

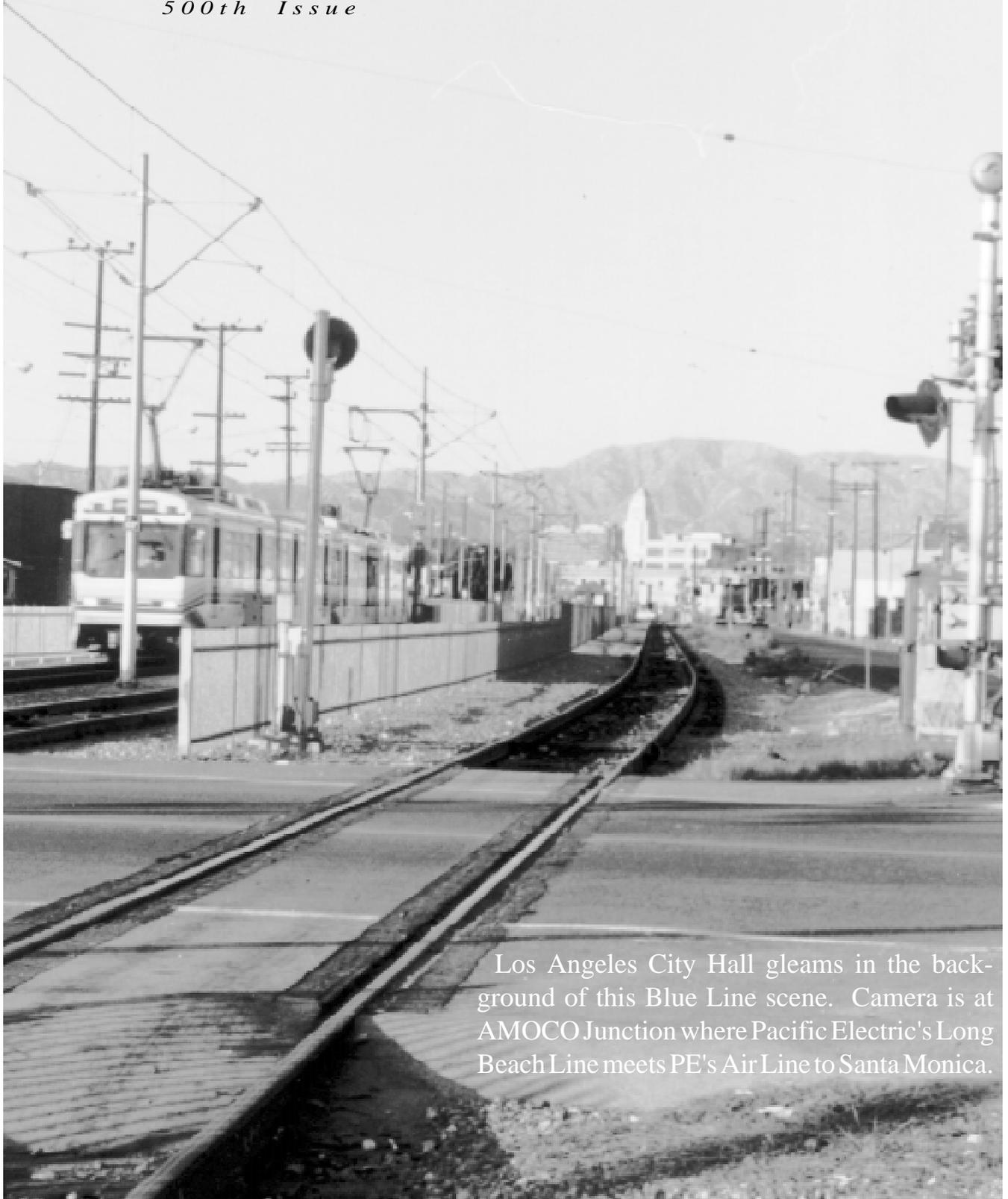
# TIMEPOINTS

Volume 83

January 1993

Number 1

*500th Issue*



Los Angeles City Hall gleams in the background of this Blue Line scene. Camera is at AMOCO Junction where Pacific Electric's Long Beach Line meets PE's Air Line to Santa Monica.

