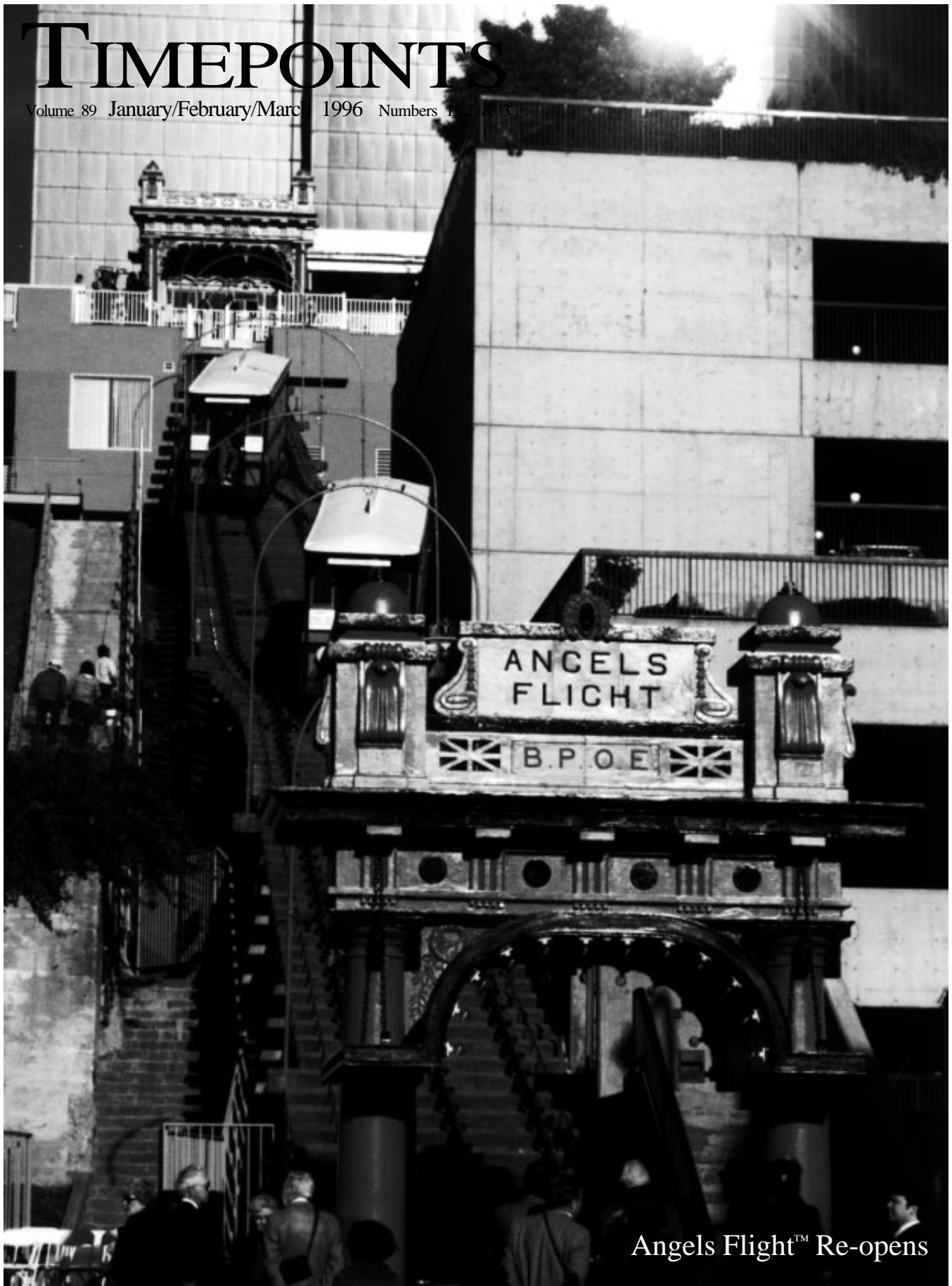


# TIMEPOINTS

Volume 89 January/February/March 1996 Numbers 1, 2 & 3



Angels Flight™ Re-opens

# Timepoints

January/February/March 1996

## The Southern California Traction Review

*Always a Newsletter in sight*

produced by

The Electric Railway Historical Association  
of Southern California, Inc.

Subscription included in membership.

ERHA membership is \$25.00 per year

*Editorial Mailing Address*

*Circulation, ERHA Business*

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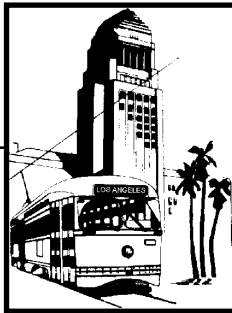
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## Angels Flight™ Reopens

On February 23, 1996 at approximately 9:37am the official first run of the restored version of Angels Flight™ ended almost 27 years of "Flightless" activity between Hill & Olive Streets in downtown Los Angeles.

TIMEPOINTS has already brought you extensive coverage of the rebuilding process (see November 1991 issue, *moving the winch house and arch to Hill Street*, March 1994 issue devoted to the restoration, January/February/March 1995 issue, *construction begins* and July/August/September 1995 Olivet & Sinai and more construction progress) but the reopening of the Flight means much to Angelenos and is the closest thing to heritage trolley operation we have...

