

TIMEPOINTS

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Timepoints

January/February/March 1995

The Southern California Traction Review

Always a Newsletter in sight

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Before the overhead was powered up, contractor's hi-rail mule towed new LRVs back and forth over length of Green Line to check clearances. New cars were given their "acceptance runs" on Long Beach Line after hours.

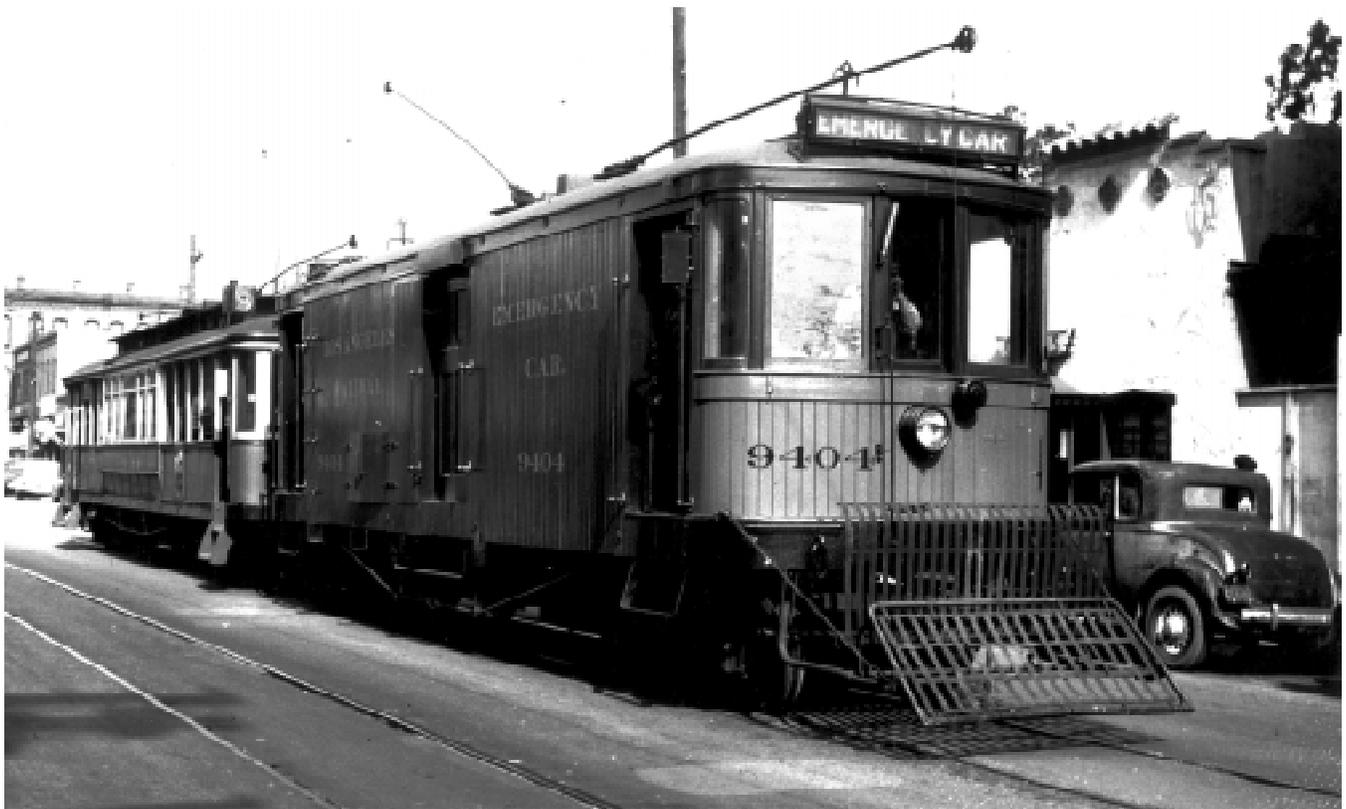


Proposed Norwalk Metrolink/Lightrail Station, LRVs would continue beyond present 605 terminus into a cut and cover 1-mile subway underneath Imperial Boulevard to connect.