# Timepoints

January 1993

## The Southern California Traction Review

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of Southern California, Inc.

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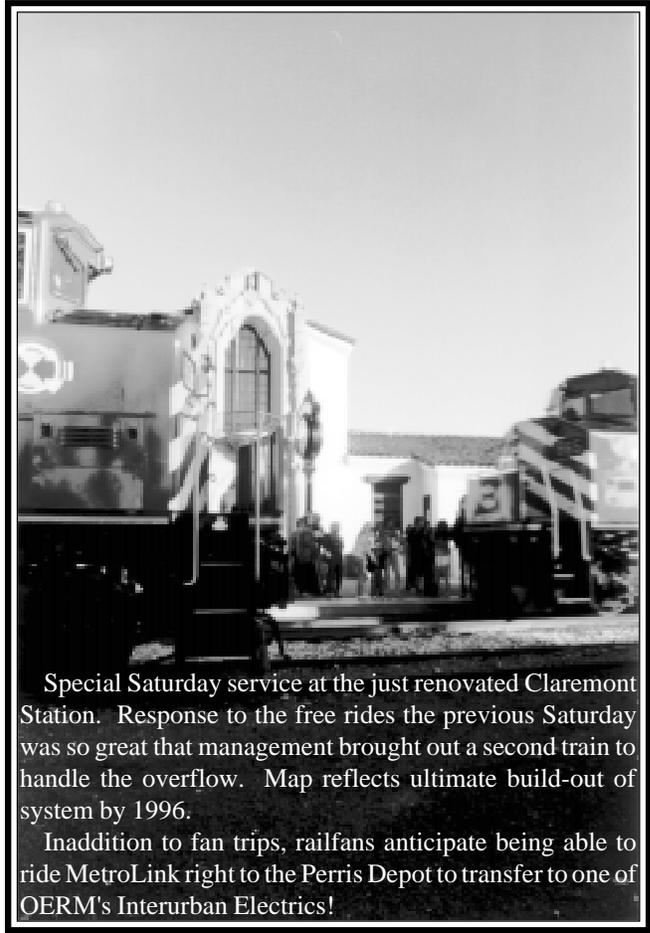
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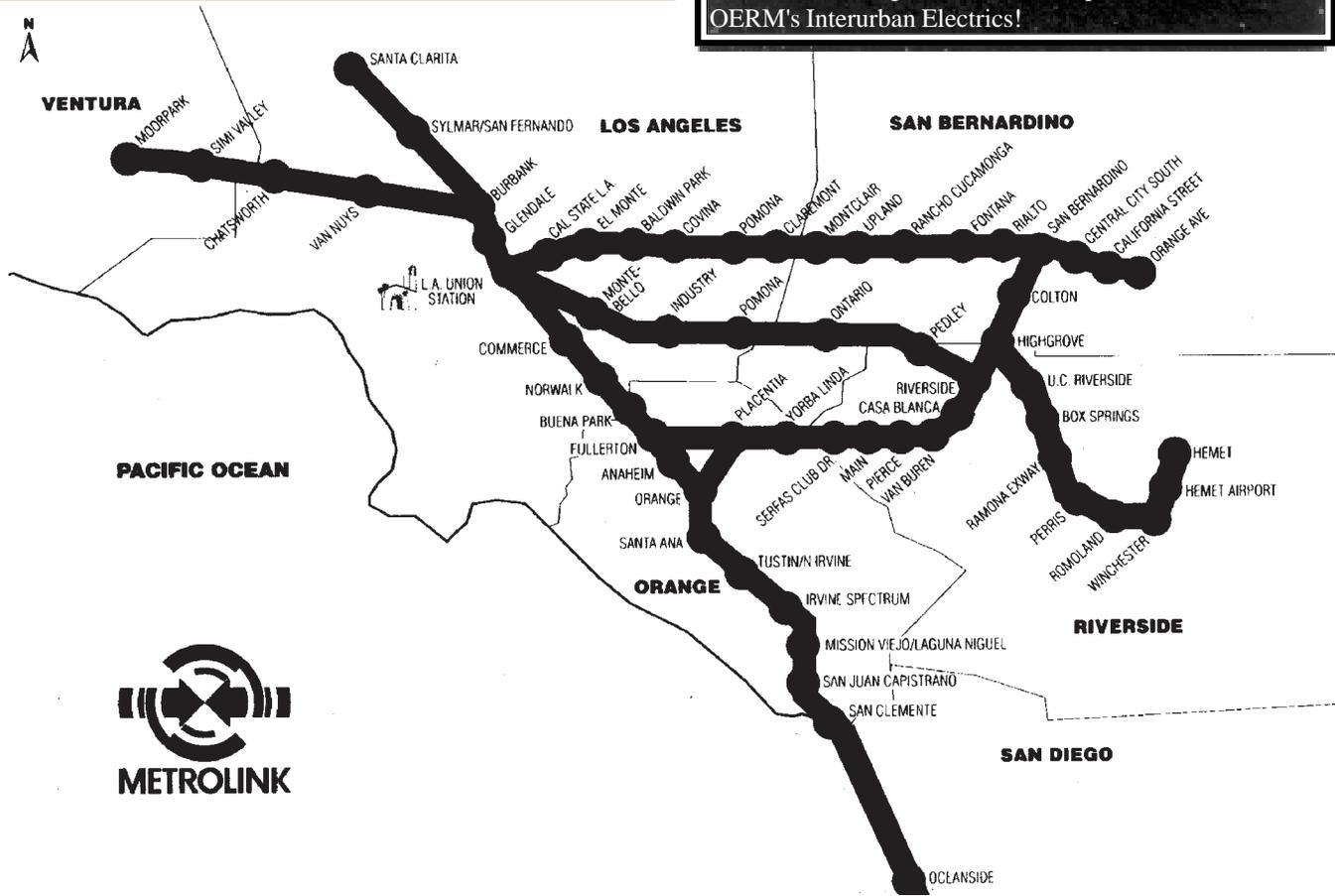
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Special Saturday service at the just renovated Claremont Station. Response to the free rides the previous Saturday was so great that management brought out a second train to handle the overflow. Map reflects ultimate build-out of system by 1996.

