

January–June 2003 • \$10.00 / Las Vegas Monorail • Transport for London, Part 2: London's Jubilee Line Extension

HEADLIGHTS



HEADLIGHTS

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On the Cover: One of Las Vegas Monorail's sleek new Bombardier M-VI trains by John Linden Photography. **13**

NEWS

CALIFORNIA

Go Ahead for LA's Exposition Light Rail



JOHN STERN, SPRAGUE LIBRARY COLLECTION

A bill to rescue the proposed Exposition Light Rail line between Santa Monica and downtown Los Angeles was approved by the California State Senate Transportation Committee. The legislation establishes a construction authority to oversee the project's design and construction which will be built along Exposition Boulevard on an abandoned Pacific Electric right-of-way (seen above in the 1950s). The \$426-million project was threatened by funding shortages and proposals were advanced for less costly express bus service along that corridor. A similar construction authority successfully guided the completion of the new light rail line to Pasadena.

Sacramento Looking to Acquire San Jose Cars

The Regional Transit system may acquire 21 light rail cars from the Valley Transit Authority in San Jose. If an agreement can be reached, RT will lease the vehicles for \$250,000 each and modify them for service in Sacramento. At the end of 15 years the cars will become the property of Sacramento Regional Transit.

San Jose is replacing its original fleet of LRV's with new low-floor cars and has put the older cars up for sale or lease. They are slightly wider and longer than Sacramento's existing fleet of cars which were built by Siemens Duewag and the Spanish builder CAF. The station platforms will have to be shaved to provide more clearance for the former VTA cars which will be limited to three car trains because of platform lengths. The cars are expected to be in service in time for the opening of the six-mile light rail line from Sacramento to Meadowview Road in October 2003. Another 10.9 mile extension to Folsom is scheduled to open in April 2005.

Central Freeway Bridge Removed Over Market Street in San Francisco

Service on the F-Market Street route was cut back to Van Ness Avenue from April 18-23 while the Central Freeway bridge over Market Street was removed. Shuttle buses were operated between Van Ness Avenue and Castro Street while the streetcar service was suspended. In the



FRANK S. MIKLOS

days before the start of service on the F-Line, a Hiroshima car (above) was operated in conjunction with the San Francisco Trolley Festival.