(On the cover) St. Patrick's day on the Green Line, 1st public preview ride between Norwalk Station (shown) and one, two or three stations west; depending on load demand. 11,000+ people showed up on a work day! Newly arrived cars are being painted same red and blue racing stripe scheme as Long Beach cars, but can be differentiated by perriwinkle diamond below motorman's cab. (Across the bottom) Views from North Broadway, (1) Pasadena Line's concrete viaduct over the river is almost complete, (2) railbed work has begun, (3) viaduct begins south of bridge in SP's old cornfield yard, (4) film crew for The Money Train has built a plywood replica of New York subway about as long as the PE's 1925 version! Fifteen N.Y. cars equipped with Chevy engines have been pressed into film service.





Raymond Younghans Collection

Snapshots from Southern California

This issue we bring you a pictorial collage of recent traction sightings around the Southland...

Old friend, the 'G' line came back for a two week visit on North Spring Street recently. Above, LARY Emergency Car 9404 helps a stricken '9' line car down to 54th & Avalon along this stretch behind "China City"

(02/22/42)

(At right), the original brick and granite block street with two sets of 3'6" rails and crossover was clearly visible during repaving this year; looking south towards City Hall.





The view of the “Flight” from the subway; standing at one of the 4th & Hill Entrances to the Pershing Square station, the “Flight” is just to the Northwest across Hill Street. (Another entrance lies on the western side of Hill.)



View from lower of two decks at California Plaza (spanning Olive Street), view of ‘G’ line tracks (page 3) revealed opposite side of Los Angeles City Hall.

Modern concrete columns have been poured so as to create an “artificial” Bunker Hill surface that will yield a Right-of-way with the same rise and run as historically. At right, view of Subway Terminal Building from Winch House level.



Angel’s Flight is under reconstruction along the exposed concrete wall of the Senior Housing Project’s parking structure, visible at middle right. Station House level is being constructed level with the top plaza level of California Plaza, visible where the black high-rise begins at the left in this view.

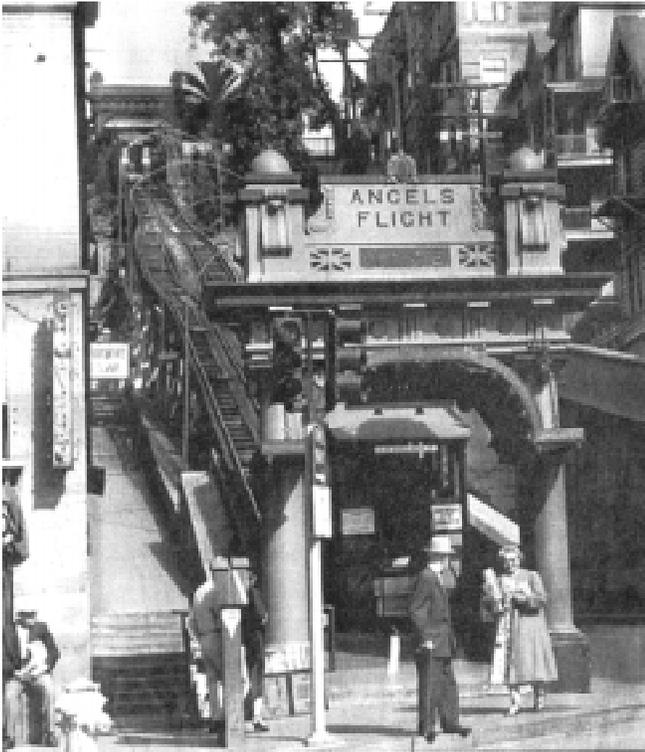
Angel’s Flight

Construction Begins... *(huzzah & hoorah!)*

See March ‘94 *TIMEPOINTS* for complete construction details.



The official groundbreaking was held March 9, 1995, the projected opening date is now scheduled for Spring 1996, 95 years after Col. J.W. Eddy first opened for business. Interestingly, the MTA has contributed \$785,000 towards the restoration of Angel's Flight; will we see the "M" logo on the sides of the restored Olivet and Sinai?



(Above) Olivet's first visit "home" since 1969; the CRA trucked the unrestored car to the groundbreaking ceremonies on her way to the restorer's shops. We wonder if those doing the restoration know that the wooden seat "cushions" were installed in 1958 and are really Los Angeles Railway Streetcar seats taken from scrapped cars at Terminal Island?

(At Left) A moment captured in this Los Angeles Times 1958 view, by 1961, the CRA had acquired the railway and demolished most of the buildings visible in this view.



"Controlled demolition", here workmen are dismantling the station house and ceremonial archway. Each piece of concrete will be individually restored and the whole reconstructed at the top and/or bottom, as appropriate.