In addition to fan trips, railfans anticipate being able to ride MetroLink right to the Perris Depot to transfer to one of OERM's Interurban Electrics!





## Los Angeles Year-end Wrap-up

(mostly Bill Volkmer)

1992 saw many transportation projects underway in the Los Angeles area and this may be a good time to take a "snapshot" of where things stand, for posterity's sake.

A lot of work is presently going on. Actual construction is progressing on the Green Line, Segment-2 of the Red Line and additional Metrolink lines. Engineering design work is progressing on the Segment-3, and Pasadena Lines. Study work is being performed on numerous other projects. Two lines are presently operating, Metro Blue and Metrolink.

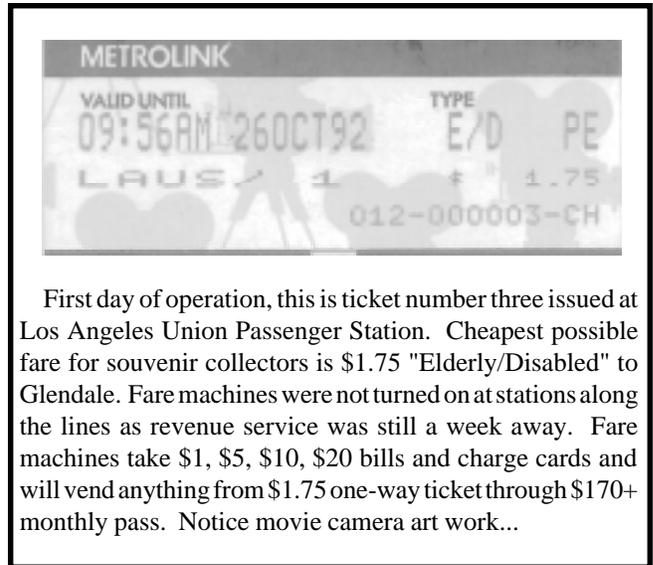
The grand opening of the Metro Red Line Segment-1 is imminent and may be in operation by the time you read this.

