

# Orange Line Boston Subway Mbta

David Sadowski

**Boston's Blue Line** Frank Cheney,2004-04-01 Boston's rapid-transit Blue Line covers a distance of 5.94 miles, a twenty-three-minute commute that begins at Bowdoin station in downtown Boston, travels under the harbor, passes Revere Beach, and stops at Wonderland. Today's commuters might be surprised to learn that the line they are riding was once operated by trolley cars and narrow-gauge steam-powered commuter trains, for it was not until 1904 that the East Boston Tunnel under the harbor was completed. By 1917, the number of people riding the Blue Line had climbed to twenty-five thousand a day. Although significant advances had been made to accommodate high-volume commuter traffic, rush-hour congestion at downtown stations remained a problem. In the 1920s, with ridership exceeding forty-two thousand people a day, the Boston Elevated Railway and the Boston Transit Commission agreed to convert the tunnel to a rapid-transit operation with a transfer station at Maverick Square. Further expansion occurred in the 1950s, when the Blue Line was extended to Orient Heights, Suffolk Downs, and Revere Beach.

**Boston's Red Line** Frank Cheney,2002 When the Boston Elevated Railway Company broke ground for the Cambridge Subway in May 1909, its intention was to provide the cities of Boston and Cambridge with the finest and most efficient rapid-transit system of the time. Other cities, such as New York and Philadelphia, paid close attention, adopting many of the Cambridge Subway's revolutionary design features. The subway became known as the Red Line and eventually extended from Cambridge across the Charles River through Boston, serving Dorchester, Braintree, and Mattapan. Boston's Red Line: Bridging the Charles from Alewife to Braintree details one of Boston's oldest and busiest subway lines. This nostalgic collection of vintage photographs documents the line's construction and its engineers and leaders, such as Maj. Gen. William A. Bancroft, mayor of Cambridge and president of the Boston Elevated Railway Company. In these pages, watch as crews break ground in Harvard and Andrew Squares and see the 1929 trolleys that replaced Mattapan's commuter train service. Through exciting, historic photographs, Boston's Red Line: Bridging the Charles from Alewife to Braintree tells the fascinating story of how the Crimson City's subway became the modern Red Line, taking passengers beneath the streets of Boston to landmarks such as Harvard Square, Massachusetts General Hospital, historic Park Street, and the Longfellow Bridge.

**Boston in Transit** Steven Beaucher,2023-03-07 A richly illustrated story of public transit in one of America's most historic cities, from public ferry and horse-drawn carriage to the MBTA. A lively tour of public transportation in Boston over the years, Boston in Transit maps the complete history of the modes of transportation that have kept the city moving and expanding since its founding in 1630—from the simple ferry serving an English settlement to the expansive network of the Massachusetts Bay Transportation Authority, or MBTA. The story of public transit in Boston—once dubbed the Hub of the Universe—is a journey through the history of the American metropolis. With a remarkable collection of maps and architectural and engineering drawings at hand, Steven Beaucher launches his account from the landing where English colonists established that first ferry, carrying passengers between what is now Boston's North End and Charlestown—and sparing them what had been a two-day walk around Boston Harbor. In the 1700s, horse-drawn coaches appeared on the scene, connecting Boston and Cambridge, with the bigger, better Omnibus soon to follow. From horse-drawn coaches, horse-drawn railways evolved, making way for the electric streetcar networks that allowed the city's early suburbs to sprout—culminating in the multimodal, regional public transportation network in place in Boston today. With photographs, brochures, pamphlets, guidebooks, timetables, and tickets, Boston in Transit creates a complete picture of the everyday experience of public transportation through the centuries. At once a practical reference, local history, and travelogue, this book will be cherished by armchair tourists, day-trippers, and serious travelers alike.

**Boston's Orange Line** Andrew Elder and Jeremy C. Fox,2013 The story of the Orange Line is the story of Boston: always in flux but trailed by its long history. Since 1901, this rail line's configuration has evolved in response to changes in the city, society, and technology. Hazardous sections have been eliminated, ownership has transitioned from private to public, and the line has been rerouted to serve growing suburbs and to use land cleared for the failed Inner Belt. Both its northern terminus, which shifted from Everett to Malden, and the southern route, realigned from Washington Street to the Southwest Corridor, have seen dramatic transformations that have in turn changed riders' lives. Today, the line's 10 miles of track curve through many Greater Boston communities, serving thousands along the way.

