

# TIMEPOINTS

Volume 79

August 1991

Number 8



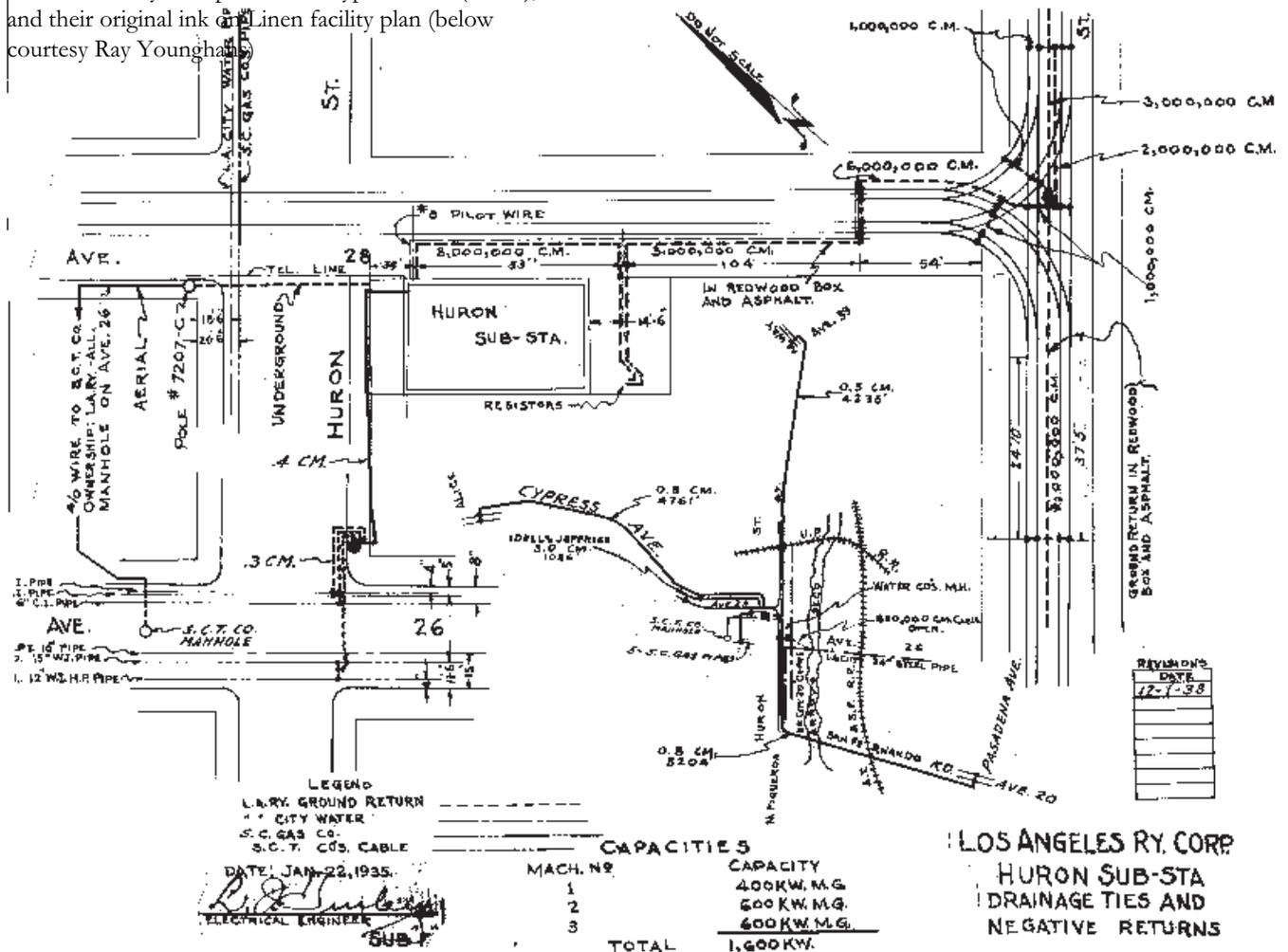


ERHA September regular meeting to be held inside Cypress Park Substation



22, Sunday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION regular monthly meeting. Cypress Park Substation of the Los Angeles Railway. Special joint meeting with the Highland Park Heritage Trust. Time to be announced. (early afternoon) Movies of Highland Park/Eagle Rock, and proposed Pasadena Blue Line extension.

