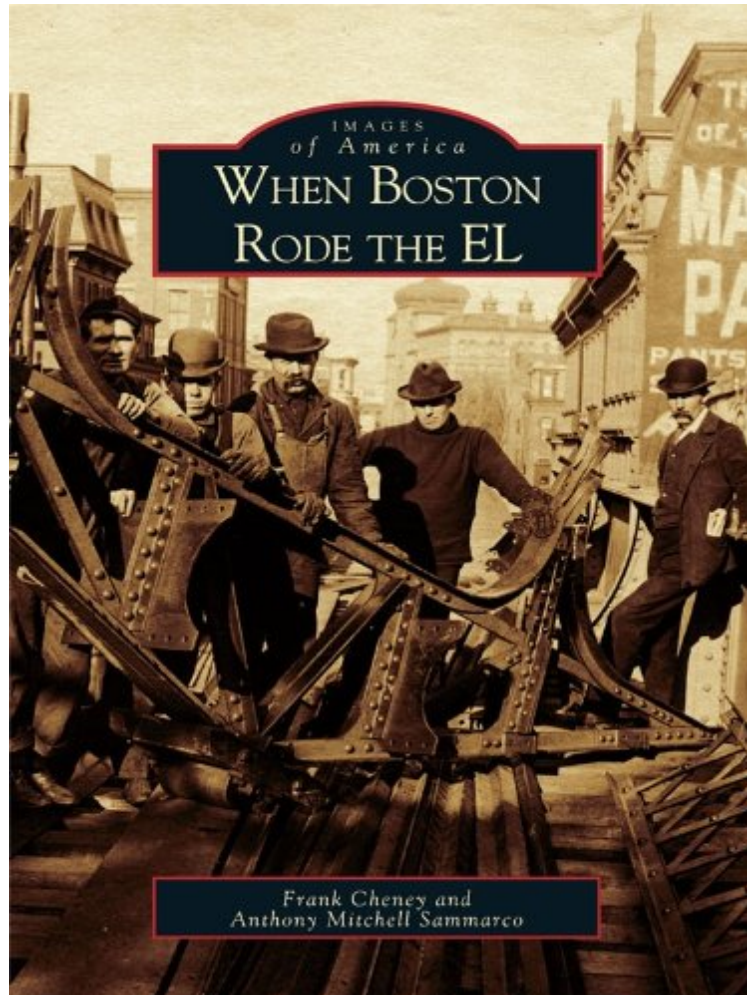


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When Boston Rode the EL (Images of America)

Frank Cheney, Anthony Mitchell Sammarco
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Frank Cheney, Anthony Mitchell Sammarco : When Boston Rode the EL (Images of America) before purchasing it in order to gage whether or not it would be worth my time, and all praised When Boston Rode the EL (Images of America):

1 of 1 people found the following review helpful. A History of a Long Gone Piece of The Boston Subway System By Frederick S. Goethel Whether to call the El a part of the subway system or the rail system in Boston could be put up for debate, but however you look at it, it is a part of transportation in Boston that is long gone and forgotten by most. This book is a pictorial and written history of the EL with information about its route and how it was constructed. Although I lived in Boston for the first 25 years of my life, I only have vague memories of there ever having been an elevated system. It was interesting to read about the system, how they overcame difficulties in construction and why it was taken down as early as it was. My only complaint is that the book is heavily laden with information about the early days of the system, but very late of the later days just prior to its destruction. If you are interested in the history of Boston or of various forms of mass transit, this is an excellent book that will be a fun and informative read. 1 of 1

people found the following review helpful. Five StarsBy Robert A. DraheimA good book on the history of the Mass Transit System.1 of 1 people found the following review helpful. No issues!By James MelloniNo issues.

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 Africanmahogany, 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 WadsworthLongfellow. 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 Bostons 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.