Service hours are 6AM to 10PM seven days/week (original hours were 6AM to 12:20AM seven day/week)

Restoration cost: \$4.1 million

Funding: CRA and MTA, primarily from

tax increments generated from the redevelopment of Bunker Hill

Owner: Angels Flight Railway Foundation, a private, nonprofit, public benefit corporation

Operations: Fare box, donation to the foundation, adjacent tenant fees, film rentals, merchandise sales



←Pershing Square Red Line Station

3rd & Hill Groundbreaking: August 2, 1901

Opening: December 31, 1901

Re-grading: 1905, to approximately 33 percent uniform slope

Archway addition: 1908

Fares: 1¢ per one-way trip (1901-1914) pay at the top

5¢ per one-way trip (1914-1969)

books: 50 rides 50¢ (1901)

30 rides 50¢ (1953)

3 rides 10¢ (1961)

40 rides \$1 (1961)

6 rides 25¢ (1969)

Length of railway: 315 feet

Streets crossed: Clay Street

Slope: 33%

Speed of cars: 3½ miles/hour

Trip time: one minute (one-way)

Cars: Sinai (northern car), Olivet (southern car)

27'-3½" long, 5'-7" wide

22-40 persons, Los Angeles Railway surplus seats

Power: 440vAC, Westinghouse 50hp, 3-phase, slip-ring motor driving a 48" bull sheave connected to three large deflection sheaves by steel cables attached to the cars

Controller: Westinghouse Street railway controller (rheostat)

351 Hill Street Groundbreaking: March 9, 1995

Opening: February 23 & 24, 1996

Fare: 25¢ per one-way trip (1996- ) pay at the top

books: 5 rides \$1 (1996)

40 rides \$7.50 (1996)

Length of railway: 298 feet

Streets crossed: Olive Street ("water court" spans street)

Slope: 33%

Speed of cars: 3½ miles/hour

Trip time: one minute (one-way)

Cars: Sinai (northern car, modified to provide wheelchair access), Olivet (southern car) 27'-3½" long, 5'-7" wide

22-40 persons, Los Angeles Railway surplus seats

Power: 440vAC, Sterling Electric 100hp motor turning twin Caterpillar D-9 gear assemblies, drums and steel cables attached to the cars

Controller: Digital industrial machine control

Donations are welcomed:

**Angels Flight Railway Foundation, Bunker Hill Post Office Box 712345, Los Angeles, CA 90071**

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# ANGELS FLIGHT™

## RAILWAY

"SHORTEST RAILWAY IN THE WORLD"

### ANGEL'S FLIGHT: LOS ANGELES LOSES FAMED FUNICULAR—PERHAPS FOREVER

LOS ANGELES — It wasn't much, as electric railways go. But it was all we had.

And now Angel's Flight is gone, too. Perhaps forever, despite the honeyed reassurances of the Community Redevelopment Agency of Los Angeles, that Angel's Flight will return to service in about two years, after Bunker Hill has its top 30 feet sliced away.

Nobody is sure. A throng of railfans, history buffs and sentimentalists took no chances Sunday night, May 18. They held a wake.

It was particularly sad for the railfans. More than half a decade had gone by since the last electric rail transit disappeared from the streets of Los Angeles. Tiny Angel's Flight, two blocks long, carried on but in the minds of many it hardly seemed to qualify as a bona fide electric railway. Recently, as it became apparent that we were going to lose even that tenuous link with the past, interest in the city's only funicular suddenly heightened.

About 50 railfans attended the last rites. After the last public car disgorged its crowd, shortly after 10:30PM, members of the ERHA and their guests filed aboard the car "Olivet" for the very last round trip which left the top at 10:48PM. The black flags were unfurled, and the car descended to the bottom. Then up to the top again, jerking to a stop at 10:53PM. Angel's Flight had had it.

#### PUBLIC REDISCOVERS THE 'FLIGHT'

In its final weeks, the public rediscovered Angel's Flight. And during the last few days (when rides were free) lines of a quarter of a block long were not uncommon.

Angel's Flight called itself "the shortest railway in the world." But in its 68 years of operation, it managed to carry 100 million persons, and that's half the population of the United States at present.

Actually, Angel's Flight wasn't the shortest railway in the world at all. Its 325-foot length surpassed the less than 300-foot span of the 4th Street Lift in Dubuque, Iowa.

The little railway and Bunker Hill grew up together. In recent years, however, the neighborhood at the top of the hill decayed and died. Many of the fine old residences were razed, and in 1959 the city approved a redevelopment plan for the hill. In the 10 years since, the planners got as far as building a parking lot, which provided Angel's Flight with about its only revenue after the residents fled. Finally, regrading of the hill is to begin to make way for a \$600 million office building and apartment complex, and this regrading was the immediate cause of Angel's Flight's demise.

#### NO MONOPOLY ON HILLCLIMBING

Angel's Flight was built in 1901 by Col. J. W. Eddy under a city franchise that insisted the company must provide 123 steps\* from Hill to Olive Streets "to prevent a monopoly on the means of ascent." On the grand opening day, December 1, 1901, the ladies of Bunker Hill (then called Olive Heights) served free punch to the passengers. The Hill Street entry arch was added in 1908.

The two cars, each holding 32 passengers, are named "Olivet" and "Sinai." Originally painted white, they have been orange and black in recent years. A one-way trip took 50 seconds. Although technically a railroad, the city classified it as an elevator.

There once was an observation tower, known as Angel's Rest, but it was removed in 1938 after continued sinking of the pillars holding it, apparently caused by the building of the Third Street tunnel.