LATL's last days of operation at Cypress Park (above), and their original ink & T-1 linen facility plan (below) courtesy Ray Youngham

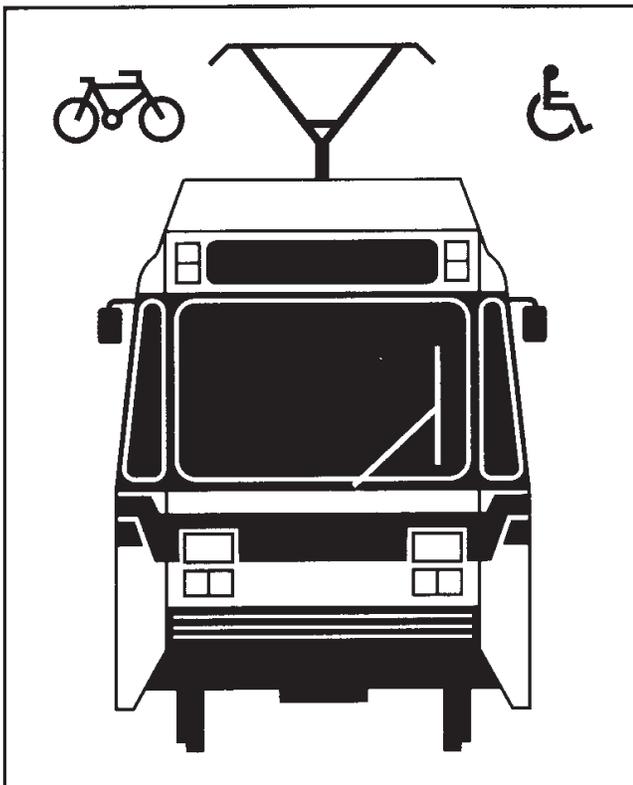


# Light Rail

Great America  
To Santa Teresa  
& Almaden

Historic Trolley Information

April 26, 1991

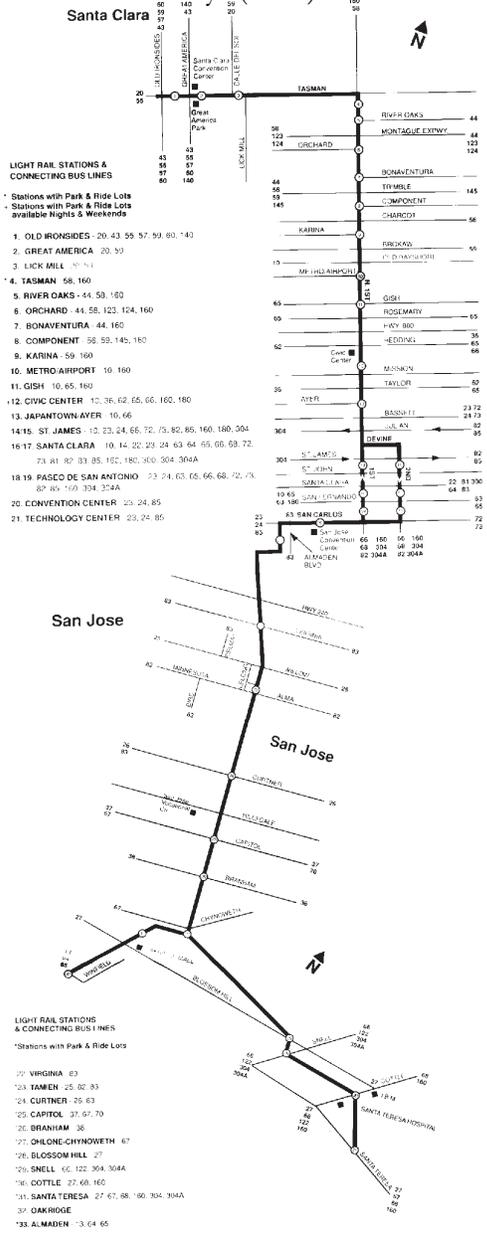


 Santa Clara County Transportation Agency





Ohlone-Chenoweth station (above), the one-car shuttle run to Almaden (right) meets a three car train in-bound from St. Teresa at the wye (below)



San Francisco's all new 'J' line extension complete  
Here from end to end...



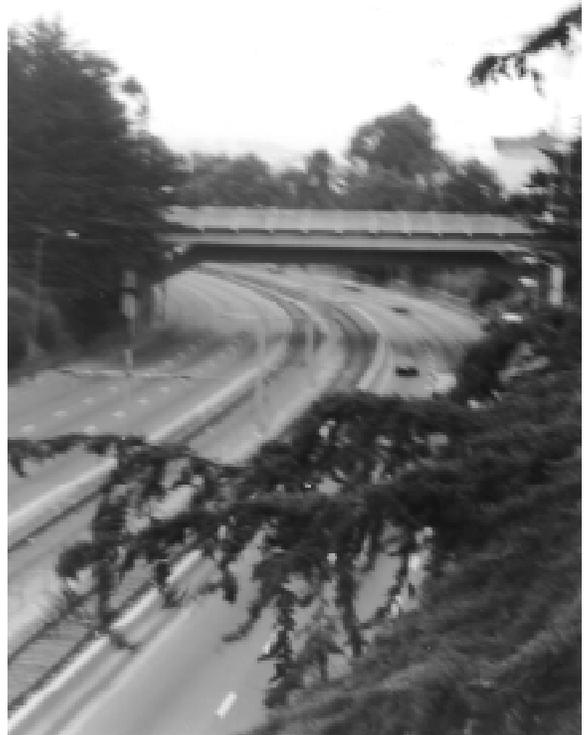
1) Looking from 30th St. north



2) Three blocks east



5) Streetcar lines pass under two such bridges



6) Right-of-way should provide high-speed running opportunities for historic cars



9) Balboa Park shops complete the loop

MUNI



3) The San Jose right-of-way from a period bridge



7) Low platform, (no platform?), station adjacent to Glen Park BART station



4) Close-up of the relatively modern line construction



8) Streetcar line emerges out from under the highway median and heads for home...



### **Funds Pledged to Help Get Rail Rolling**

Intent on getting a modern, mass-transit system in Glendale, city officials have pledged to help pay for it locally, including funds from business, in hopes of swaying the Los Angeles County Transportation Commission to put Glendale in its plans.

The commission has the authority to dole out \$140 billion in local, state and federal transit money over the next 30 to 40 years. Its decisions, to be made within a few months, will determine what areas of the county will benefit from transit improvements.

So far, the commission has given little priority to transit needs in Glendale.

City officials said they are determined to change that.

They have been meeting with commission members for the last few weeks and more individual sessions are scheduled, City Manager Dave Ramsay said.

Last week, Glendale Mayor Ginger Bremberg, backed by a contingent of city officials, appeared before the commission to pledge that the city is willing "to put our money where our mouth is."

She said the city already has spent \$11.2 million in transit improvements geared to the regional system, such as purchase of the historic Southern Pacific train station for renovation and expansion as the city's Transportation Center and develop the free Beeline downtown shuttle service.

Bremberg said the city is prepared to allocate future revenues from the Proposition A and Proposition C transit taxes, the formation of a proposed new redevelopment zone in the Grand Central industrial area and other avenues to raise money toward building a light-rail system.