**Metro Blue Line:** (Los Angeles to Long Beach.) The line has been in operation for two and one half years and has become ever more popular. Daily ridership averages in the 36,000 range. Plans are being made to enlarge three parking areas, Willow, Wardlow and Del Amo. The peak hour sees 38 of the 54- car fleet out on the line.

**Metro Red Line:** (*Segment 1*) Union Station to Wilshire/Alvarado (MacArthur/Westlake Station).

Trouble plagued cars built by Breda have delayed operator training. The stations and tunnels were 99% finished as of the middle of November. Because of the car problems, delivery has been slow. In early November there were 16 cars on the property with only 8 accepted. (Trains have been testing with only service brakes; regenerative braking systems consistently failing have finally been fixed.)

Testing personnel have been on round-the-clock shifts for over a month trying to meet the original



opening day dates of Saturday January 9th (railfan date), and Monday January 11th. (official grand opening) Rumor has it that opening eight months ahead of schedule would reflect positively on the LACTC and RCC management; giving them the nod to dominate the new LACMTA's post merger management. Also rumored is that the RTD has been actively stalling the opening to make the "opposition" look bad!

**Metrolink:** (three lines, Union Station to Moorpark, Santa Clarita, and Pomona). Grand opening on the first three lines of the planned nine route system was held on October 26th. Free rides were given on the first week and over 6,000 people rode on some days. A week later fares came into effect and ridership declined, as would be expected to 1,500 to 2,500 per day; many people having already paid their monthly vanpool fees for November before the service began. Similarly many downtown employers had already paid the parking fees for employees. Patronage should

pick up in the coming year as new laws allowing employer subsidization of transit passes takes effect.

Management has been nothing if not responsive in the opening months of service. Already one station was assigned to a new fare zone to reflect the fact that many passengers were getting off the system before reaching Union Station. Free Saturday shopper's specials were run on the two Saturdays before Xmas and on Xmas eve and New Year's eve extra return trips were run homeward at midday. Those patrons who buy a January monthly pass before the 10th get to ride free in February; i.e. half-price.

The SCRRA which now owns 17 locomotives and 78 coaches, has exercised an option for 4 more locos and 17 more coaches, even before the November election, where the bond issue on the ballot failed to pass. (Proposition 156 reprinted in the November TIMEPOINTS barely passed in all of California's urban counties and failed in all of the rural ones.)

One train-set has been leased to Orange County since September 1st and ridership has steadily increased.

Construction is progressing on double tracking the Union Pacific through the City of Industry and an April 1st start-up date has been announced on Metrolink's fourth line--Riverside.

Failure of Proposition 156 on the November ballot has forced some shifting of car and locomotive buying priorities. It now looks like the next order of coaches will be stainless steel tri-level cars of the so-called "California Car" variety since a joint order with the Bay Area will probably be necessary.

With any luck the board is about to authorize the following 15 train/day expansion to begin February 22.

Santa Clarita Line:

4 trains added  
 Leave Santa Clara 9:05AM  
 2:45PM  
 Leave Union Station 7:50AM  
 1:30PM

Ventura County Line:

2 trains added, but not to Moorpark  
 Leave Union Station 2:35PM

Leave Van Nuys 3:27PM (inbound)  
 Glendale/Burbank  
 Leave Union Station 7:15AM  
 8:10AM  
 9:05AM  
 Leave Burbank 4:21PM (inbound)  
 4:56PM (inbound)  
 Leave Glendale 4:29PM (inbound)  
 5:04PM (inbound)

**Metro Green Line:** Norwalk (I-605/I-105) to El Segundo (Compton Blvd/Marine Blvd). The Green line ought to be called the "checkered line" because of its rather checkered history. The gestation of this line has been a long and beleaguered one owing principally to the controversy over whether or not it should be automated and whether or not the cars should be built in California.