In 1935 the city wanted to widen Third Street from the tunnel east to Hill Street, and decided to terminate the Angel's Flight franchise. But a band of 1,200 residents protested so effectively that the funicular was granted a new 10-year franchise. In October of 1962 the city bought Angel's Flight from its private owners for \$35,000. It was turned over to the Community Redevelopment Agency, which in turn farmed it out to the Los Angeles Elevator Corporation for management.

#### A PLACE IN HISTORY

Over the years, Angel's Flight has gained ample recognition for the historic significance it holds. The Southern California Chapter of the American Institute of Architects listed it as an historic structure with the Library of Congress, and in 1952 the local chapter of the Native Daughters of the Golden West marked Angel's Flight with a bronze plaque mounted on an espe-

\* 121 Steps in 1996 with the lowering of Olive Street and modern stair riser heights; another 49 steps from Olive Street up to Station level.

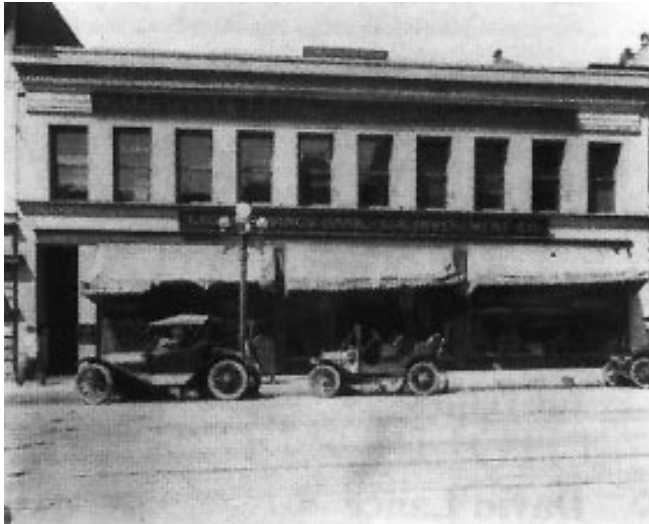
cially designed drinking fountain.

Will Angel's Flight Rise Again? The CRA says so, and has promised that the funicular will be reassembled at its present location in line with Third Street between Hill and Olive streets. Sidney J. Smith, president of Los Angeles Elevator Company, plans to store the upper ticket office and patio, the cars, the tracks, the arches and other equipment. He is being paid \$40,000 for that, and dismantling, but no provision has been made for restoration which will cost an estimated \$90,000. Smith believes Angel's Flight will need much new equipment, and new cars.

But he and his wife Lillian — both staunch Angel's Flight fans — plan to keep an eye not only on the bits and pieces of equipment, but on the bureaucrats as well. Smith puts it this way:

"It'll be restored — or there's going to be one hell of a fight."

-Mac Sebree TIMEPOINTS, June 1969  
Courtesy of the Donald Duke Collection  
Unearthed by David Cameron



☞ ☛ Angels Flight was located historically at the southwest corner of Hill and 3rd Streets. These two photos depict its new location at 351 South Hill Street about 1921 and 1996.



☛ Original Westinghouse traction motor has been supplanted by a new drive system hidden in a new machine room one floor below historic winch house. New drive consists of two separate drum assemblies rotating in opposite directions but permanently tied together and to the 100hp Sterling motor via a caterpillar D-9 gear-box.



☞ ☛ Two views of Angels Flight winch house. During restoration original wooden building was completely stripped and refinished prior to fresh coating of orange and black paint.

This "water court" is what awaits passengers at the top of the 'Flight'. Saturday crowds lined up for up to two hours to ride the one minute railway.



Dan Bottoms photo

**SOUVENIR RE-OPENING WEEK  
ROUND-TRIP TICKET**

**CELEBRATING THE GRAND RE-OPENING  
OF THE ANGELS FLIGHT™ RAILWAY**

**ON FEBRUARY 24, 1996**

Good for one ride and one return ride  
subject to conditions on reverse  
**GOOD ONLY THROUGH MARCH 3, 1996**

**ANGELS FLIGHT**  
296  
GOOD FOR RETURN  
VOID IF DETACHED



☞ The first official run on opening day found an invited mixture of politicians and gang members riding Olivet and Sinai. Earlier that morning anybody who happened to be on the scene and had the desire and a quarter could ride Angels Flight that first Friday.