Bremberg said private businesses have pledged their help. For instance, she said, Walt Disney's

Imagineering, the city's largest employer with 3,000 workers at offices in the industrial area is among supporters.

Imagineering is responsible for the design and development of theme parks throughout the world. Alan Epstein, vice president of Disney Development Co., said, "We are very interested in mass transit, and we are working closely with the city."

Bremberg said local officials are hoping that if they raise enough money, they can pique the interest of the commission and gain greater priority for development of light rail in Glendale.

"Consider me a dutiful bride with a dowry," Bremberg told commissions at a hearing June 26. Commission Chairman Ray Grabinski said Glendale's pledge "could show the other 86 cities in the county what opportunities exist" for innovative transit development.

Glendale's pledge of private funding for transit development is nothing new—almost all railroads in the United States were built privately—but the idea, at least, is considered innovative in current times, said Martin Markovich, associate transportation planner for the Southern California Assn. of Governments.

"It wouldn't be an entirely new concept, but it has not been applied extensively in the last 20 years or so," Markovich said. "We are all looking with a lot of interest on this possibility."

Glendale is lobbying for a light-rail transit line paralleling the Southern Pacific railroad tracks along San Fernando road. The existing tracks already are scheduled to be used within about two years for commuter rail service between the Santa Clarita Valley and Simi Valley to Glendale and downtown Los Angeles.

A second set of tracks would be built for light-rail transit, extending the Long Beach to Los Angeles Blue Line through Glendale. It would stop at the

Transportation Center at 400 W. Cerritos Ave., at a second proposed station in the Grand Central industrial area, and continue to Burbank Airport.

The Transportation Commission already has purchased a portion of Southern Pacific's Taylor Yard freight train facility, just outside Elysian Park and two miles south of Glendale's border, to be used as a regional equipment maintenance yard for the light rail system.

Commission officials estimate that the cost of extending the light-rail line from Taylor Yard 5½ miles north through Glendale is about \$200 million. However, no funds are set aside for development of the Glendale line in the commission's draft report of its so-called "30-Year Plan," released in May.

In contrast, the draft report recommends greater priority be given to extending the Blue Line 14.7 miles to Pasadena through Eagle Rock--estimated to cost \$688 million. A proposed east-west line through the San Fernando Valley--estimated to cost \$3 billion for 14 miles, according to the commission--also has greater priority. Meantime, the valley line has been riddled with controversy as residents have voiced their opposition to proposed routes.

Glendale, which has been given low priority since the commission first announced proposed routes in 1983, in the last few years has worked hard to improve its status.

City officials have formed a coalition with Burbank and Pasadena with the hopes of flexing the powerful political muscles of a populace of 500,000.

"It's important that we become politically active in order to influence the commission," said Councilman Carl Raggio, who helped form the Tri-City Transportation Coalition two years ago. "They can be influenced by the size of our three cities and tend to listen more."

"We're somewhere way out in the 30-year plan and that's very frustrating," Ramsay said. "We think Glendale is a key in the transportation system in Los Angeles. We're the third-largest city in the county. We thought that if we offered to put up some money, they would listen to us."

Bijan Yarjani, principal planner for the Southern California Assn. of Governments, said Glendale's financial pledge may be a key to funding in the future.

"All you have to do is look at the state budget and the lack of funding," Yarjani said. "We have to look at the possibilities of joint development strategies."

"If we are going to grow as much as we say we will, we will need more money than what is available to us for the next 25 years, just to keep the level of mobility the same as it is today."

### **Redlands Adds Historical Site to National Register**

The Redlands Area Historical Society announces the addition of the Redlands Trolley Car Barn to the National Register of Historic Places. Located across from the Redlands High School, the Barn was built in 1907. It is believed to be the only barn remaining from the old Pacific Electric Railway System and one of only two trolley car barns in Southern California. The red brick structure was originally built as part of the Redlands Central Railway. It was later sold to the Pacific Electric Railway, which provided transportation between Los Angeles and San Bernardino County.

The structure was designated a city landmark in 1986.