**Boston Below** Joseph R. Votano,Karen E. Hosking,2013 Every day, roughly 720,000 people from all walks of life use the four lines of the Boston MBTA subway system: Red, Green, Blue, and Orange. The T, as it's known, is a vital link to living, working, or visiting in Boston. The subway system acts as the city's arteries. It includes 28 underground and 80 above-ground stations. Over 145 compelling art photographs explore the T-riders, their behavior, their actions when waiting for or riding a train, and their response to the chaotic push of rush hour. With a keen eye, both the T's infrastructure and its many stations with their varied architecture, artwork, and physical layouts are captured. With the first tunnel excavation begun in 1895 and the last station completed in 1985, there is plenty of variation to explore. Interestingly, this volume also offers a rarely seen glimpse of how the trains are kept operational in several maintenance facilities. Here is a fascinating visual journey through one of the nation's oldest subway systems. Whether you are a regular subway rider, a fan of photography, a train enthusiast, or a people watcher, there is something here for you.

**A Wicked Good Trip!** Dave Brigham,2016-10-28 The story of students taking a field trip along the Green Line subway in Boston. In addition to learning about the historic Green Line trains and stops, the class visits many Boston landmarks, including Fenway Park, the Boston Common and the Museum of Fine Arts.

**Future Transport in Cities** Brian Richards,2012-09-10 Cities around the world are being wrecked by the ever-increasing burden of traffic. A significant part of the problem is the enduring popularity of the private car - still an attractive and convenient option to many, who turn a blind eye to the environmental and public health impact. Public transport has always seemed to take second place to the car, and yet alternative ways of moving around cities are possible. Measures to improve public transport, as well as initiatives to encourage walking and cycling, have been introduced in many large cities to decrease car use, or at least persuade people to use their cars in different ways. This book explores many of the measures being tried. It takes the best examples from around the world, and illustrates the work of those architects and urban planners who have produced some of the most significant models of transport architecture and city planning. The book examines the ways in which new systems are evolving, and how these are being integrated into the urban environment. It suggests a future where it could be mandatory to provide systems of horizontal movement within large-scale development, using the analogy of the lift, upon which every high-rise building depends. In so doing, future cities could

evolve without dependence on the private car.

*Charlie on the M. T. A.* Julia O'Brien-Merrill, 2017-07-25 Do you know why the transit fare card in Boston is called the CharlieCard? Young readers will find out, and should bring an extra nickel along, when they hop aboard the T to follow Charlie through the streets of Boston in 1949. The full-page magical illustrations of Caitlin Marquis will take readers on a ride above and below the streets of Boston as they were in Charlie's time, zooming past familiar landmarks--many still standing, some long gone--wondering all the while, will Charlie ever return? Julia M. O'Brien-Merrill sets the story straight using original historical documents and the original M.T.A. song lyrics of the mayoral campaign song, written by Bess Lomax Hawes and Jackie Steiner, for her father Walter A. O'Brien, Jr. A timeline at the end of the book has juicy tidbits of Boston's history surrounding this time-honored folk song, made famous by the Kingston Trio, and will inform and enthrall readers young and old.

**Field Guide to Trains** Brian Solomon, 2016-06-15 The ultimate guide for train lovers, Field Guide to Trains is fully loaded with pictures and fun facts on all the machines that ride the rails

Car-free in Boston , 1995

*Make Way for Ducklings* Robert McCloskey, 1999-02-01 Robert McCloskey's unusual and stunning pictures have long been a delight for their fun as well as their spirit of place.--The Horn Book Mrs. Mallard was sure that the pond in the Boston Public Gardens would be a perfect place for her and her eight ducklings to live. The problem was how to get them there through the busy streets of Boston. But with a little help from the Boston police, Mrs. Mallard and Jack, Kack, Lack, Nack, Ouack, Pack, and Quack arrive safely at their new home. This brilliantly illustrated, amusingly observed tale of Mallards on the move has won the hearts of generations of readers. Awarded the Caldecott Medal for the most distinguished American picture book for children in 1941, it has since become a favorite of millions. This classic tale of the famous Mallard ducks of Boston is available for the first time in a full-sized paperback edition. Make Way for Ducklings has been described as one of the merriest picture books ever (The New York Times). Ideal for reading aloud, this book deserves a place of honor on every child's bookshelf. This delightful picture book captures the humor and beauty of one special duckling family. ... McCloskey's illustrations are brilliant and filled with humor. The details of the ducklings, along with the popular sights of Boston, come across wonderfully. The image of the entire family proudly walking in line is a classic.--The Barnes & Noble Review The quaint story of the mallard family's search for the perfect place to hatch ducklings. ... For more than fifty years kids have been entertained by this warm and wonderful story.--Children's Literature

