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Southwest Corridor Transit Guide

On May 4, 1987, Boston's new Orange Line -- part of the MBTA's Southwest Corridor Project -- officially opens to the public. (The old elevated Orange Line between Dover and Forest Hills, via Dudley, closes on May 1.) This special issue of **Mass. Transit** describes the new line and the changes it will bring to the city's transit service.

The new Orange Line includes 9 stations along the former New Haven Railroad main line, through Boston's Back Bay, the South End, Roxbury, and Jamaica Plain:

* **New England Medical Ctr.**, Washington St., south of Stuart St.; and Tremont St. at Oak St. -- Serves Tufts Medical School; Don Bosco H.S.; Theatre District (Wang Center, Shubert and Wilbur Theatres); Bay Village and Chinatown neighborhoods.

* **Back Bay Station**, Dartmouth St., across from Neiman-Marcus, 2 blocks south of Copley Square -- Direct entrance to Copley Place shopping, offices, and hotels. Also serves John Hancock, Prudential, and other office buildings; Back Bay and South End neighborhoods. Connects with Framingham Line commuter rail now; with other commuter rail lines and with Amtrak in fall 1987.

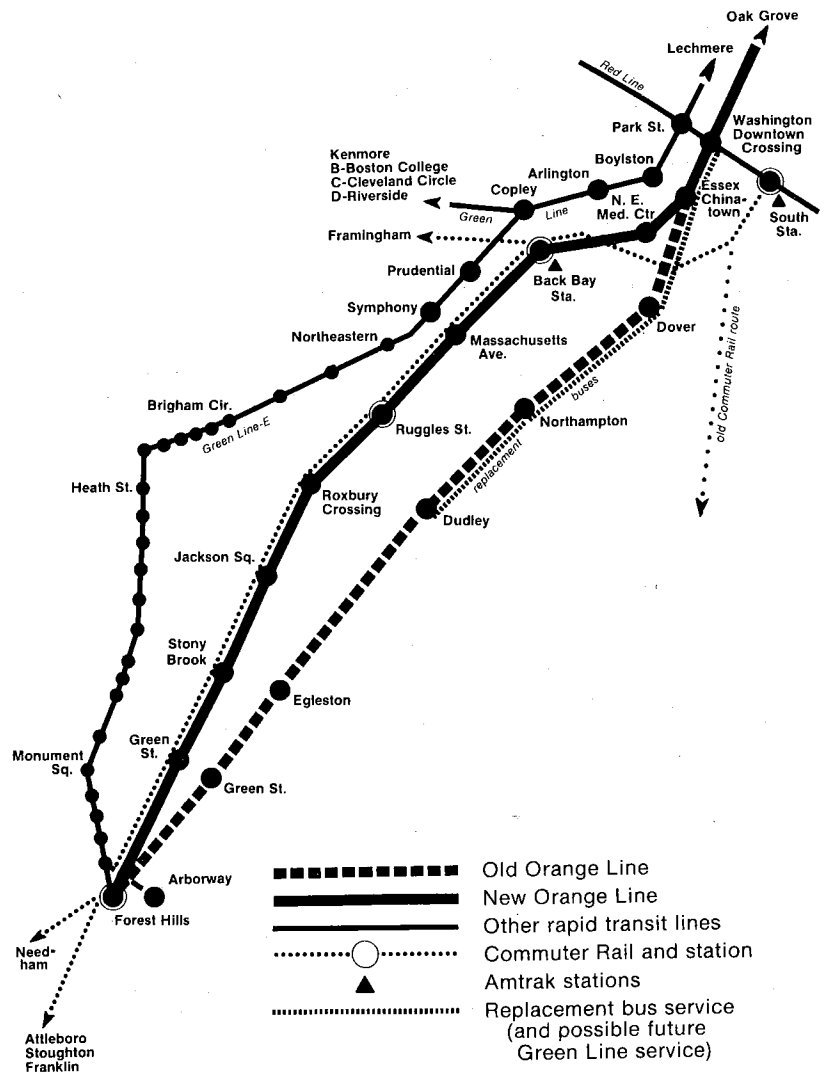
* **Massachusetts Ave.**, between Huntington Ave. and Columbus Ave. -- Serves Symphony Hall; Christian Science Center; N. E. Conservatory; South End and St. Botolph neighborhoods. Connects with T-Bus #1 (Harvard-Dudley).