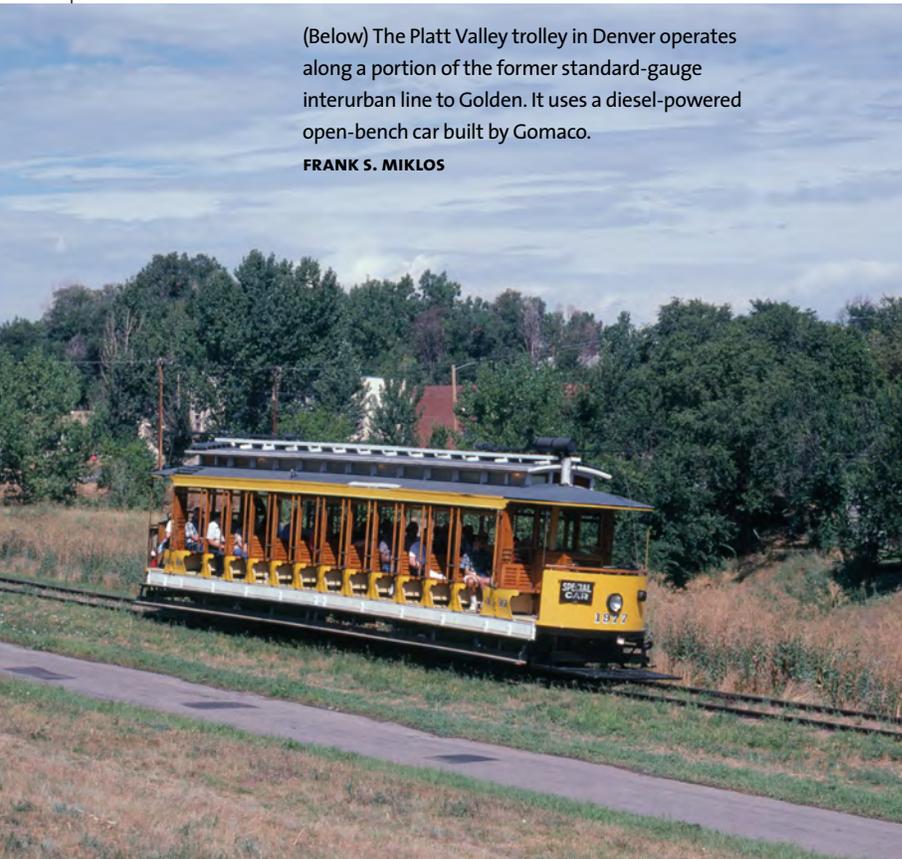
COLORADO

Denver to Golden Light Rail Line Proposed

The Regional Transportation District has proposed a new light rail line linking Denver with Golden, Colorado. The 12-mile line will utilize the right-of-way of the abandoned Denver and Inter-mountain interurban route that was abandoned in the 1950s. If the construction of the line is approved, it is expected to carry 31,000 daily riders. No date was given for the projected completion of the line.

(Below) The Platt Valley trolley in Denver operates along a portion of the former standard-gauge interurban line to Golden. It uses a diesel-powered open-bench car built by Gomaco.

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MARYLAND

Hikers and Bikers Block DC's Proposed Purple Line

When the Baltimore & Ohio Railroad abandoned its Georgetown Branch between Bethesda and Silver Spring, the right-of-way was purchased by the State of Maryland for a future passenger service between those two communities. In the interim, the right-of-way was utilized for hikers and bicyclists. When plans were announced for a light rail service on that line, the hikers and bikers protested the destruction of their "historic trail."

Despite such objections, strong support for the rail project, to be known as the Purple Line, was voiced by residents at public hearings. The plan also had the support of Maryland Governor Glendening, but was opposed by members of a country club that did not want light rail trains operating along the edge of its property.

Maryland's county executive proposed an alternate outer route that would run completely underground as a branch of the Washington Metro, but the \$5 billion cost was so expensive as to make funding very unlikely. Residents and other local officials supporting use of the old B&O alignment urged that construction of the Purple Line be approved to provide an alternative to the congested roadways between Bethesda and Silver Spring.

Before this could be done, Maryland's new governor voiced support for new highway construction projects in the area. His transportation secretary expressed concern for the interests of the country club along with those who wanted to preserve the hiking and biking trail. He stated that "this trail is a treasure" and proposed a bus transitway that would operate along Jones Bridge Road an east-west artery north of the country club. That route had been proposed for light rail in 2000, but rejected as unsuitable.

Supporters of the Purple Line light rail service continue to push for it to be constructed, but they are up against supporters of busways and an expensive subway, neither of which seems as practical as the original light rail plan. At this point the situation may remain unresolved for years to come.

BOSTON, MASSACHUSETTS

Arborway Service Still on Hold

Plans for restoring the outer end of the Arborway streetcar line have been challenged by merchants in the Jamaica Plain business district who claim the service will disrupt traffic and cause hardship to their shops and restaurants. A group called Better Transit Without Trolleys has been formed to protest the restoration of the rail service. MBTA general manager Matthew H. Mulhern was quoted as saying, "We need to bring the trolleys to the curb or the curb to the trolleys." He also cited concerns about public safety and the effect that the streetcars will have on the response times of emergency vehicles.

Supporters of the rail service have vowed to file a lawsuit because the MBTA's capital budget did not include construction funds for the trolley line. Newly elected Governor Mitt Romney is reviewing transportation funding in an effort to minimize spending, and proposals are being advanced for the use of compressed natural gas buses as an alternative to the trolleys. Rail service proponents have rejected this because any bus scheme will not provide passengers with a one seat ride into the Green Line subway for people traveling into downtown Boston.