The city purchased the building four years ago to prevent demolition of the structure and is still seeking a buyer to rehabilitate the building.

### **Letter:**

Regarding the Oakland tc installation. All 45 buses in the order were ordered by Key System (Railway Equipment & Realty Co, Ltd) but only 15 were delivered (in primer paint) and were painted at Emeryville Shops. They were run around the shops on extension cords. A few span wires were visible on Broadway looped at the poles but not strung. No contact wire or special work ever appeared and no span wires were strung, as far as can be determined. Key records show that the overhead material had been ordered. All of the sources for this can be found in the footnotes for my piece in No. 6, 1979 of the National Railway Bulletin of the NRHS. The Key buses were in the 2000 series. A number of other lines including the 15 and 18 were to get some of the first 4 5 buses.

*Steve Donnan*

**What do you KNOW?**

MISSOUT-  
JUICE HOUND-  
ANCHOR-  
STINGER-  
SHINGLE-  
HOLE-  
SPOT-  
HEADWAY-  
SET UP-  
SET BACK-  
HIGH BALL-  
ON THE BRASS-  
RAWHIDING-  
HOT-  
BURNT-  
BROWNIES-  
ROCK PILE OR DOGHOUSE-  
SLUGGING-  
FAN MAIL-  
BUCKING THE BOARD-  
SHINING-  
HOBO-

**ERHA's  
First ever big-time  
TractionMemorabilia Auction  
October 18 at 8:00PM**

**Buy, sell, car parts, books, photos, rare items of all kinds pertaining to full-size electric trains and trolleys**

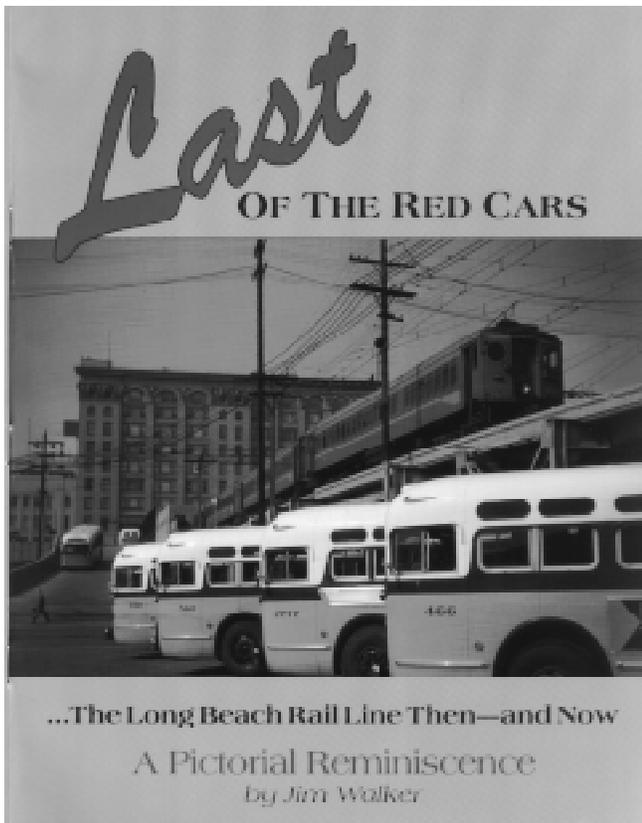
Please contact ERHA board members Paul Ward or Alan Fishel well in advance of the event so that they can plan the evening's agenda for maximum enjoyment and sales.

**ERHA Annual Banquet**

**November 15 at the Pepper Mill**

**Restaurant in Pasadena 7:00 PM Don Olson with 16mm color movies of S.F. in the thirties & fourties!**

This is the once a year event where we even out do our allways banquet quality presentations, and when Ralph Cantos wears long pants! Don't miss it!