* **Ruggles St.**, between Huntington Ave. and Columbus Ave. -- Serves Northeastern Univ.; Wentworth Institute; Museum of Fine Arts. 10-minute walk to Longwood Medical Area, or take T-Bus #47 (Central); contact MASCO (732-2384) for possible employee/student shuttle service. Connects with T-Buses to Roxbury and Dorchester.

* **Roxbury Crossing**, Tremont St. at Columbus Ave. -- Serves Mission Hill; Madison Park H.S.; Humphrey Occupational Resource Ctr. Connects with T-Bus #66 (Allston-Dudley).

* **Jackson Sq.**, Centre St. at Columbus Ave. -- Serves Jamaica Plain, Bromley-Heath, and Egleston Sq. neighborhoods.

* **Stony Brook**, Boylston St. at Lamartine St. -- Serves Jamaica Plain and Egleston Sq.



- * **Green St.**, at Amory St. -- Serves Jamaica Plain and Franklin Park.
- * **Forest Hills**, adjacent to the old Forest Hills station -- Serves Arnold Arboretum. Connects with T-Buses to Roslindale, West Roxbury, Hyde Park, Walpole.

Crosstown Bus Services Improve

With the opening of the new Orange Line, the MBTA has made important changes in three of its crosstown bus routes:

T-Bus #1 (Harvard-Dudley) has been restored to its former route via the Mass. Ave bridge, offering faster, frequent service between Cambridge, the Back Bay, and the South End. It has also been extended so that all trips serve Boston City Hospital. Orange Line riders can board Bus #1 at the new Mass. Ave. station; Green Line riders make the transfer at Auditorium or Symphony. (This route no longer serves Kenmore Sq. or Boston University.)

T-Bus #47, formerly (Central-Boston City Hospital), becomes (**Central-Andrew**) with an extension of its route to Andrew station via Southampton St. This bus serves Boston University's main campus as well as its medical school, plus Simmons College, Beth Israel Hospital, Harvard Medical School, Children's

Hospital, Boston Latin and English Schools, Northeastern University, and Boston City Hospital. Buses operate every 10 minutes at rush hour and every 20 minutes during the day. There is also night and weekend service.

Red Line riders from Dorchester and the South Shore may now change to Bus #47 at Andrew; Orange Line riders may transfer to it at Ruggles. From Ruggles, take #47 in the "Central" direction for service to B.U. and the Longwood Medical Area; in the "Andrew" direction for service to Boston City and University Hospitals.

Finally, **T-Bus #10**, formerly (City Point-Dudley), has been combined with T-Bus #68 and is now (**City Point-Copley**), via Andrew Sq. South Boston residents may use this route to commute to Boston City Hospital, University Hospital, the Prudential Center, and Copley Sq. without going into downtown Boston.

Replacement Service: Buses For Now

As reported in the last issue of **Mass. Transit**, MBTA officials still have not decided what kind of transit service will be offered along the old Orange Line el route between Downtown Crossing and Dudley Square.

The replacement study, which has taken ten years so far, has been considering three options: buses, trackless trolleys, and light rail. The light rail option would be a new extension of the Green Line, south from Boylston station, using an abandoned subway tunnel under Tremont St. Streetcars would come above ground near Don Bosco H.S. and follow Washington St. to Dudley Square.

Recently a new option has been added to the study: guided buses. Under this option, electric buses would enter the subway through the Tremont St. tunnel, and would share the subway tracks with Green Line streetcars from Boylston to North Station. It is expected that this option will add six months to a year to the study, which was supposed to make its final recommendation in 1984. It is not certain whether the new option is even technically feasible.