Late in June the Massachusetts Secretary of Environmental Affairs ruled against substituting natural gas buses for trolleys on the route. She stated that the MBTA and state transportation officials failed to prove that the use of trolleys was not feasible. She wrote that the MBTA is required by law to restore light rail to this corridor and instructed the MBTA to proceed with the final environmental report. That review would be limited to trolleys with no consideration for bus service on the line.

Earlier in the year, the Sierra Club voiced strong criticism of the MBTA's plans for Phase III of the Silver Line bus service on Washington Street. They noted that the transit agency had promised equal or better service than that which was provided by the discontinued Orange Line along that corridor. The new plans call for the construction of tunnels that would allow buses to travel underground into the Boylston Street station of the Green Line and continue to South Station. The Sierra Club pointed out that a better service could be provided by utilizing the unused Tremont Street trolley ramps to provide direct light rail service into the Boylston Street subway station. A light rail line from Dudley Square to downtown Boston would cost approximately \$160-million compared with a cost of over \$1-billion for the Silver Line bus service. They stated that light rail for less money is the smart, convenient choice.

Rail Link Plans Dropped

Meanwhile plans for a rail link between North Station and South Station have been dropped because of funding shortages. The projected tunnel has widespread support and would provide substantial benefits to the region, but is estimated to cost \$8.7 billion to build. The proposal for such a connection was first advanced in conjunction with the \$14.6 billion Big Dig highway project. Incorporating the rail right-of-way into the new underground roadway was seen as a logical way to facilitate the project. However, the rail segment of Big Dig was deleted in an effort to reduce construction costs at a time when the highway was suffering from billions of dollars in cost overruns.

MINNESOTA

Minneapolis Approves Short Hiawatha Extension

The Metropolitan Council has approved a short extension of the Hiawatha light rail line that will bring trains directly to the existing bus transit station at the Mall of America. The extension will be just under a half mile in length and will cost \$38.9 million. Funding will come from money that was set aside for the purchase of new buses which are no longer needed due to service reductions on many routes.

The original station location would have required a long walk through an elevated pedestrian skyway to reach the mall. The new plan will include a park and ride facility with spaces for over 600 cars, as well as improved coordination between buses and the light rail line. The original terminal location will be used for real estate development.

ST. LOUIS, MISSOURI

Shrewsbury Extension Breaks Ground

Ground was broken on April 9, 2003 for a new Metrolink line between Forest Park and Shrewsbury. The new \$550.3 million line is expected to open in March 2006. It will have nine new stations, two of which will have park and ride lots. The existing Forest Park station will be extensively redesigned to accommodate the new line.

Shiloh-Scott Extension Opens

The newest extension of the original Metrolink line opened on June 21 when the 3.5-mile segment to the Shiloh-Scott station was placed in service. The first light rail vehicle entered the station at 9:40 a.m. carrying dignitaries and transit officials. Planes from nearby Scott Air Force Base saluted the new service with a flyover, while the U.S.A.F. Band of Mid-America provided entertainment in conjunction with a ribbon cutting ceremony.

Delmar Boulevard Line Proposed

A local group in the vicinity of the old Delmar streetcar terminal want to bring trolleys back to the district. The nonprofit Loop Trolley Company has proposed a service between the Forest Park Metrolink station and the Delmar loop. The trolleys would serve businesses, restaurants, and entertainment centers along Delmar Boulevard.

Promoters of the Delmar Boulevard line hope to raise \$6 million to provide the local contribution toward the \$32 million cost of the project. The balance of the money would come from federal funding. If the streetcar line is approved, construction could not begin until work on the Metrolink extension between Forest Park and Shrewsbury is completed. This will involve rerouting traffic to Delmar Boulevard in the vicinity of Forest Park station. Installing track in that thoroughfare at that time would cause too much disruption to traffic.