Lankershim (North Hollywood)

The Pacific Electric had only one line into the San Fernando Valley, a largely agricultural preserve almost to the end of service in 1955. From Vineland avenue, traveling west along the middle of Chandler Boulevard as a far west as Ethel Avenue, the PE shared Rights-of-way with the SP. Thus, forty years after abandonment, this portion of the line remained as the SP maintained the line for occasional service to the Air National Guard base at the Sepulveda Dam. The line became MTA property with the same county-wide acquisition of ROWs that also made the PE's "Airline" public property. Fierce political debate over the reuse of this ROW has subsided with the massive scaling back of future rail plans system-wide.



From this idyllic spot, can you tell if this photo is from 1935 or 1995? (hint, *no trolley wire*)



(Above) New end of track, looking east from Vineland, PE track used to come curving in from the right.

(Left) SP/PE Depot will survive subway construction, dirt conveyor from tunneling operation is visible at right distance.



Enough rail piled by the ROW to start a small trolley museum!



(Above) The loss of rail, here at Fair Ave. could mean the permanent loss of the ROW for public and transit uses
(Above left) Original 1918 PE rail with rail bond still welded in place; *one of hundreds in the pile.*



World's largest 'Emmy' Award, Television Academy is one of very few buildings still standing on Lankershim Boulevard adjacent to Red Line Construction site.



Tujunga Wash Bridge



(Above) Track picks up again, looking west across Tujunga



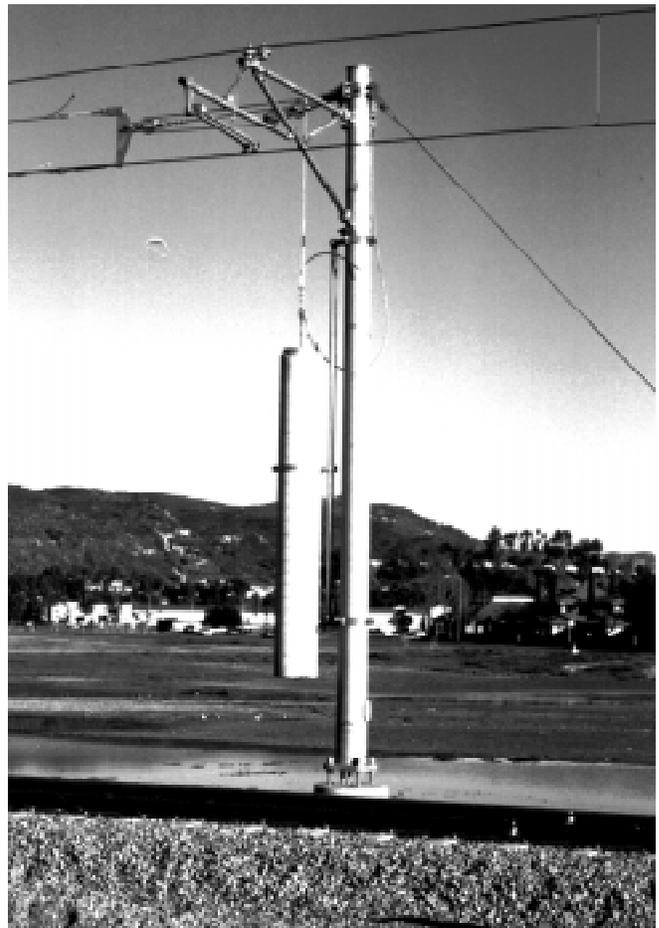
(Above right) Another bucolic view, Ethel Avenue crossing



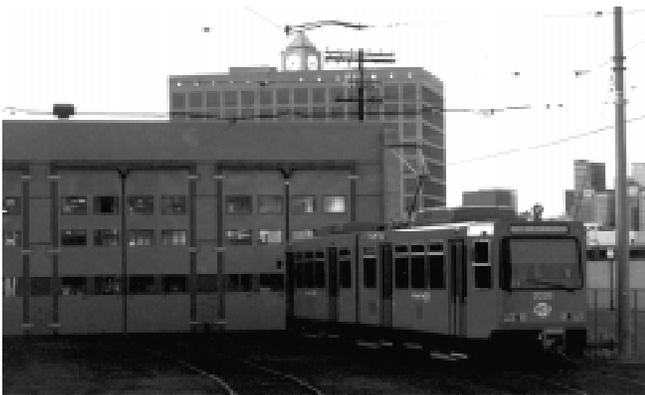
(Right) Naked ROW, looking west from Vineland

San Diego Trolley

New Car Barn and a new line extension...