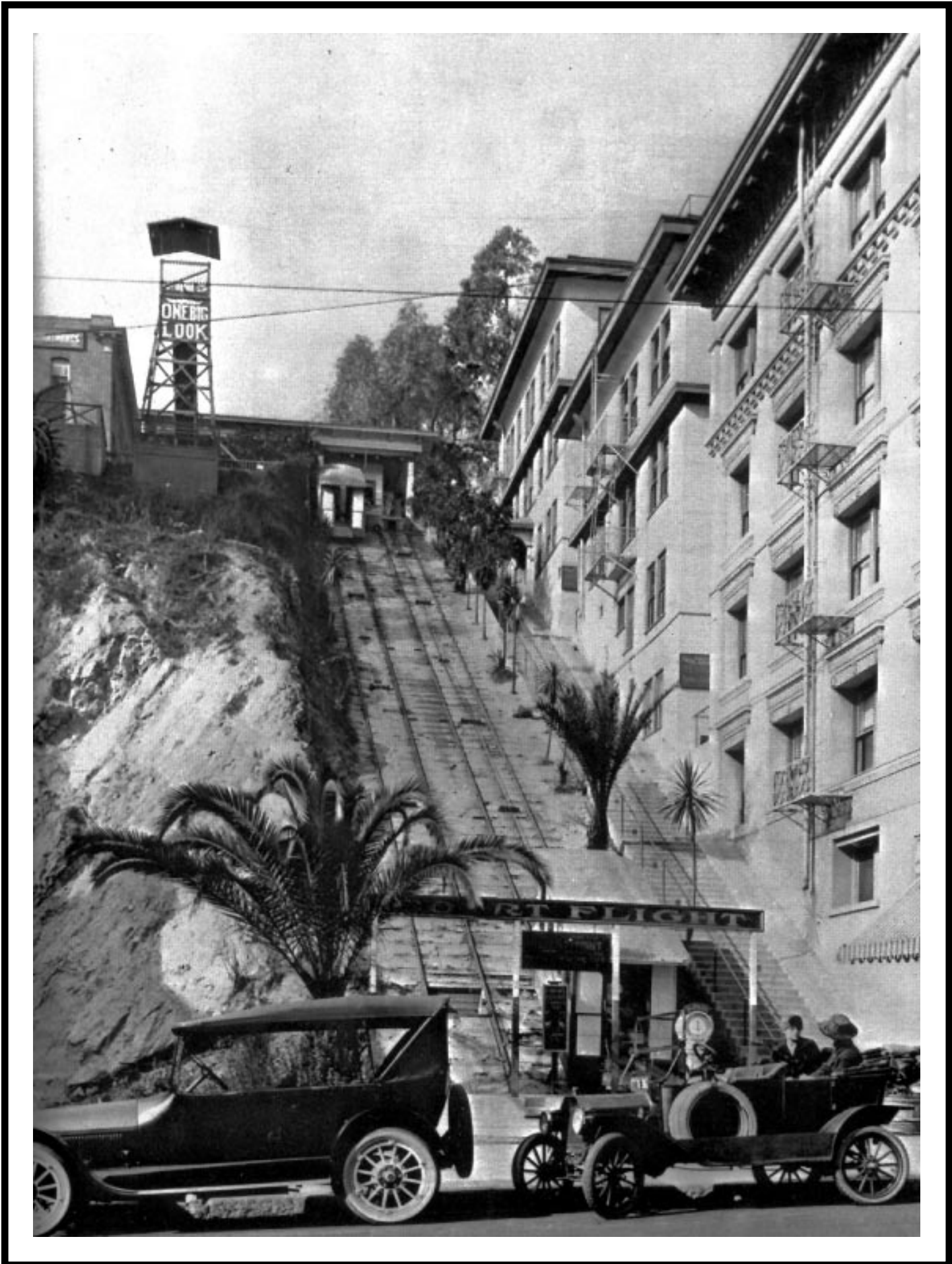
☞ Finished project stands in sharp visual contrast to modern buildings and plazas which now surround it.

☞ Irregular service begins Friday morning before the re-dedication ceremony. First weeks of operation have been marred by odd hours of operation while small bugs are worked still being worked out.



☞ The Interior of Olivet after restoration, looking pretty much as she did in the 1950s. When you visit the 'Flight' pay special attention to the up-hill end of Sinai. She has been cleverly modified to provide wheelchair access. The transformation is so subtle as to be invisible unless pointed out. Only the absence of one of her outdoor seats gives the change away.

Olivet made this command appearance at the "topping out ceremony", November 30, 1995 and then went back into storage until pre-opening testing began.





## Bunker Hill's Other Incline Railway Court Flight

1904-1943

Court Flight connected Los Angeles Railway Streetcar patrons traveling on Broadway to the top of Bunker Hill at Court Street. Located mid-block between Temple and First Streets, the line was steeper than Angels Flight™ rising 200 feet in just over 200 feet. Court Flight also differed in its use of four tracks over its entire length although the cars were cabled together as counterbalance to each other.

As with Col. Eddy's Angels Flight, the City of Los Angeles required a parallel stairway be provided to prevent a monopoly and thus also did Court Flight only charge for rides up and not down. *For the record, Court Flight's stairway was 47 steps to the first landing and 93 more to the top.*

There was a major overhaul carried out in 1936, but land values were rising to the point that this Flight would not last until urban redevelopment.

During the War (October 20, 1943) a fire damaged the wooden ties badly enough that Court Flight would never run again. The City issued a permit to abandon that same year.

Rumor has it that the cars and perhaps some other artifacts of Court Flight still exist today in the hands of a private collector in Woodland Hills.

📍 Two similar views of Court Flight from the 1920s; notice the observation tower that advertised "One Big View." Today the hill is greatly cut down and the site of Court Flight would be somewhere between the County Law Library and the Hall of Records. Today's Court Street comes no further east than Custer Avenue on the west side of the Harbor Freeway. Court Flight is just slightly *new* to be listed in Young's City Railway Directory. (*see page 18*)

## Richard Fellows' Collection Auctioned Off

Following the untimely death of noted Pacific Electric collector Dick Fellows last December, (he was accidentally drowned while body surfing in the Pacific), his heirs engaged a professional auction house to liquidate his assets.

Of particular note to our members, his collection included Pacific Electric Car 1058 (a 900 Class Wooden interurban Dick seamlessly converted into a replica "ten-hundred" and equipped to operate on rubber tires over paved streets), PE 665, (a "Hollywood" type car, mostly restored and also equipped for highway running), PE 993 (the body of another wooden interurban in need of a full restoration) and PE 525 (the body of a wooden city car also in need of much attention).