OREGON

Portland Proposes Even More Rail Expansions

The success of the downtown streetcar has stimulated plans for a similar route serving the east side of the city. The proposed route would branch off the existing line and initially operate to the Lloyd District via the Broadway Bridge. It would be constructed in phases and would eventually extend south to Hawthorne Boulevard where it would loop back to downtown Portland. Construction of the line would cost in excess of \$100 million and would depend on a federal share of 50 percent of the money to assure completion. No mention was made about when the full line would be completed, although the plan calls for the first phase to be placed into operation well ahead of the remainder of the line.

Plans have also been announced for two light rail lines through Southeast Portland. The first route would parallel Interstate 205 between the Clackamas Town Center and the Gateway Transit Center where it would join the

Banfield and Airport lines. The second line would run between downtown Portland and Milwaukie following McLoughlin Boulevard and Southeast 17th Avenue. It would then use a transit bridge across the Willamette River at Southeast Caruthers Street. It appears that the I-205 route will receive top priority because it will be cheaper to build and will carry more riders.

TriMet has agreed to pay the Portland Metro Council \$2.3 million for a station and park/ride lot at the Portland Metropolitan Exposition Center on the Interstate MAX line. The deal sets aside 300 commuter parking spaces at the center until 10:00 a.m. Expo customers will use the spaces at other times. Under the agreement, riders with tickets for Expo events will be able to ride MAX for free. The Metro Council is the Portland area's regional government which manages several public facilities including the Expo Center.

TORONTO, ONTARIO

Scarborough Line's Cloudy Future

Overcrowding is becoming a problem on the Scarborough rapid transit line. The Toronto Transit Commission would like to order more cars so that they can expand the length of the trains on the line, but the larger cars will not negotiate the line's tight curves. Rebuilding the line to accommodate the newer cars would cost over \$100-million and require the line to be shut down for two years.

The line was originally planned as a conventional light rail service with streetcars operating on a private right-of-way. However, at the behest of the Ontario government, the plans were changed to operate trains powered by a linear induction system instead. Political leaders foresaw this propulsion system as the cutting edge of rail transit technology and envisioned a huge market for it within the transit industry. The Urban Transportation Development Corp. (UTDC) was formed to sell this system, but the only cities to adopt it were Vancouver and Detroit. Ultimately the technology was pursued by Bombardier which began producing a larger version of Scarborough cars.



(Above) A two car train heads outbound on the Scarborough Rapid Transit line. The line's small linear induction-powered cars carry fewer passengers than light rail vehicles and can no longer cope with Toronto's increasing ridership. **FRANK S. MIKLOS**

Other proposals include a busway or an extension of the Bloor Street subway.

Ridership is expected to increase by six million passengers a year, so it is essential that steps be taken to accommodate them. Among the considerations is a proposal to scrap the existing system entirely and replace it with streetcars.

MILWAUKEE, WISCONSIN

Light Rail Rejected

A study of the city's transit needs has recommended a \$300 million guided electric bus system instead of light rail. The committee that sponsored the report will seek federal money for additional studies on the proposed system which is touted as looking and operating much like a light rail line, but at half the cost. Under the proposal the buses would be powered by on-board generators or overhead wires and would be guided by a single rail, lasers or magnets.

Light rail, which was one of the alternatives in the study, was ruled out at a meeting that was not open to the public. One light rail backer who objected to the proposals was quoted as saying, "these people are operating almost outside the realm of reality."

A state legislator who is also the county executive argued that public dollars would be better invested in regular buses instead of light rail or guided buses, but he was responsible for cutting funding to the bus system. This resulted in the discontinuance of three routes and reduced service on seven others. He also hailed the rubber-tired imitation trolleys operating in downtown Milwaukee as a substitute for light rail, but later recommended eliminating them after their federal funding runs out in September of 2003.

As a result of service cuts and fare increases, transit ridership in Milwaukee fell from 51.3 million in 2001 to 48.5 million in 2002. For the first two months of 2003 there was a further three percent decline in transit usage.