In October the LACTC opted to buy 15 more Blue Line cars from Sumitomo so that they could begin operation of the Green line in April 1994 using a combination of surplus Blue Line cars and the 15 new cars. As a peace offering to the "let's build it in LA" lobby, the LACTC is soliciting bids on 85 cars for service on both the Green Glendale and Pasadena lines.

In addition to the 85 cars, the Commission is also seeking proposals for two "prototype" cars to be used as guinea pigs in testing automation controls and any other devices that the Los Angeles aerospace and defense industry would like to market to the rail industry. A larger car order will entice more potential bidders and increase the chances of one of the car builders at least assembling the cars here in Los Angeles. Four partnerships will bid on the contract, Sumitomo/Rockwell, Morrison Knudsen/Lockheed, Bombardier/Hughes and Siemens-Duwag/TRW.

As of the end of 1992, construction was approximately 50% complete with most of the structural work done, all stations under construction, and track-work being laid. The Hawthorne Yard and Shop are beginning to take shape.

A proposed extension around LAX to Westchester has been put on long-term hold while various schemes to circumvent the LAX flight paths are being studied.

**Metro Pasadena Line:** (Union Station to Sierra Madre Villa) Preliminary engineering is well un-

der way on the Pasadena line. (Which will someday be through-routed across downtown Los Angeles underneath the Music Center and connect with the Long Beach Blue Line.) The exact route of the connection is still under study, but the route alignment north of Union Station will follow the Santa Fe tracks all the way to the end of the line, including a portion in the middle of the I-210 freeway.

This line's yard and shop site will be in the old Southern Pacific "Cornfield" yard adjacent to Dodger Stadium.

There will be stations at Chinatown, adjacent to Little Joe's restaurant, Avenue 26, Figueroa/Marmion Way, Avenue 51, Avenue 57, Mission Street in South Pasadena, Fillmore Street, Del Mar Blvd., Memorial Park, Lake St., Allen Ave. and Sierra Madre Villa.

Construction could begin as early as next year and operation is contemplated in 1996.

**Metro Red Line: (Segment 2)** (Wilshire/Alvarado to Hollywood/Vine, Wilshire/Vermont to Wilshire/Western) Construction is underway and boring of the tunnels is about half completed. December 15 saw the break through to the Wilshire/Western station box. Operation will not begin until 1997.

**Metro Red Line: (Segment 3)** (Hollywood/Vine to North Hollywood, Wilshire/Western to Pico/Sawtelle) Design work is underway for the stations and tunnelling.

**Metro Red Line: (Eastern Extension, was the "Orange Line")** Alternatives analyses are being performed to determine the exact route alignment through Boyle Heights. The line will tentatively end near the intersection of Whittier Boulevard and Garfield.

**Exposition Park Branch (EXPO) Line:** (Connection of Seventh/Flower Metro Station to former Pacific Electric "Air Line".) (Flower/Washington to Vermont/29th Streets) A final Environmental Impact Report has been issued and is under review for this 1.8 mile proposed offshoot of the Blue Line. The failure of Prop. 156 will probably delay the start of construction considerably.

As currently envisioned, the line would have three stations, 23rd/Flower, Jefferson/Flower, and 29th/Vermont/Exposition Park.

The exact alignment is not yet decided. There is a possibility of a subway under Figueroa, or an elevated section in that vicinity.

**Glendale/Burbank (LRT) Line:** A draft environmental impact report has been issued showing the line generally running Ventura Freeway to Burbank.

**South Bay Extension (Green Line):** (Compton/Marine Drive to Rancho Palos Verde) A draft environmental impact statement has been prepared showing an entirely elevated route extending from the present south end of the Metro Green Line. There are a couple of alternative alignments; one serving the Del Amo Fashion Mall, being considered.

**Ventura Freeway Line:** (North Hollywood to Woodland Hills) Various conceptual studies have



been made and monorail is touted. The catch is that the artists' renderings show conventional rail with third rail which would indicate that an extension of the Red Line is what is really favored. Former Pacific Electric valley line to Sherman via Chandler Blvd. is other candidate as an underground alignment!