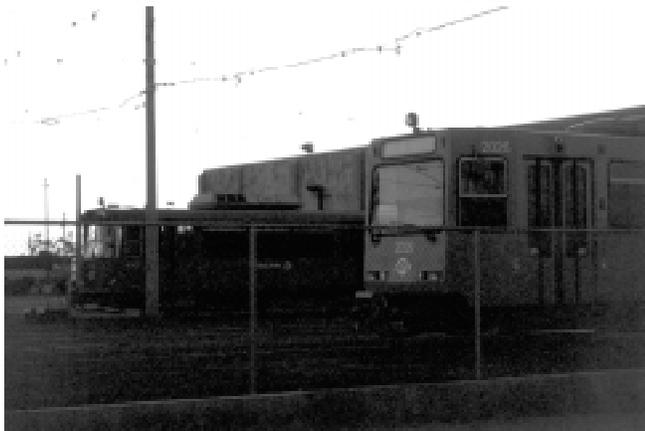
Support detail of self tensioning overhead construction.



Magic hour, as the sun sets behind the handsome new car barn situated just across the street and to the southeast from the original shops complex. (Note the MTDB headquarters building and clock tower for orientation.)

A U-2 from the original 1000 series silhouettes against the light, while one of the SD-100s of the new series 2000 poses for contrast.

As we go to press, Siemens Dueweg is slated to break ground on a new body plant in Compton. SD-100 bodies will be assembled there (1 mile from the Long Beach Line) then trucked to Sacramento for the fitment of running gear, and then returned to Southern California for service on the Pasadena Line.





North of El Cajon/Santee Line

(Above) You can tell this isn't Los Angeles, passenger revenue is supplemented by nighttime freight traffic.

(Above right) Right-of-way consists of simple traffic segregated side-of-the-road running. All the light fixtures and pedestrian railings are finished in the system's handsome red.

(Right) The line leaves the highway to follow this drainage channel to new station at Gillespie Field.



(Middle two below) At Mission Gorge the now single tracked line leaves the Boulevard once again for Santee Station.

(Left below) Gillespie Field Airport station is reached via graceful pedestrian bridges over the channel; entire system is characterized by simple low cost approach.



Watch for a joint ERHA/SDERy fantrip and shop tour just before the line opens to the public, sometime in August.

(Right below) Santee Park & Ride Station still under construction at the northern most end of the line



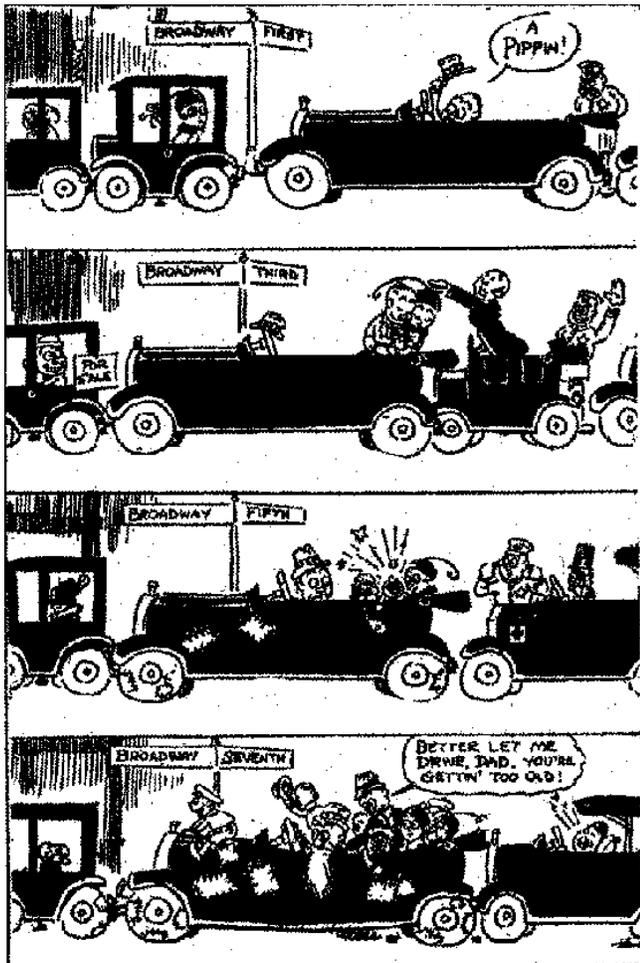
Odds & Ends...