Until a final decision is made, transit service on Washington St. in the South End and Roxbury is being provided by T-Bus #49 (Dudley-Downtown). Service operates very frequently, for example, every 6 minutes at rush hour. Buses stop downtown on Bedford St. in back of Jordan Marsh (see dot "U" on the map on page 135 of "Car-Free in Boston").

Green Line Cars, Yards For Sale?

According to several sources, the T has agreed to sell a dozen LRV streetcars to San Francisco's Muni transit system. If the sale takes place, there will not be enough streetcars left in Boston to run full Green Line service. The T has also sold part of the Arborway car yard in Jamaica Plain; and other Green Line facilities in Brighton and Watertown are being eyed by developers.

The T is now studying whether or not to resume service on the Green Line's Arborway and Watertown branches, both of which are "temporarily" closed. The sale of Green Line cars and yards while these studies are going on raises doubts about their impartiality.

Since all of its branches feed directly into the central subway, the Green Line is an essential tool for boosting transit ridership into downtown. The studies being conducted by the T must consider the Line's effect on regional issues such as traffic congestion and air pollution. At the same time, these studies must not be swayed by offers from private interests. By selling its assets to raise cash, the T is only limiting its long-term options.



New Line Offers Easy Commute

Do you have the Green Line blues? Are you tired of fighting the crowds at Park St. or Government Center, just to ride to Copley? Try the new Orange Line instead. With a convenient stop at Back Bay Station, just across from Copley Place, the Orange Line now offers a faster, less crowded alternative to the Green Line.

You can also take the new Orange Line to Symphony Hall, Northeastern University, and the Museum of Fine Arts.

Red Line riders can connect to the new line at Downtown Crossing (Washington), and Blue Line riders can catch the Orange Line at State. The Orange Line also connects with MBTA commuter trains at North Station, and with North Shore T-Buses at Haymarket.

New T Maps On The Way!

The MBTA has promised that 250,000 new system maps, showing all subway, bus, and commuter rail lines, will be printed later this year.

The new map is long overdue, since the most recent maps are now 5 years old. Since those maps were printed in 1982, the Red Line has opened to Alewife, and many bus routes have changed. By contrast, new Massachusetts highway maps are printed every 2 years.

(A.P.T. still has a limited supply of the old MBTA maps, which we will send free to our members and readers while they last. Send a long (#10) self-addressed, stamped envelope with 39c postage to "Map," c/o A.P.T., Box 192, Cambridge, MA 02238.)

Commuter Rail Changes Coming

The new Orange Line is just Phase One of the Southwest Corridor project. Beginning this fall, all Amtrak intercity and south side commuter trains will stop at Back Bay Station, as well as South Station. Some commuter trains will also stop at Ruggles and Forest Hills.

Framingham Line commuter trains already stop at Back Bay Station. For Framingham Line riders, the new Orange Line now offers easy connections to Downtown Crossing and Haymarket (near Government Center), as well as to institutions near Ruggles station.

Amtrak trains to Worcester, Springfield, Hartford, and Chicago also now stop at Back Bay Station.

Free shuttle train service between Back Bay Station and South Station will continue until all commuter trains are switched over to the Southwest Corridor in the fall.

Subway Stations Renamed

With the opening of the new Orange Line on May 4, two existing subway stations have had their names changed.

Washington station, on the Orange and Red Lines, is now called **Downtown Crossing**.

Essex station, on the Orange Line, is now known as **Chinatown**.

If past experience is any guide, it will take several years for the MBTA to update all of its signs and maps. Some signs may have the new names while others will still carry the old names. Don't be confused!!

Join Us!

Mass. Transit is published quarterly by the Association for Public Transportation, Inc. (A.P.T.), a non-profit tax-exempt organization founded in 1973 to encourage the use and improvement of public transit in Boston. We support transit because it is ecologically sound, because it is less disruptive of neighborhoods, and because it is the only transportation available for many people.

We also publish "Car-Free in Boston," the guidebook to public transit in greater Boston and New England.