AUSTRALIA

Adelaide Orders New Trams



FRANK S. MIKLOS

Funding for the modernization of the city's last tram line has been authorized by the state government of South Australia. The \$56 million project will include the purchase of nine new "supertrams" for the line between downtown Adelaide and the beach resort of Glenelg. The project will also include improvements to the tracks and platforms. Service is presently provided by a fleet of trams that were built by the Pengelly Car Company in 1929 at the time the line was electrified. Five of the recently refurbished old cars will be retained for tourist service and special events. The proposal calls for the acquisition of ultra-modern air-conditioned trams of the latest European design, seating up to 80 passengers. They will have low floors to accommodate disabled passengers. The modernization plan also mentioned the possible future extension of the tram line, but there were no specific details about where the longer line would

run. The existing downtown terminal at Victoria Square is on the fringe of central business district, so an extension further into town would have great appeal.

(Above) Car 357 heads up a two-car train at the Glenelg terminal of Adelaide's only tram line.

The platform is just yards away from one of South Australia's most popular beaches.

Also under study is a review of possible changes to the region's passenger train service. An idea under consideration is converting various rail corridors for use by other modes of transport including buses, trams and private vehicles. The State Government wants to increase public transport use by ten per cent within the next 15 years, and the study will determine if the present network of rail lines can be better utilized.

FLORIDA

Miami Adds First New Metrorail Station Since 1989

A 1.4-mile extension of the Miami Metrorail system was opened on May 30. The Palmetto station in the town of Medley is the first station to be added to the line since 1989. It is located next to a major highway and has parking for 710 cars. Half of the new extension is on an aerial structure with the remainder operating at grade. An estimated 2,000 daily riders are expected to board at that station.

Twenty-Mile Light Rail Line Endorsed for Tampa

The Federal Transit Administration has endorsed planning funds for a 20-mile light rail system between the West Shore and downtown or New Tampa. The \$975 million transit line would have 26 stops, including nine with park and ride facilities. Much of it would operate over existing CSX rail lines which would have to be bought or leased from the railroad. Bus service would also be expanded in conjunction with the light rail project. Construction of the line would depend on the availability of funding from state and local sources.

NEW JERSEY

Construction of Newark City Subway Branch Begins

Construction has begun on a one-mile branch of the Newark City Subway that will connect that facility with the former Lackawanna Railroad station at Broad Street. The new branch will provide a rail link between the city's two downtown main line rail stations and will also have stops at the New Jersey Performing Arts Center and Washington Park near the Newark Museum and the Newark Public Library. The city's minor league baseball stadium is a short walk from the terminal at the Broad Street Station. At Center Street a ramp will lead to an 850-foot two-track tunnel under Mulberry Street. This will connect with existing rail spurs that once linked the City Subway with the lower of the Public Service trolley terminal.

WASHINGTON

Seattle Streetcar Line Proposed

Mayor Greg Nickels of Seattle has proposed the construction of a streetcar line between the Westlake Center in downtown Seattle and the Fred Hutchinson Cancer Research Center via the city's South Lake Union Park. The new line would be built in conjunction with a massive real estate development project in the South Lake Union area which is poorly served by public transit. Mayor Nickels cited Portland's new streetcar line as an example of a transit facility designed to stimulate neighborhood development.

Construction of the rail line could begin in 2004 if the \$40-million funding can be obtained. Under the proposal, private funding would be sought from developers and property owners who would benefit from the streetcar service. An estimated 20,000 new jobs are expected to be generated as a result of the South Lake Union development plans.

If built, this will be Seattle's second streetcar line. A waterfront line using historic cars from Australia has been in operation for more than 20 years. The proposed new line would use modern low-floor cars similar to the cars that were built in Czech Republic for Portland and Tacoma. Additional streetcar lines may be built in Seattle if the South Lake Union line proves successful.