Recently we asked the musical question, “What ever became of the “missing”No. 25 Fort Collins Birney”. Well long time ERHA member Ralph Melching not only knows, but sent along this beautiful shot of No. 25 in the snow!

Victor, Colorado, 05/86.

From the Los Angeles Times, circa 1923; traffic was so bad on Broadway that a citizen could woo, marry and raise a family all between 1st and 7th Streets!



We're always ready to print photos of Pacific Electric equipment...

ERHA member Dan Bottoms spotted this speeder, PE 0149, at a gathering of speeder aficionados, (and we thought traction fans were specialized!).

There is some question as to whether the PE even had any speeders, no one seems to have any memory of seeing or photographing one in service. This unit is of WWI vintage and could perhaps have belonged to the SP?



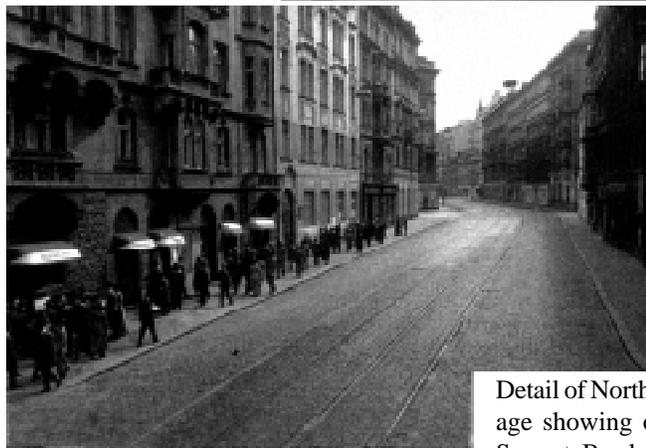
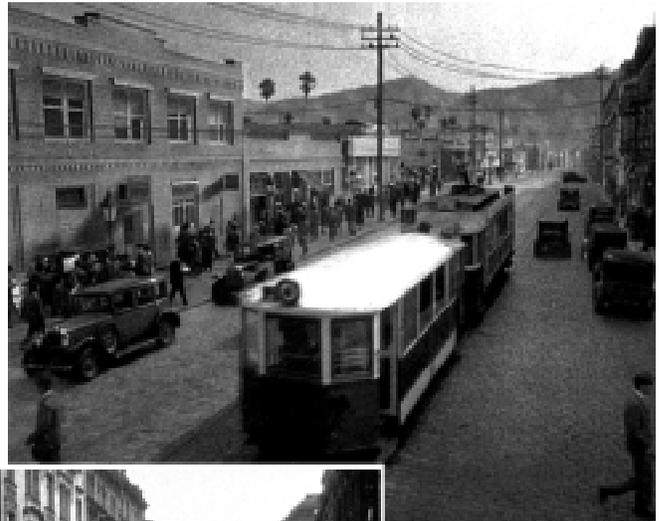
At the corner of Wilshire Boulevard and Vermont Avenue, the Red Line to North Hollywood cuts diagonally across mid-block with inbound and outbound platforms stacked vertically over one another. The open cut (seen at right being filled in, Southwest University/Bullocks Wilshire visible at rear) will give way to a vast “urban plaza” (shown above in computer rendering).



Los Angeles in a parallel universe...

George Lucas' Young Indiana Jones Chronicles failed on network television but lives on with new episodes for cable. The series unique "hook" is to teach children 20th Century history by following the movie character Indiana Jones through his childhood meetings with most of the preeminent figures of this century's early history. Young Jones has met the Kaiser, Einstein, Churchill, Roosevelt, Villa, "Fats" Waller and Mata Hari. On a very tight budget the producers in every episode have used computers to recreate entire battle scenes with only 20 actors in costume, place modern actors inside historic photographs and recreate cityscapes that would be next to impossible to duplicate today.