The collection also included Ira Swett's "Magna Collection", forty file cabinet drawers filled with historic photos, deeds timetables, rule books and plans. Dick also had lots of spare streetcar parts, dash signs, car cards and other related items.

The auction was held in the Fellows Company Shops on February 28th & 29th. Although ERHA did not have sufficient time to publicise the event for our members, we endeavor here to report on the results as we know them.

We also know that many of the items that appeared to sell at the auction *did not really sell* and some side deals were made after the fact. Also many who bought seem to have been bidding against phantom bidders used for the purpose of increasing the sales prices.

A consortium of ERHA, OERM and several private donors pledged for the purpose of purchasing Magna to place it in the public domain, but we had not enough to bid.

Unfortunately you'd need to see many of these items in person to know what they are and we are only reporting Streetcar parts and paraphernalia of interest to our membership. Many of the streetcar spares were purchased at satisfactory prices by OERM and others went to Illinois Railway Museum and to BAERA. For the record and your information, here are the selling prices:

### Selling Prices

PE 1058	\$ 57,500 (did not sell, asking \$85,000)
PE 655	\$ 35,000 (did not sell, asking \$85,000)
PE 524	\$ 6,500 sold to OERM
PE 993	\$ 6,500 sold to OERM

S.F. cable car molds	\$ 75
Misc. Streetcar doors	\$ 100
WigWag signal	\$ 150
Railroad signal	\$ 150
Misc. air tanks	\$ 50
4 Lanterns	\$ 200
4 Lanterns	\$ 400
5 Lanterns	\$ 200
6 Lamps	\$ 10
2 Street Car Arc Headlights	\$ 450
1 Imperial Streetcar Headlight	\$ 500
1 Imperial Streetcar Headlight	\$ 500
2 Lamps	\$ 80
2 Lamps	\$ 50
Misc. Lenses	\$ 80
10 Westinghouse Air Gauges	\$ 500
1 General Electric 35-D Controller	\$ 450
5 Streetcar controller handles	\$ 100
Misc Interurban Whistles	\$ 375
3 Interior Lights for PE 993	\$ 125
6 MTA I era steel signs	\$ 175

7 Car cards	\$ 150
29 PE Steel Dash signs	\$ 2,900
1 Ohmer Fare Register (early)	\$ 900
2 PE Tool Boxes	\$ 80
1 Roof Mounted Roller Sign	\$ 700
40 Out-of-print Interurban Press books	\$ 500
1 PE Conductor's Uniform	\$ 200
7 Conductor's hats (new)	\$ 280
2 PE Freight System steel signs	\$ 400
5 Johnson Fare Boxes	\$ 175/each
4 Adlake Red & Blues Railroad Lanterns	\$ 200/each
Public Display Boards of PE routes	\$ 175
Misc. Streetcar parts	\$ 200
Misc. Streetcar parts	\$ 500
5 PE Trolley Poles	\$ 350
Misc. Air Brake Parts	\$ 450
Misc. Streetcar parts	\$ 700
Seats for PE 993	\$ 350
Seats for PE 524	\$ 175
Streetcar Compressor	\$ 1,200
Streetcar Compressor	\$ 1,200
Streetcar Compressor	\$ 1,750
25 Nickel Iron Alkaline Batteries	\$ 25
Misc. Streetcar Parts	\$ 500
Streetcar Compressor	\$ 600
Streetcar Compressor	\$ 1,400
Streetcar Compressor	\$ 1,400
Streetcar Pilot Brake	\$ 25
Assorted car cards	\$ 100
Misc. Window Shades & Parts	\$ 225
Misc. Streetcar Parts	\$ 225
Ira Swett's bound copy of the PE cars	\$ 300
Magna Collection (did not sell)	\$ 30,000
Magna Timetable collection (dns)	\$ 5,000
Misc. prints PE cars	\$ 30
Misc. Street Railway Tokens	\$ 100
Misc. Conductor Pins & Buttons	\$ 200
Misc. 35mm slides	\$ 75
Car Cards	\$ 150
PE Freight sign	\$ 125
Oneonta Park Station sign	\$ 2,750
Street Railway Journals	\$ 375
Street Railway Journals	\$ 350
Street Railway Journals	\$ 200
Street Railway Journals	\$ 3,500



(Clockwise from above left) PE 1058, a fully restored and remodeled 950 class car on military truck axles. PE 993, a wooden car body in good restorable condition (donations for the restoration of this car should go to OERM) Streetcar parts as far as the eye can see, seats, compressors, trolley bases, air valves (OERM got most of these), Inside the 993, PE 524, a “baby five” (restoration dollars also gladly accepted), inside the 665, everything gleaming and shiny and ready for service.



## A TEXTBOOK DOLLY MOVE, SAN DIEGO TYPE 2

(Story on page 14)



1)



2)

1) Car 102 has been raised with hand jacks and set on cribbing at a height of approximately 36". (Years of regrading left the car sitting in something of a hole) Preparations are being made to off-load the dolly so that it rolls down the hill and under the streetcar. 2) Jerry Barnett and Chris Brown jockey the dolly into position under the car's bolster, Ben Minnich goes in search of Cokes. 3) At the other end of the car Ben has designed and fabricated a bolster-to-fifth wheel tractor adapter, (shown here) 4) Car 102 moves for the first time in almost fifty years! 5) Onto the pavement and then to Perris, 6) At Pine Valley the snow returned... the crew stopped for a hot lunch 7) Well in excess of the newly raised state speed limit and faster than the car had ever gone in service... the middle of the car flexing wildly, but nothing broke!