NEBRASKA

Light Rail Proposed in Omaha

A citizens' group has proposed a light rail system for the city. An east-west route would link the western suburbs with downtown Omaha, while a north branch would serve the Oak View Mall and the First National Business Park. That line would continue through downtown to Offutt. The proposal is part of a \$992,550 study of transportation improvements for the Omaha area. ☺

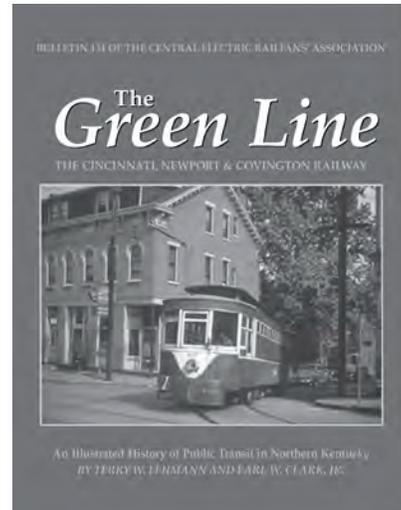
BOOK REVIEWS

by Terry W. Lehmann and Earl W. Clark, Jr.
Published in 2000 by the Central Electric
Railfans' Association (CERA)
P.O. Box 503, Chicago, Ill. 60690-0503
8½"x11" hardcover, 240 pages, \$55.00
www.cera-chicago.org

Across the Ohio River from the Queen City of Cincinnati lay the two Kentucky towns of Covington and Newport. The construction of a great suspension bridge between Covington and Cincinnati by the soon-to-be-famous John Roebling, which opened in 1866, provided an opportunity to link the cities by a horse-powered railway. From this small beginning emerged the Cincinnati, Newport and Covington Railway, or the Green Line as it styled itself. The story of the unusual enterprise is well told in this handsome offering from the Central Electric Railfans' Association, *The Green Line: The Cincinnati, Newport & Covington Railway*.

The Covington Street Railway opened its first line in 1867, the same year the neighboring Newport Street Railway built a connection to it. Tracks were laid across the bridge. Soon Newport constructed a direct connection to Cincinnati over the Pennsylvania Railroad bridge. By 1882, they and other companies merged to form the South Covington & Cincinnati Street Railway (SC&C). Electric traction arrived in 1890, and lines were constructed through and between the towns and the northern Kentucky countryside. The purchase of the property by a Cleveland syndicate resulted in the formation of a holding company named the Cincinnati, Newport and Covington Railway (CN&C), although the SC&C remained as the operating company. After a number of consolidations among utility companies, the CN&C became part of the Columbia Gas & Electric combine of 1907, which dominated the gas and electric service in the region.

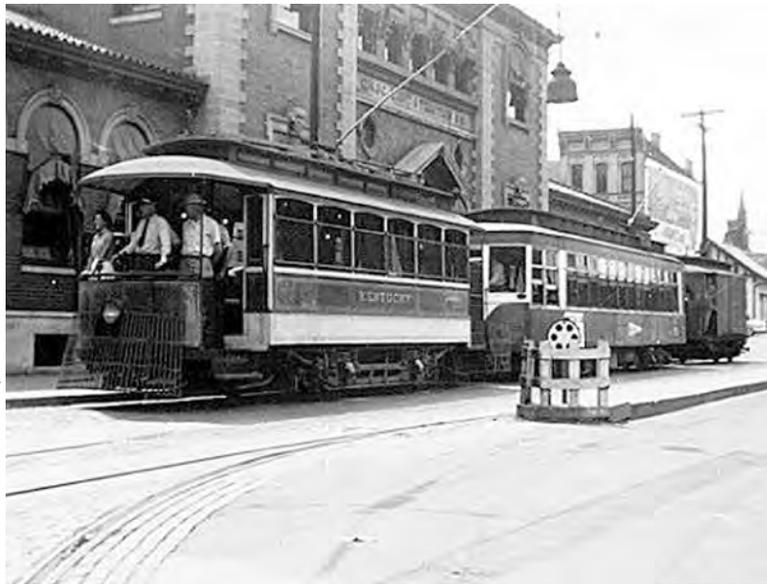
Route expansion and car purchases continued, with the company stubbornly sticking with single-truck, hand-braked models until 1917, when it bought 25 double-truck



The Green Line: The Cincinnati, Newport & Covington Railway

cars, its last acquisition of rail cars. Some of the obsolete single-truckers continued to roll until the late 1940s, giving a decidedly antique appearance to the trolley line. The construction of the two-level Dixie Terminal in 1921 provided direct access to Cincinnati by Covington division line running over the suspension bridge, while Newport division cars, which used other bridges, used the lower level.