For an episode entitled, "Hollywood Follies", Western Images of San Francisco created this 1920s Los Angeles street scene by combining modern day Prague with its brick streets and elderly streetcars with live actors and period European automobiles with computer generated Hollywood Hills and building facades! One can only wonder what the sight of an enclosed red and creme streetcar pulling a trailer up Western Avenue might have elicited in 1923... *probably would have assumed a movie was being shot.*



Detail of North Spring Street LARy track-age showing off both cobble paving of Sunset Boulevard and Red Bricks of Spring Street.

ERHA 1995 Banquet

in the restored

Los Angeles Pacific's (Pacific Electric)

Ivy Substation

Saturday September 30th, 1995

Save the date!!!

Planned Program, the World Premiere of

"Don Olson's Definitive Pacific Electric Movie"

to be released at Xmas by Pentrex,

"The Finest in Railroad Videotapes"

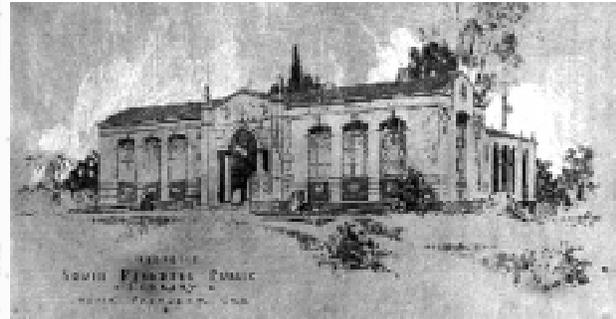
In conjunction with the Culver City Historical Society

Many unique exhibits, a silent railroading auction and

a catered Picnic Dinner inside the Substation and on the grounds of the adjacent park.

Watch for registration information, forthcoming...

TIME TABLES



ELECTRIC RAILWAY HISTORICAL ASSOCIATION meets on the 3rd Friday of every month at the South Pasadena Library Community Room 1100 Block of El Centro Street between Diamond & Fremont Avenues 7:00PM Mixer, Program & Meeting 8:00 PM

Pacific Railroad Society meets on the 2nd Friday of every month at the Joslyn Recreation Center in San Gabriel.
 San Diego Electric Railway Association meets on the 2nd Saturday of every month 7:30PM at the Fire House Museum, 1572 Columbia St. @ Cedar Street.

January

2, Monday. FANTRIP, San Diego Northern's Coaster, Oceanside to San Diego. FREE to members of railfan groups

8, Sunday. FANTRIP, OERM special trains on the San Diego Northern, free to OERM members

13, Friday. MEETING, Pacific Railroad Society

14, Saturday. MEETING, San Diego Electric Ry Assoc. Fundraiser, Potluck Dinner, \$3.00 6:30PM

20, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Program: Don Brown's color slides of Pacific Electric's Torrance Shops Complex plus PE service in the coastal cities.

28, Saturday. MEETING, Perris Valley Historical Society's Fred T. Perris day, OERM museum trains from 7th Street

February

10, Friday. MEETING, Pacific Railroad Society

11, Saturday. MEETING, San Diego Electric Ry Assoc. MTDB Elect. Engineer Jay Sender contrasts old & new Siemens/DueWeg Trolleys

17, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Program: West Los Angeles on the Pacific Electric in the 1930s and 1940s. Ralph Melching's original prints transferred to slides by Russ Davies.

March

4, Saturday. SWAP MEET, OERM Spring member's day, BBQ dinner and nite operations.

10, Friday. MEETING, Pacific Railroad Society

11, Saturday. MEETING, San Diego Electric Ry Assoc. Slides of Switzerland, dual proj. w/sound

11, Saturday. FAN TRIP, MetroLink Santa Ana/San Bernardino

17, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Program: Paul Ward's International Light Rail, Western and Eastern Europe.

25, Saturday. FIELD TRIP, Associated Historical Societies of Los Angeles County- Los Angeles Aqueduct Tour. 8:30AM 12605 Osborne St, Pacoima, return at 4PM \$20 (818)792-1048

April

8, Saturday. FAN TRIP, PRS Motorcoach charter to Tehachapi

14, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Program: Jim Walker's Los Angeles (2nd Friday this month!)

14, Friday. MEETING, Pacific Railroad Society, George Shelly, video "Action under the Wires"

15, Saturday. MEETING, San Diego Electric Ry Assoc.

21-23, Friday-Sunday. CONFERENCE, CA Transportation: Past, Present, Future. CA Hist. Inst., Univ of the Pacific, Stockton

29-30, Saturday, Sunday. RAIL FESTIVAL, OERM's Spring rail fest.

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