3)



4)



5)



6)



7)



## THE SOWBELLIES OF LUCERNE VALLEY

The Los Angeles Railway lives in history as one of the greatest of the urban streetcar companies, not only because of the excellence of its operations, service, and maintenance, but also because of the uniqueness of its traditional streetcar fleet. The Huntington Standard Car was first introduced on the system in 1902, and some 390 of these distinctive streetcars were ordered between 1902 and 1909. The Great Merger of 1910, which consolidated a number of smaller companies to leave LARy with the narrow gauge city system and the Pacific Electric with the more far flung standard gauge interurban and suburban routes led to a reshuffling of equipment. Some standards came from PE along with other miscellaneous cars, and then 250 of a larger model were ordered in 1911-12. Then a number of older style cars were rebuilt into standards, until the fleet reached a grand total of 747 in 1912, though there were numerous variations, plus the fact that all were rebuilt eventually into the longer version over the years.

In 1912, ladies' fashions made climbing steps a bit of a nuisance everywhere undertook the LARy's answer was a drop standard type but with an arch type. Unlike similar cars on entrance doors in the drop conditional practice used end addition to the center entrance. LARy practice of having the straight out to the bumpers. miscellaneous and experimental LARy forms until the coming of PCCs. Three truss rods were applied, with very short queen posts set under the center drop section; instead of the traditional turnbuckle arrangement, the ends of the rods were run out through the bumpers with external tightening nuts. Interestingly, the middle rod had to be off center to miss the bolsters and kingpins.



turned to hobble skirts that problem, and streetcar construction of low step cars. center car with the ends of the roof instead of the railroad other systems, these cars had center only, whereas more traditional doors for auxiliary access in entrance. Retained also was the floor structure continued. Indeed, only a few miscellaneous cars were built with drop platforms.

The center entrance cars came to be called Sowbellies, a name that stuck until the end of time; though 79 sowbellies were built new by St. Louis Car, some 107 standards and other assorted cars were rebuilt into sowbellies also. By 1913, the twelve principal types of cars on LARy at the time of the merger had been reduced to two - the great fleet of standards and the 186 sowbellies that were the second largest class of wood era streetcars on the Los Angeles Railway. Both the standards and sowbellies were more or less identical electrically and mechanically, with 'K' control and the Type 'T' diamond frame trucks. It had been planned to convert the entire fleet to the sowbelly configuration, when economies necessitated by jitney competition halted all car overhauls. Fortunately for LARy, when car rebuilding began again following resolution of the jitney issue, hobble skirts had also gone out of fashion, and no more sowbellies were built. Since sowbellies could only be operated by two

man crews, the inability to economize with one man cars would probably have bankrupted LARy in later years.

Although some sowbellies were withdrawn as early as 1926, most lasted through World War II, as did most of the standards. In the LARy's successor, National City Lines' streetcar replacement program, the sowbellies fell first, with the final run in August of 1947. None of the sowbellies survived complete, in Museums or otherwise. Even the standards, which ran a few years longer, have but three out of 750 as complete survivors. However, the standards were very popular for secondary uses such as chicken coops, tool sheds, diners, residences and even churches. The sowbellies, on the other hand were much less acceptable on account of their uneven floor configuration. (The floor featuring a pronounced slope either side of the doors.) Car 936 was discovered as a residence in Baldwin Park; careful watching for several years and a thousand dollars finally

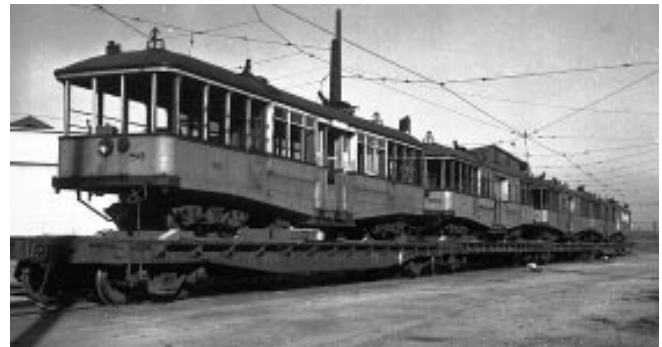


Vernon Yard, about 1947

☞ Car 90 closed out the 'U' Line on August 3, 1947 and sowbelly service at the same time. ☞ This line of cars have lost their eclipse lifeguard fenders but appear to still be reasonably intact. ☞ Stripped of window glass these sows prepare to leave Los Angeles for points unknown.



brought the car to Orange Empire in 1979. Its sponsors, myself included, believed in their heart of hearts that they had saved the last surviving sowbelly, and a big hole was filled in the Orange Empire collection. The interim user had flattened the floor by pouring it flat with concrete; the restoration had to begin with a lot of chiseling and sledge hammering. Further, the sowbellies (and the standards too, for that matter) had a plethora of minor variations, but the sowbellies built new differed substantially from the rebuilds. No. 936 was built new by St. Louis, so rebuilds were thought to be an extinct subclass.