**LAX to Palmdale Line:** Proposals are still being sought for a private enterprise to build this line. Conventional wisdom says that the line should be conventional third rail transit but the mag-lev lobby is still hanging in there hoping that that technology will be chosen. The odds of this line being built anytime soon are very remote.

## Trolley Buses

Planning and engineering is well along now on the first twelve electric bus lines. New Flyer Industries of Winnipeg, Canada is loaning this new articulated trolleybus (MUNI #7000) to the S.F. MUNI. The demo can be seen on lines 1 California, 14 Mission, 30 Stockton and 49 Van Ness-Mission. Driving motors are mounted on the middle and rear axles. 60 of these units will be built for MUNI for mid-1993 delivery. It is strongly rumored that after its tour of duty in the Bay Area, #7000 will see test service on LACMTA's first test line on Broadway late in 1993. Although all of the artist renderings now out show trolley buses with the RTD logo, no electric bus will ever run under RTD colors.

## Yakima Trolley Endangered

On Friday, November 13, 1992, the city of Selah initiated a lawsuit against the city of Yakima and the Yakima Interurban Lines Association. Selah wants to take away from Yakima the ownership of the trolley right-of-way in Selah. Selah has plans to widen their First Street and in the process eliminate the trolley tracks. Selah has a \$1.6 million grant at stake, and so they are pursuing this action aggressively.

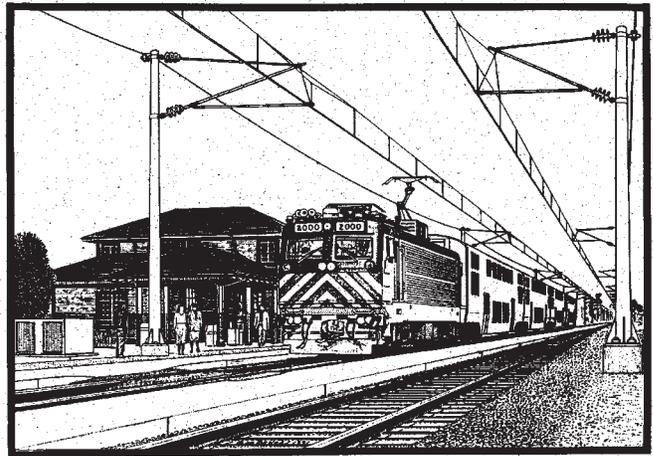
Y.I.L.A. had attempted to get Selah to work with them to find a mutually agreeable solution to the problem, but now they are forced by their action to fight them in court.

Y.I.L.A. has engaged the services of the law firm that their member Tap Menard works for. They have set up a legal defense trust fund and are soliciting your tax-deductible contribution. Please send whatever you feel you can afford. Make check payable to:

**Yakima Interurban Lines Association** and write "for legal defense fund" on the check. Then send it as soon as possible to:

Mr. Bill Snell, Treasurer  
Yakima Interurban Lines Association  
13232 W. Shore Road  
Nine Mile Falls, WA 99026

## 'F' Line Construction



Muni's F Market street trolley line is coming along. The fleet of tired but rebuildable PCC's have arrived at Morrison-Knudsen's upstate New York shops for a complete tear-down and rebuild complete with pseudo-historic paint schemes. (TIMEPOINTS February 1992) Lower Market Street track-work was completed in 1989 and has been used for several historic trolley festivals since. Duboce to Castro is scheduled to be completed as you read this, then 11th Street to Duboce from early 1993 to late 1994.

In early 1995 F Market streetcars will replace 8 Market Trolley buses. By 1998 F Market will continue along the Embarcadero from Market Street to Fisherman's Wharf. (Construction will begin in 1995.)

## Electrification





This drawing by "Friends Organized For Regional CalTrain Expansion" is used to illustrate their call for electrification of existing CalTrain service on the San Francisco to Tamien Peninsula run. (CalTrain was extended to meet to San Jose Light Rail at its relatively new Tamien Station this past July. *see below*) FORCE also calls for an "East Bay CalTrain" from Fremont BART to San Jose; but we think their drawing also predicts the inevitable electrification of all of the Los Angeles basin's freight and passenger rail lines due to existing clean air laws. Studies by LACTC and SCAG have been completed re: costs and benefits.