**Trains, Buses, People** Christof Spieler, 2018-10-23 What are the best transit cities in the US? The best Bus Rapid Transit lines? The most useless rail transit lines? The missed opportunities? In the US, the 25 largest metropolitan areas and many smaller cities have fixed guideway transit--rail or bus rapid transit. Nearly all of them are talking about expanding. Yet discussions about transit are still remarkably unsophisticated. To build good transit, the discussion needs to focus on what matters--quality of service (not the technology that delivers it), all kinds of transit riders, the role of buildings, streets and sidewalks, and, above all, getting transit in the right places. Christof Spieler has spent over a decade advocating for transit as a writer, community leader, urban planner, transit board member, and enthusiast. He strongly believes that just about anyone--regardless of training or experience--can identify what makes good transit with the right information. In the fun and accessible *Trains, Buses, People: An Opinionated Atlas of US Transit*, Spieler shows how cities can build successful transit. He profiles the 47 metropolitan areas in the US that have rail transit or BRT, using data, photos, and maps for easy comparison. The best and worst systems are ranked and Spieler offers analysis of how geography, politics, and history complicate transit planning. He shows how the unique circumstances of every city have resulted in very different transit systems. Using appealing visuals, *Trains, Buses, People* is intended for non-experts--it will help any citizen, professional, or policymaker with a vested interest evaluate a transit proposal and understand what makes transit effective. While the book is built on data, it has a strong point of view. Spieler takes an honest look at what makes good and bad transit and is not afraid to look at what went wrong. He explains broad concepts, but recognizes all of the technical, geographical, and political difficulties of building transit in the real world. In the end, *Trains, Buses, People* shows that it is possible with the right tools to build good transit.

*Beneath the Streets of Boston* , 2005 Beckoning readers to explore the territory beneath Boston's streets, Joe McKendry explores a century-old world when Beantown designed and created the country's first subway. In stunning artwork and through a fascinating narrative, you will enter the subterranean realm of workers who dug miles of tunnels by hand. Using pick and shovels to create new routes, you'll discover how these workers burrowed deep below Boston Harbor, under Beacon Hill and the Old State House, and built the Longfellow Bridge to carry the trains over the Charles River to the center of Cambridge. You'll read lively first-hand accounts of the turn-of-the-century public's perception of the underground public transportation, including their fears (expressed fantastically through the gruesome image of a fanged and tentacled subway microbe), and learn how the system served as a model for the rest of the country in its ability to relieve traffic, mitigate congestion (which was even more severe a hundred years ago than today) and get people anywhere they wanted to go for only a nickel.

Chicago Trolleys David Sadowski, 2017 Chicago's extensive transit system first started in 1859, when horsecars ran on rails in city streets. Cable cars and electric streetcars came next. Where new trolley car lines were built, people, businesses, and neighborhoods followed. Chicago quickly became a world-class city. At its peak, Chicago had over 3,000 streetcars and 1,000 miles of track--the largest such system in the world. By the 1930s, there were also streamlined trolleys and trolley buses on rubber tires. Some parts of Chicago's famous L system also used trolley wire instead of a third rail. Trolley cars once took people from the Loop to such faraway places as Aurora, Elgin, Milwaukee, and South Bend. A few still run today.

**Proceedings of the 4th International Conference on Electrical and Information Technologies for Rail Transportation (EITRT) 2019** Limin Jia, Yong Qin, Baoming Liu, Zhigang Liu, Lijun Diao, Min An, 2021-04-08 This book reflects the latest research trends, methods and experimental results in the field of electrical and information technologies for rail transportation, which covers abundant state-of-the-art research theories and ideas. As a vital field of research that is highly relevant to current developments in a number of technological domains, the subjects it covered include intelligent computing, information processing, Communication

Technology, Automatic Control, etc. The objective of the proceedings is to provide a major interdisciplinary forum for researchers, engineers, academicians as well as industrial professionals to present the most innovative research and development in the field of rail transportation electrical and information technologies. Engineers and researchers in academia, industry, and the government will also explore an insight view of the solutions that combine ideas from multiple disciplines in this field. The volumes serve as an excellent reference work for researchers and graduate students working on rail transportation, electrical and information technologies.