Where did these nearly complete cars go? Still equipped with controllers, motors and trucks; did a wholesaler/scrapper buy them to resell and then find out what a small market there was for two-man narrow gauge cars? Did LATL purposely saw through the three truss rods on every car before they left hoping they'd be too broken up on arrival to salvage? Why did so very few of this large class survive?

#### SISTERS OF THE DESERT

So seemed the world until the summer of 1993, when an alert railfan spotted an ad in the local classified paper, The Recycler, offering two streetcars for sale. Another individual went to look, and there came back an excited report that there were two sowbellies in Lucerne Valley, in the High Desert below Barstow. That got me interested enough to go look, and indeed, here were Sows 34 and 44, of the long lost rebuild variety. They sat around in back of Peterman Hill, not far from the North Shore of dry Lake Lucerne, about ten miles North of downtown Lucerne Valley, such as that is... They proved the adage that chicken coops can hide very well; I and many others have traveled route 247 many many times, but the cars were out of sight behind the hill, off of Haynes road, the paved cross road from which they were visible, though not easily, and down a ways on an even more obscure dirt street, nobody ever goes down except a very few locals.

The cars sat on a singularly desolate flat of desert hardscrabble that probably would have been pretty unappealing even in its uttermost natural state, but marginal undertakings by human tamers of the wilderness had made the



area even more dismal. Though the property is fronted by a reasonably well kept generic Southern California crackerbox of late forties vintage, the cars had arrived earlier in some forgotten fantasy of a bucolic desert ranchette away from it all, with the streetcars no doubt some sort of cozy central hacienda. Beyond the inevitable kitchen sink in Car 34, no modifications seem to have been undertaken, a fortunate circumstance, since these cars were effectively fresh out of the shop. After Pearl Harbor, Sowbellies 25-44 had been shipped, their four motor trucks and controllers swapped with those of two motor Standards 600-619, but things never got desperate enough in wartime for these sowbellies to be called out of storage for service; indeed, the motors were never connected up. Published histories indicate that these cars were scrapped in 1945, and there is general agreement at Lake Lucerne that the cars came there in 1947. All that is pretty vague, and there is little information as to what went on in the interim two years, or for that matter, between 1947 and 1993.

It seems doubtful that the cars were intensively inhabited; their placement suggests that there was to be an overlapping structure connecting the two, as with Denver Tramway Cars 79 and 83 at Wondervu or Southwest Missouri Cars 39 and 49 at Baxter Springs. However, there is no evidence that any structure was ever begun; the bodies still sat in the sand on the 3'-6" gauge ties with which they were presumably delivered. The sowbellies had neither monitors nor ventilators, and all of the other fittings of the roof like bells and trolley boards, bases, and hooks are missing, probably removed prior to transport for souvenir or scrap value, and to avoid snagging on the highway. All of this had provided better than average conditions for laying on a covering of asphalt rock roofing paper that was only beginning to fail seriously at the time the cars were discovered, and undoubtedly contributed to the better than average conditions of the roof and floor. These cars, of course, never had a full complement of windows, and all glass and most sash were gone in 1993. A few of the window openings had plywood, and more were covered with chicken wire, for these had indeed been chicken coops, with one desultory such occupancy occurring during our acquaintance with the Lucerne site between 1993 and 1996. There were also the traditional defective stove and refrigerator, though no evidence either was ever connected or operational. A scattering of broken plastic toys suggested that the children's playhouse option had been exercised somewhere along the line, and a large clutch of nearly full paint cans indicated some other unfulfilled intention. Fortuitously, no paint had been applied to the cars, whose yellow enameled panels were still mostly quite presentable even sporting their car number lettering in unfaded black. Though the bodies sat directly in the sand, especially at the drop centers, the dryness of the area seemed to have precluded attack by rot or insects; this limited assessment was validated when the first car was lifted prior to transport during late 1995.

The ambiance of the streetcars matched that of the general area, which had a scattering of abandoned outbuildings, uncompleted foundations, and derelict motor vehicles, along with other nondescript artifacts but, fortunately, there was quite a lot of uncluttered flat hardpan around and in front of the cars more readily suited to semi truck access than is usual in such situations. The house was resided in by John Rinckiewicz, a professional swap meet maven who was delighted that the cars were possibly to be saved. John was extremely friendly and helpful (more than a few chicken coop rescues have lacked this amenity), but would die of cancer before the cars were finally lifted. The classified ad had been placed by Mrs. Cheryl Peavy, an absentee landlady who lived about 70 miles West in Little Rock (California). Mrs. Peavy (whom I have never viewed in person), contacted via telephone, allowed as how her husband hoped to get a grand apiece for these objects, but might settle for half that. I promised to get back to her, since I and any museums who might be interested are chronically broke.

I immediately called upon possible car sponsors, particularly at Orange Empire and at Seashore, the two museums that have had the most interest in this sort of thing. The Seashore folks replied that they already had LARy Standard 521, which I had brought to Maine in 1955, the first Los Angeles car to be saved, and whose departure spurred local car saving efforts that would presently include sister Car 525. These efforts were undertaken originally under the aegis of the precursors of the Electric Railway Historical Association of Southern California, before Southern California traction fan enthusiasms devolved into working and contemplative orders with the formation of Orange Empire. My arguments back at Seashore that LARy was mighty enough to warrant more than a single representation in The National Collection, were received without enthusiasm, even after I pointed out that, wonderful and important though 521 is, it can never operate at Seashore unless narrow gauge track is built, whereas a sowbelly could be set on a pair of standard gauge arch bar trucks and trundle down the track straight-away (after necessary repairs and restorations, that is). At Orange Empire, where streetcars have become somewhat passe (a national trend, alas) in favor of things like diesel locomotives and flatcars, it seemed that Car 936 was sufficient, even though I pointed out that the Lucerne cars were as different from the factory built 936 as the several varieties of Standards, 'H' Class cars, and PCCs are from one another in OERM's collection. Suffice that the Lucerne project languished in the face of other urgencies and resource deficiencies.