### **Light Rail on the Bay Bridge**

TRAC (Train Riders Association of California) is having great success with its media campaign to push for a new light rail line to connect the East Bay with San Francisco. A computer generated video replacing one top-deck lane of the bridge with Duwag style train-sets has been shown repeatedly on all of the local television news programs.

### **Visalia Electric comes to an end**

The Southern Pacific Railroad has applied with

the Interstate Commerce Commission to abandon the Visalia Electric line from Exeter north to Woodlake. The railroad's real estate department is actively looking to sell the right-of-way off in small pieces to the property owners along the line. Kyle Railway bought the track rights for most of the SP's east side routes, but declined to acquire the V.E.

The system began in 1905 and carried passengers



through 1924. All electric freight service ended in 1944 when the line converted to diesel. (see photo above) It has been two years since occasional hauls of fruit last operated.

Popular lore has the engineers of the V.E. being responsible for much of the population of Exeter. Whistles were blown long and hard when arriving early in the mornings with freight cars full of fruit "arousing the populace" with their racket. It was too early to get up--and too late to go back to sleep!

# TIME TABLES

January

1?, Friday. MEETING, Bay Area Electric Railroad Association, 8:00 PM, Veteran's Auditorium, 2nd floor, Grand & Harrison Oakland call after 6:30PM weekdays for program (415)673-6547.

## SPECIAL NIGHT!

**8, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Pacific Railroad Society, Los Angeles Geographic Society, joint special monthly meeting. Location Los Angeles City College, Room 101 Franklin Hall (End of the 'V' line, Vermont), 8:00 PM Program: Los Angeles Geographical Society hosts ERHA's Russ Davies, world traction.**

9, Saturday. MEETING, San Diego Electric Railway Association regular monthly meeting, 6:30PM at Fire House, Columbia & Cedar Sts. Pot Luck & Lyle Judd presents S.D.E.Ry days, slides, maybe movies!

~~30, Saturday. SUBWAY, First day of service on Los Angeles' first modern-day subway system. (date tentative)~~

February

5, Friday. MEETING, Bay Area Electric Railroad Association, 8:00 PM, Veteran's Auditorium, 2nd floor, Grand & Harrison Oakland call after 6:30PM weekdays for program (415)673-6547.

12, Friday. MEETING, Pacific Railroad Society, regular monthly meeting, 7:30PM at Joslyn Recreation Center, Alhambra. Program unknown.

13, Saturday. MEETING, San Diego Electric Railway Association regular monthly meeting, 6:30PM at Fire House, Columbia & Cedar Sts.

**19, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, regular monthly meeting. Location: El**

March

**Camino College. 7:30PM Business Meeting 8:00 PM Program: Jack Whitmeyer slides of Pacific Electric operation in San Pedro/Los Angeles Harbor & California Electrics since the 1940's.**

5, Friday. MEETING, Bay Area Electric Railroad Association, 8:00 PM, Veteran's Auditorium, 2nd floor, Grand & Harrison Oakland call after 6:30PM weekdays for program (415)673-6547.

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13, Saturday. MEETING, San Diego Electric Railway Association regular monthly meeting, 6:30PM at Fire House,

### Meetings By Mail!

We realize that many members live out of the area and are missing out on some wonderful programs. ERHA is videotaping some of our monthly entertainment. Not a slick professional style video, occasional heads in the way, the audience commentary, white screens from missing slides, picture quality is excellent. Please make out checks to ERHA of SC. Shipment time will depend upon the number of orders we receive. (Tapes will be duped to order.) Your donation of \$15.00/VHS tape includes postage, please add \$5.00 U.S. for international orders.

- #100 Bill Volkmer's PE
- #101 Ted Damon's PE
- #102 Charlie Seims Mt. Lowe Centennial
- #500 1992 Traction in America review (Dec '92)
- #700 Ken Douglas's Canada, Cuba & Mexico
- #701 Dick Burn's Japan, 1992 & 1952

*We will only tape presenters with their prior permission.*

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