**Interurbans Special 118... all royalties go to the Orange Empire Railway Museum in Perris**

Long, looongtime ERHA member, OERM co-founder and partner in Interurbans press, Jim Walker has authored a most welcome new book. This fifty page "picture" book is mostly dedicated to views of the final days of Red Cars on the Long Beach line circa 1960. Lavish color and Black & White pictures showing much of the action. The end of the book documents, perhaps for the first time in book form, the birth of the now one-year-old Blue Line that follows much of the same route.

Royalties go to OERM, but even if the cause were not as good, this book is a *must have* for any Southern California Rail Fan, regardless!

(Continued from page 2)

mands of regular service, and the powerhouse boiler blew up in June, 1888. Sporadic operation with horses occurred as late as early 1889, but the company was bankrupt. As the Boom of the Eighties waxed, so did investors' confidence.

The Los Angeles Cable Railway Co. was formed, and built substantial lines west on Seventh to Westlake (MacArthur) Park, south on Grand Avenue to Jefferson Boulevard, and converted the horse car lines to East Los Angeles and Boyle Heights to cable, opening the system in phases during 1889. Ironically, however, this entire system was utterly obsolete before it even opened!

In Richmond, Virginia, brilliant inventor Frank Julian Sprague had demonstrated with much success his new system of electric railway technology; his system is the basis of all streetcar and rapid transit technology since.

By 1890, the superiority of the Sprague system was so apparent that investors under the leadership of Moses Hazeltine Sherman, of Phoenix, Arizona, and his brother-in-law, Eli P. Clark, formed the Los Angeles Consolidated Electric Railway Company for the purpose of blanketing Los Angeles with Sprague-system electric streetcar lines.

They acquired existing companies, franchises and properties, including the remnants of the historic Pico line. Their first project had to be a line out First Street, Bonnie Brae, Third and Alvarado to Sixth, serving Westlake Park, since the franchise (known as the Belt Line) required completion by July 1, 1891, on pain of forfeiture. Legend has it that Sherman and Clark's men completed the line but not the last few hundred feet of electric trolley wire by midnight, June 30. The sleepy inspection committee waited at Sixth and Alvarado. Just before midnight, the first car turned onto Alvarado at the top of the hill at Third and rolled down. When they got to the unfinished segment, they pulled down the trolley pole and coasted the rest of the way. At the end of the line, the company's men shook hands with the inspectors, who went home. By the next morning, all was completed! The system was a great success, the obsolete cable and horse car lines were doomed. Those were much slower running and more expensive to operate.

During 1892 and 1893, LACE acquired nearly all of the older systems. The last cable car (except for the independent Temple Street line, which lasted until 1902) ran on March 18, 1896, and the last horse car on June 8, 1896. Sherman and Clark graduated by 1894 to the building of interurban electric railways. Their first line, to Pasadena, was opened in 1895. The dissatisfied LACE bondholders forced it into receivership and it was reorganized as the Los Angeles Railway in the latter year. It was recapitalized at a much higher level in 1898 under the leadership of Henry E. Huntington, who controlled the "Yellow Car" system until his death in 1927. The story of the Pacific Electric "Red Car" system, a separate Huntington project, is well known to TIMEPOINTS readers.

- 
- Failing to report on time for run.
  - A motorman who coasts excessively to save power.
  - A conductor who is slow giving his motorman two bells.
  - The trolley.
  - The "Next Car-Please" sign.
  - The place at terminals where car stands ready to start return trip.
  - The amount of time car stands at terminal.
  - Time between cars.
  - To be ordered out of terminal ahead of scheduled time in an emergency.
  - To be held at terminal later than scheduled leaving time in an emergency.
  - Conductor's hand signal from ground to motorman to proceed. Usually given at railroad crossings.
  - Running full speed. Controller handle against brase post on control box.
  - Operating at excessive speed.
  - Running ahead of time.
  - Reported for violating operating rules.
  - Time off for violating rules.
  - Reversing motors to make quick stop.
  - Notes to report to division superintendent.
  - Serving on the extra list, (New trainmen who have not yet been assigned a regular run.)
  - Extra board man waiting prepared to take out a run if a missout or emergency occurs.
  - An "owl" car which operates over more than one line during its time on the road.