The CN&C managed to weather the growth of numer-



BILL VOLKMER COLLECTION, DAVESRAILPIX.COM

ous bus lines, which were eventually purchased. By this time the company had three trackless trolley routes and management had decided to phase out the trolleys in favor of buses. Taxi and coach service to the Great Cincinnati Airport (located in northern Kentucky) provided needed profits, even as a severe postwar ridership decline took place. In 1950, the last rail line was converted to bus; the trackless lines were abandoned in 1958.

The final chapters of *The Green Line* carry the story of the now all-bus company to the present day. Red ink appeared in the ledgers in the 1960s; the lower level of the Dixie Terminal was closed in 1969; and in 1972, the Green Line ceased operation. The Transit Authority of Northern Kentucky took over, rebuilding and expanding the service, and it continues to provide public transportation to northern Kentucky.

Lehmann and Clark have written a detailed, complete account of the Green Line, its competitors and its successor. Virtually all route changes, car and bus purchases, schedule changes and significant events are described. There are hundreds of photographs, including a color section, well reproduced on heavy, coated stock, supplemented by maps, graphics, charts, rosters, a bibliography and an index. The book is attractive and well designed, and the writing is sprightly and readable. All told, *The Green Line* is a comprehensive study of a medium-sized transportation enterprise that has withstood the test of time, although with changing modes and operations. I recommend it highly.

Streetcar Scenes of the 1950s, in Color

by LeRoy O. King Jr.

Published in 2000 by Morning Sun Books
9 Pheasant Lane, Scotch Plains, N.J. 07076
8 1/2"x11" hardcover, 128 pages
\$54.95 (plus \$3.50 shipping)
www.morningsunbooks.com

For many of today's elder generation, the decade of the 1950s has a golden glow. It was a time when the victories of World War II still loomed large, albeit diminished somewhat by the frustrations of the Korean War, and when the social order seem to reflect traditional values and stability.

For traction fans, the decade was the last in which streetcars played an important role in public transit, although their use was diminishing quickly. During this time, Edward S. Miller undertook several journeys across the country, photographing trolleys wherever he went. Noted traction authority and author LeRoy O. King, Jr., has selected representative slides from Miller's collection and provided the textual material for *Streetcar Scenes of the 1950s, in Color*, this latest volume from Morning Sun Books.

Fittingly, *Streetcar Scenes* is organized geographically. King provides a concise essay, "The Evolution of the Streetcar," and brief, introductory descriptions of each company depicted. Locales visited by Miller included Washington, Baltimore, Philadelphia, Atlantic City, Newark, Boston, Allentown, Scranton, Altoona, Johnstown, southwestern Pennsylvania (the West Penn system), Pittsburgh, Indianapolis, Chicago, Milwaukee, the Illinois Terminal region, St. Louis, Kansas City, Iowa, Omaha, El Paso, Los Angeles and San Francisco.

Coverage ranges from 16 pages for Washington and 10 pages for Baltimore, to two pages for Philadelphia, Atlantic City and Indianapolis; most average six to eight pages. Although there are a few close-ups, most of the photographs depict the background details and streetscapes through which the cars operated. Color abounds, with red and orange seemingly the favorites among the transit companies. Reproduction is good and captions indicate the location and dates. The graphics common to this series are found on many pages; particularly appealing is the reproduction of tokens used by the various properties. Only Washington has a track map.

