This proceeded over the Harlem River Bridge into the Bronx, ending up to Van Cortlandt Station, and showing some interior and exterior views of the subway cars.

The second (and final) bonus footage on this DVD was High Definition Video with sound, taken in August 29, 2008 of the MBTA Red Line at Longfellow Bridge, overlapping with the footage at the end of the first DVD, including the rebuilt Charles Street/MGH Station, day and night, and also showing traffic control measures for road work were also evident along the road part of the bridge, although this does not reflect the major bridge overhaul that has started since then and is currently still in progress. As noted before for modern Green Line footage, this modern Red Line footage will prove to be historically important in the future.

SHORT FORM (for Annual Report) Entertainment Report for March 5, 2016

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