# TIME TABLES

**August**  
 9, Friday. MEETING, Pacific Railroad Society regular monthly meeting, 7:30<sup>PM</sup> at Joslyn Rec. Center, Slides of PRS passenger car restorations

10, Saturday. San Diego Electric Railway Association regular monthly meeting. Firehouse Museum, Columbia & Cedar Sts. 6:00<sup>PM</sup> PotLuck, 7:30<sup>PM</sup> Meeting, Corky Thompson CA State RailFair- Sacramento - Super 8 sound

**16, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION regular monthly meeting. Palms Depot, Heritage Square. 7:30<sup>PM</sup> Business Meeting, 8:00<sup>PM</sup> Program: Bay Area Traction, Art Alder slides 30's & 40's, Paul Ward 50's, Alan Fishel 60's.**

23, Friday. MEETING, Walter Abbenseth's annual extravaganza, beginning at Sundown, slides of the Pacific Electric. 272 Alpine St. (out back), Pasadena

**September**  
 6, Friday. MEETING, Bay Area Electric Railroad Association, 8:00<sup>PM</sup>, 2024 Durant Avenue, Berkeley

8, Sunday. STEAM TRAIN, OERM 11:00<sup>AM</sup> to 5:00<sup>PM</sup>

13, Friday. MEETING, Pacific Railroad Society regular monthly meeting, 7:30<sup>PM</sup> at Joslyn Rec. Center, Alhambra, Annual Traction show by Carl Blaubach

14, Saturday. MEETING, San Diego Elect. Railway Association, 7:30<sup>PM</sup> SDG&E Co. Auditorium, 1st & Ash St., Gateman of Boston, MBTA, Boston, Lowell

**October**

22, Sunday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION regular monthly meeting. Cypress Park Substation of the Los Angeles Railway. Special joint meeting with the Highland Park Heritage Trust. Time and program to be announced. (early afternoon) Scenes of Highland Park/Eagle Rock.

4, Friday. MEETING, Bay Area Electric Railroad Association, 8:00<sup>PM</sup>, 2024 Durant Avenue, Berkeley

5, Saturday. Swap Meet, OERM 7:00<sup>AM</sup> till whenever?

11, Friday. MEETING, Pacific Railroad Society regular monthly meeting, 7:30<sup>PM</sup> at Joslyn Rec. Center

12, Saturday. MEETING, San Diego Electric Railway Association regular monthly meeting, 7:30<sup>PM</sup> at SDG&E 1st & Ash Sts., Tom Carnes, Old time trolley & train movies and/or videos

**18, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION regular monthly meeting. Palms Depot, Heritage Square. 7:30<sup>PM</sup> Business Meeting, 8:00<sup>PM</sup> Program: Grand auction of Traction Memorabilia. Please contact Paul Ward or Alan Fishel well in advance if you would like to buy or sell at a Traction auction.**

26 & 27, Saturday & Sunday. Rail Festival. OERM's annual bash, trains into Perris, narrow guage construction, newly restored cars. 9:00<sup>AM</sup> to 5:00<sup>PM</sup>

27, Sunday. EXCURSION. San Diego Electric Railway Association Bus trip to Rail Festival, 9:00<sup>AM</sup> Cedar St. & Pacific Hwy. + No. San Diego, Perris 11:00<sup>AM</sup> to 3:00<sup>PM</sup>, mystery stop, return 6:00<sup>PM</sup>, fare \$55.<sup>00</sup> w/Lunch

BULK RATE  
 U.S. POSTAGE  
 PAID  
 PERMIT NO. 854  
 GLENDALE, CA

Los Angeles, CA 90024

ELECTRIC RAILWAY HISTORICAL ASSOCIATION OF  
 SOUTHERN CALIFORNIA

P.O. Box 24315