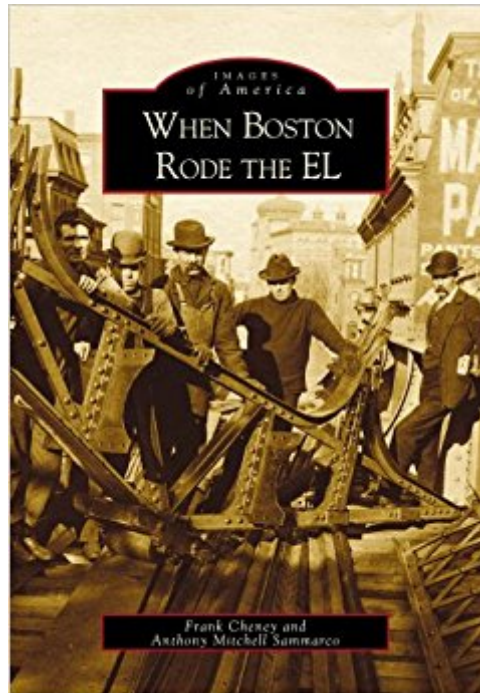


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# When Boston Rode The EL (Images Of America)



## Synopsis

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 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.

## Book Information

Series: Images of America

Paperback: 128 pages

Publisher: Arcadia Publishing (August 9, 2000)

Language: English

ISBN-10: 0738504629

ISBN-13: 978-0738504629

Product Dimensions: 6.5 x 0.3 x 9.2 inches

Shipping Weight: 11.2 ounces (View shipping rates and policies)

Average Customer Review: 4.7 out of 5 stars 4 customer reviews

Best Sellers Rank: #877,022 in Books (See Top 100 in Books) #156 in Books > Arts & Photography > Vehicle Pictorials > Trains #212 in Books > Travel > Food, Lodging & Transportation > Railroad Travel #314 in Books > Engineering & Transportation > Transportation > History > Railroads

## Customer Reviews

Frank Cheney and Anthony Mitchell Sammarco are the authors of Boston in Motion and Trolleys under the Hub. Join them as they take a last ride on Boston's EL and journey into the

city's past. In *When Boston Rode the EL*, they combine beautiful rare photographs and fascinating stories to complete the story of Boston's transportation history.

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.

A good book on the history of the Mass Transit System.

No issues.

great

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