A.P.T. depends on donations from its members and friends to continue its activities. Membership is \$15 a year, or \$5 for students and persons on fixed incomes. Members receive Mass. Transit, as well as a copy of the next edition of "Car-Free" when it is published in 1988. All contributions are tax-deductible.

We welcome your ideas, comments, letters, and articles on transit issues. Please send them to Mass. Transit, c/o A.P.T., P. O. Box 192, Cambridge, MA 02238.

Association for Public Transportation, Inc.

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Car-Free Update #3

A.P.T.'s guidebook "Car-Free in Boston" contains complete listings of all Boston-area transit services. "Car-Free" is sold at bookstores and newsstands, or use the mail order coupon in this newsletter. Below are transit service changes since Update #2 in January.

- Green Line** Closed for construction between **Copley** and **Kenmore**, Mon-Fri after 9:00 pm, until November 1987. Buses serve Copley, Auditorium, and Kenmore stations, with free transfer to/from the subway.
- Red Line** Closed for construction between **Kendall** and **Andrew**, Mon-Fri after 9:00 pm, beginning mid-May. Buses will offer substitute service.
- Fitchburg Line** Trains now terminate at Fitchburg, with connecting buses to Gardner.
- Brush Hill** **Boston-Canton**. Service to Mattapan and to Stoughton is discontinued; buses originate at Howard Johnson's parking lot in Canton.

Ruggles station is now the terminus for most buses serving Roxbury and Dorchester, replacing both Dudley and Egleston stations on the old Orange Line. Ruggles is served by the following T-Buses:

- T-Bus 8 Columbia Pt.-Ruggles, via Edward Everett Sq., Mass. Ave., Dudley Sq.
- T-Bus 15 Kane Sq.-Ruggles, via Uphams Corner, Dudley Sq.
- T-Bus 19 Fields Corner-Ruggles, via Geneva Ave., Grove Hall, Warren St., Dudley Sq.
- T-Bus 22 Ashmont-Ruggles, via Talbot Ave., Seaver St., Egleston Sq., Jackson Sq.
- T-Bus 23 Ashmont-Ruggles, via Washington St., Grove Hall, Warren St., Dudley Sq.
- T-Bus 28 Mattapan-Ruggles, via Blue Hill Ave., Grove Hall, Warren St., Dudley Sq.
- T-Bus 29 Mattapan-Ruggles, via Blue Hill Ave., Seaver St., Egleston Sq., Jackson Sq.
- T-Bus 42 Arborway-Ruggles, via Washington St., Egleston Sq., Dudley Sq.
- T-Bus 43 Ruggles-Park St., via Tremont St., South End, Boston Common.
- T-Bus 44 Franklin Park-Ruggles, via Humboldt Ave., Dudley Sq.
- T-Bus 45 Franklin Park-Ruggles, via Grove Hall, Blue Hill Ave., Dudley Sq.
- T-Bus 47 Central-Andrew, via Boston U., Longwood Medical Area, Boston City Hospital.

The following T-Buses still terminate at Dudley Sq.:

- T-Bus 1 Harvard-Dudley, via M.I.T., Mass. Ave. bridge, Boston City Hospital.
- T-Bus 14 Roslindale-Dudley, via American Legion Hwy, Blue Hill Ave, Grove Hall.
- T-Bus 41 Centre & Eliot Sts.-Dudley, via Centre St., Jackson Sq.
- T-Bus 46 Heath St.-Dudley, via Jackson Sq.
- T-Bus 49 Dudley-Downtown, via Washington St., South End, Chinatown.
- T-Bus 66 Allston-Dudley, via Brookline Village, Brigham Circle, Roxbury Crossing.

AIRLINE TERMINAL CHANGES AT LOGAN AIRPORT:

Continental.....Terminal A...800-525-0280	Ransome.....Terminal B...800-223-1115
Allegheny Comm...Terminal B.....482-3160	Air France.....Terminal E...800-237-2747
Hub Express.....Terminal B.....1-897-5500	Icelandair.....Terminal E...800-223-5500

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