

LONG FORM (for historical record) Entertainment Report for May 7, 2016

May 7, 2016. The Trams of Milan. Peter Ehrlich has been to Milan about 20 times to document tram operations. He started the show with a historical note about how Milan had to replace its trams of vintage 1900 or thereabouts in 1926, when Italy converted to right-hand running. Shortly after this, the Edison S.p.A. company (at the time the operator of Milan's tram system) ordered Peter Witt cars (type 1928, now designated ATM class 1500) to replace the older Edison cars. The 502 cars of this type were delivered in 1929 - 1930, and almost 200 of them are still running, making them the oldest active fleet in Europe, so it is fitting that one of these appeared on the first slide; Next, he showed slides of the overall map of the Milan area, and the north and south sides. Trams in different paint schemes followed: first Peter Witts and then various articulated cars of mid Twentieth Century vintage ordered by the current operator, ATM (Azienda Trasporti Milanese). The latter included (4600-series and 4700-series, built in 1955 - 1960, of two segments running on six axles) and (4800-series and 4900-series, both also known as "JumboTrams", built in 1973 - 1977 and 1976 - 1978, respectively, of three segments running on 8 axles). The next photos were of 100% low floor trams that were built and delivered in the early 2000s: Eurotrams (7000-series, articulated in seven segments running on eight axles, built by Adtranz and later Bombardier), long Sirio (7100-series, articulated in seven segments running on eight axles, built by AnsaldoBreda), and short Sirio (7500-series and 7600-series, articulated in five segments running on six axles, also known as "Sirietto"). The paint scheme is gradually being standardized on yellow (slightly orange) with white door posts and roofs, including repainting the newest trams starting in 2012, but Peter also showed old trams in green, red, and occasionally white or silver paint schemes and the former standard orange paint scheme, trams of all ages can be found in ad wrap as well. Orange trams used to be common, but are now rare. Every tram in Milan is single-ended (typically being looped by going around a block), and none have left-hand doors, so the ends and sides appear different. Several of the older trams have been rebuilt, with air conditioning added, and all of the trams were converted from trolley pole operation to pantograph operation in the 1970s (thus, none of the newer trams ever had trolley poles). The Milan tram gauge is 1445 mm = 4' 8+7/8", a gauge also found in the former St. Louis (Missouri) streetcar system. The Sirio trams have very smooth and reflective sides, in which it is possible to see reflections of other trams. Specific tram types often operate on specific lines, but it is also possible to see old and new trams side by side, both in charter and normal operation.

Throughout the show, Peter showed trams in a great variety of Milan city scenes, including business districts and historic areas, as well as residential areas (later in the show, one of these photos showed apartment building sporting trees on every terrace). Whenever new tram lines go up, new housing follows. Milan does not ban automobiles and motorcycles from the streetcar right of way, but has much less personal vehicle traffic than American cities. A 1998 vintage photo featured a Peter Witt tram that is now operating in San Francisco.

Line 5 took over part of the interurban line to Desio, which was cut back. One of the photos of this line featured a four wheel (two axle) car side by side with one of the longer Sirio cars. Milan also has subway lines that connect with the tram lines. Some of the tram lines are loops, although different segments of the loop may not have the same line number. Milan has been adding and restoring tram lines after route abandonments of the mid Twentieth Century (including routes replaced by Metro lines), but some cutbacks have also occurred even in recent times.

In 1998, ATM rebuilt the first production Peter Witt tram, which featured in a series of photos of a charter trip, including passing through an impressive tram depot (also seen in more detail later) nicknamed the "cathedral of traction". This was one of a large number of historic trams (mostly Peter Witts) restored by ATM. Peter also showed the entrance of the factory where the first 100 Peter Witts were built, followed by a replica of an Edison two axle car made by rebuilding from a 1920s vintage work car, on a charter trip in 2005. Most of the Peter Witt trams were rebuilt in the 1980s with new electronic controls; only a few "non-revisione" trams remain without this

treatment. As noted above, all Milan trams collect current from the overhead wire by means of pantographs, but Peter showed us a photo of a Peter Witt car that had a trolley pole and retriever spool temporarily installed on it (for show) on a charter. One tram (car 1947) was painted in the colors of the Italian flag (red, white, and green) and specially lit to celebrate the 150th anniversary of independence from the Austrian Empire.. ATM runs two Peter Witt dinner trams for 65 Euros per person. The first several images of these were night photos due to the lateness of dinner in Milan, but the onset of Daylight Saving Time permitted some late daylight photos of these trams. Milan also has some Peter Witt tour trams, which have special magenta and green color schemes. Some additional two axle cars were originally work cars, but modified to carry passengers (similar to the one mentioned above in the charter trip in 2005).

The next stops were at five tram depots (car barns, all within Milan city limits), featuring a variety of tram types. The names of these depots are: Via Ruggero Leoncavallo, Via Messina, Via Forze Armate, Via Pietro Custodi, and Via Anassagora. In one of these, Peter showed that many of the Eurotrams are out of service and apparently not repairable, despite superficially appearing to be in good condition. One of the depots featured a view of a former interurban car used for towing broken down trams.

Peter saved the interurban lines originally planned for this show for a later show, which is also planned to include the Milan Metro and electric trolleybuses.

SHORT FORM (for Annual Report) Entertainment Report for May 7, 2016

May 7, 2016. The Trams of Milan. Peter Ehrlich presented a digital slide show on the streetcars of Milan, Italy, covering the period between 1997 and 2015. Peter has made numerous visits to Milan over this time span, and his show showcased the urban tram network and its diverse fleet ranging from the 1928 Peter Witt cars to the low-floor Sirio. Somewhat under 200 of the 502 Peter Witts are still in service today, making them the oldest active fleet in Europe! (Another 11 of them operate in San Francisco.)

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