Overall, the pictures show a prosperous, busy America, with streets free of graffiti and downtowns still active. Although life was far from idyllic for those who lived through that decade, *Streetcar Scenes* does accurately reveal how many people went about their business or pleasure, with streetcars an ordinary phase of their lives. As King says, although new 'light rail vehicles' are nice, "they simply aren't as friendly as the old streetcars." ☺



VIVA LAS VEGAS

BY RAYMOND R. BERGER
AND
RAYMOND J. MERCADO

(Left) The sleek Bombardier M-VI gets
a workout on a newly-completed
stretch of the Las Vegas Monorail.

JOHN LINDEN PHOTOGRAPHY

Over the years, four automated people movers were constructed to connect various Las Vegas casinos. A fifth automated system, connecting the MGM Grand Hotel and Casino to Bally's Las Vegas, took a boldly different approach. The two resorts opened their own Epcot Center-style monorail in June 1995 using a pair of 1971-vintage train sets acquired second-hand from Walt Disney World, Orlando. Soon, more people were travelling the mile between the MGM Grand and Bally's using the new monorail than were travelling between all the other resorts using smaller people movers.

As traffic in the City of Las Vegas increased, it was decided that extending the popular MGM/Bally's Monorail would be a good way to help relieve congestion. The Las Vegas Monorail Corporation was created to raise funds to finance construction of the extension. The Las Vegas Monorail Project would link seven major hotel/casino facilities. Since the monorail would serve venues that have smaller immediate traffic potential, the risk to investors was great.

Ground was broken in August 2001 on the first four-mile phase of the project, which is scheduled to begin operation in July 2004. It is the only monorail line being built today in the United States. The second phase, another four-mile extension, is now under environmental review. Additional extensions are under consideration.

Nine four-car monorail train sets designed by Equus Design have been constructed by Bombardier Corporation to replace the two six-car train sets from Disney World. The Disney World Mark IV monorail trains had been mothballed since 1993 and were completely overhauled before they were used on the MGM/Bally's Monorail two years later.

(continued on page 18)

Las Vegas Monorail

The MGM/Bally's Monorail

RAYMOND R. BERGER PHOTOS,
APRIL 12, 2002

(Above) The original MGM/Bally's Monorail maintenance shop. Depicted is one of the two



Bombardier-built 1971-vintage Mark IV train sets, in Bally's white and blue livery. The second train (left and right) was painted in MGM Grand's green and gold livery.

(Left) Bally's Station. In the background are the tracks leading to the maintenance shop. These tracks were removed and the shop abandoned when the line was closed in January.

(Right) A train arrives at MGM Grand Station. Extensive renovations have been made to the two original monorail stations so that they could be incorporated into the new Las Vegas Monorail.



Las Vegas Monorail



D



A



B



C

ERA MAPS | DESIGNED & ILLUSTRATED BY SANDY CAMPBELL

Las Vegas Monorail

The Los Angeles Monorail extends and incorporates the original MGM/Bally's Monorail that operated from 1995 through 2003. When the new line opens in July 2004, the ride will take about 14 minutes to travel its total distance of 3.9 miles.

Station Directory

SOURCE: LVMONORAIL.COM

Sahara Station is located on the east side of the Sahara Hotel and Casino property on Paradise Road at Sahara Avenue.

Las Vegas Hilton Station is located near the Las Vegas Hilton main entrance on Paradise Road.

Las Vegas Convention Center Station is located at the intersection of Paradise Road and Desert Inn Road.

Harrah's / Imperial Palace Station is located on the east side of Las Vegas Boulevard between the two hotels.

Flamingo / Caesars Palace Station is located on the east side of Las Vegas Boulevard at the Flamingo Las Vegas hotel across the street from Caesars Palace.

Bally's & Paris Las Vegas Station is located at Bally's Las Vegas with access to Paris Las Vegas which is located next door.

MGM Grand Station is located off Tropicana Boulevard on the east side of the property at the hotel's porte cache.

Construction

(Left A & B) Two views of construction near the Las Vegas Hilton Hotel Station.
 (C) Sahara Ave. and Paradise Road on April 12, 2002

RAYMOND R. BERGER

(D) Paradise Road.

WILLIAM VIGRAS