*Transit Capacity and Quality of Service Manual* Transit Cooperative Research Program,2003 Accompanying CD-ROM contains full text of the manual, Microsoft Excel spreadsheets, and a library of related documents.

**Biennial Report** West Virginia. Public Service Commission,1978 Part III of the First annual report 1913/14, covers the work of the Commission as the administrative board of the Workmen's compensation fund.

*Staff Supplementary Report to the Program for Mass Transportation of the Massachusetts Bay Transportation Authority Including Technical Data on the Action Projects and Major Alternatives* Massachusetts Bay Transportation Authority,1966

*When Boston Rode the EL* Frank Cheney,Anthony Mitchell Sammarco,2000-08-09 The Boston Elevated Railway broke ground in 1899 for a new transit service that opened in 1901, providing a seven-mile elevated railway that connected Dudley Street Station in Roxbury and Sullivan Square Station in Charlestown, two huge multilevel terminals. When the EL, as it was popularly known, opened for service, it provided an unencumbered route high above the surging traffic of Boston, until it went underground through the city. The new trains of the EL were elegant coaches of African mahogany, bronze hardware, plush upholstered seats, plate glass windows, and exteriors of aurora red with silver gilt striping and slate grey roofs. They stopped at ten equally distinguished train stations, designed by the noted architect Alexander Wadsworth Longfellow. All of this elegance, let alone convenience, could be had for the price of a five-cent ticket. The popularity of the EL was instantaneous. The railway continued to provide transportation service high above Boston's streets until 1987, when it was unfortunately ended after 86 years of elevated operation. Today, the squealing wheels of the Elevated trains, the rocking coaches, the fascinating views, and the fanciful copper-roofed stations of the line are a missing part of the character of Boston, when one could ride high above the city for a nickel.

**A People's Guide to Greater Boston** Joseph Nevins,Suren Moodliar,Eleni Macrakis,2020 Herein, we bring you to sites that have been central to the lives of 'the people' of Greater Boston over four centuries. You'll visit sites associated with the area's indigenous inhabitants and with the individuals and movements who sought to abolish slavery, to end war, challenge militarism, and bring about a more peaceful world, to achieve racial equity, gender justice, and sexual liberation, and to secure the rights of workers. We take you to some well-known sites, but more often to ones far off the well-beaten path of the Freedom Trail, to places in Boston's outlying neighborhoods. We also visit sites in numerous other municipalities that make up the Greater Boston region-from places such as Lawrence, Lowell and Lynn to Concord and Plymouth. The sites to which we do 'travel' include homes given that people's struggles, activism, and organizing sometimes unfold, or are even birthed in many cases in living rooms and kitchens. Trying to capture a place as diverse and dynamic as Boston is highly challenging. (One could say that about any 'big' place.) We thus want to make clear that our goal is not to be comprehensive, or to 'do justice' to the region. Given the constraints of space and time as well as the limitations of knowledge--both our own and what is available in published form--there are many important sites, cities, and towns that we have not included. Thus, in exploring scores of sites across Boston and numerous municipalities, our modest goal is to paint a suggestive portrait of the greater urban area that highlights its long-contested nature. In many ways, we merely scratch the region's surface--or many surfaces--given the multiple layers that any one place embodies. In writing about Greater Boston as a place, we run the risk of suggesting that the city writ-large has some sort of essence. Indeed, the very notion of a particular place assumes intrinsic characteristics and an associated delimited space. After all, how can one distinguish one place from another if it has no uniqueness and is not geographically differentiated? Nonetheless, geographer Doreen Massey insists that we conceive of places as progressive, as flowing over the boundaries of any particular space, time, or society; in other words, we should see places as processual or ever-changing, as unbounded in that they shape and are shaped by other places and forces from without, and as having multiple identities. In exploring Greater Boston from many venues over 400 years, we embrace this approach. That said, we have to reconcile this with the need to delimit Greater Boston--for among other reasons, simply to be in a position to name it and thus distinguish it from elsewhere--

Unveiling the Magic of Words: A Report on "**Orange Line Boston Subway Mbta**"

In some sort of defined by information and interconnectivity, the enchanting power of words has acquired unparalleled significance. Their power to kindle emotions, provoke contemplation, and ignite transformative change is truly awe-inspiring. Enter the realm of "**Orange Line Boston Subway Mbta**," a mesmerizing literary masterpiece penned with a distinguished author, guiding readers on a profound journey to unravel the secrets and potential hidden within every word. In this critique, we shall delve into the book is central themes, examine its distinctive writing style, and assess its profound impact on the souls of its readers.

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