I made occasional visits to Lucerne Valley over the ensuing months and years, though my wife found the exercise unproductive and depressing, so several others, notably John Heller, Danny Cohen, Tom Santarelli and Danny Giles went up with me also. Mrs. Peavy had turned the issue over to her husband, Carl, and the asking price floated up a bit, even though there clearly were no others interested. I would note with some dismay that, with the failure of the roofing paper, as it must with all chicken coops, the tip point was nearing for these where deterioration would soon accelerate rapidly to the point where they would evolve from restorable cars to mere patterns. Then, in early 1995, a do or die situation elsewhere had the peripheral effect of enforcing action in Lucerne Valley as well.

## SAN DIEGO'S TYPE 2, CAR 201

San Diego's Class 2 "Exposition" Cars of 1915 were similarly configured to the Sowbellies and, interestingly, both were winners of streetcar design awards at the 1915 Panama Pacific Exposition in San Francisco, where contemporary photographs show them exhibited on the same track. Orange Empire had acquired McGuire built Car 167 in 1984, and several other cars are still entombed in buildings, in the Fair. Additionally, St. Louis the rail museum at Campo, and owner decided that there was no shore. I made some actual preparations several years ago, but these served the part of the locals, so I waved streetcar out of here or it will be property" letter arrived in San phone call that I was the last hope nately, the level of diffidence at had risen to the point that there



even though the acquisition had been approved some years previously. So, I got ready to bring Car 201 to my site in Perris, and thought that the Lucerne Valley cars might fit into an overall project.

Sowbellies are ideal to move by the dolly method, and the conditions at Campo, unlike those at Lucerne, were such that getting a trailer in would be a monumental struggle, though there was a way to snake a tractor and a dolly. My last dolly, a heavy duty dual, was still under Portland 485, (see TIMEPOINTS September, 1993), and it was wished to remain so for easy movement around OERM until trucks could be procured. These sowbelly jobs all involved relatively light bodies that would need only a single axle anyway, so with able assistance from the late Dale Knight, a suitable set was located and modified. I contacted Carl Peavy, and reached a far more reasonable price for both cars. Didn't have the money of course, but those credit card convenience cheques are really neat, and I got the title papers back on July 12, 1995. I was gearing to go to Campo first, since that was the site of clear and present danger and then came a plea from another San Diego group to save Car 201 for them. I hadn't been able to make suitable trucking arrangements anyway, so said I would wait until fall, as there were some projects back East during the summer. There was, of course, the risk that there might be an unheralded scrapping or fire in the meantime. Also, I had promised Mr. Peavy that I would have the Lucerne Valley cars moved by the end of the year.

Come October, I returned from the East, and there had been no murmur or movement in San Diego, so we began a series of preparatory trips both to Campo and Lucerne. John Heller had become particularly interested in the sowbellies as possible candidates for a streetcar heritage line in downtown Los Angeles and on one of the trips to Lucerne, we lifted Car 34 about a foot to assess the underbody condition. Excellent, it turned out, except that the truss rods had been cut, and the bolsters were gone, necessitating a plan change that the sowbellies would have to move by trailer. A lady emerged from the adjacent house to advise that she was a nurse assigned to attend to our friend John Rinckiewicz, who was expected to perish shortly. We undertook a study of LARy Sowbelly 936 at Orange Empire, only to find its truss rods and bolsters similarly cut and missing. Could we reweld or replace the truss rods on 34 and 44 before their moves over the highway? That would allow for dolly transport after all.

I was having trouble finding a suitable trucker, and in the way of all such things, preparations were taking longer and costing more than had been foreseen, and I'd had to hire casual help to get the work done. Unexpectedly, Everett Torrey, an old friend who had worked at Seashore and helped on some moving jobs, came to tell me about his new venture into the trucking business, and indicated a willingness to do some carmoving. We had been blessed with glorious weather at both sites until the moment of truth when we went to Campo (1 mile from the International Border) the day before Christmas Eve to move Car 201 in a howling blizzard. (Please see page 10) Even so, the job went very well, though John Heller, who ran the tail of the convoy, found the flexing of the center section quite alarming. This led to a further diffidence toward moving the Los Angeles sowbellies by this method, though it probably could have worked, as we later found that the cars were very strong when we went to lift them. It was clear that we would not meet our end of the year moving agreement, especially since Everett's trailer was out on the Channel Islands, and its promised return kept being set back. Accordingly, I called the Peavys; Mrs. Peavy said no problem, but Mr. Rinckiewicz had died and there were new tenants.

Fred Perry came out from Maine in January, and kindly agreed to go help raise Car 34. We had brought all the blocking from Campo and elsewhere up to Lucerne Valley early in the month, and met Rusty Walters, a retired Perris scrap metal dealer, the new tenant, who had moved in with his extended family that included some small children. Mr. Walters was also friendly and helpful, but he was having problems keeping the kids controlled, so it seemed even more urgent that we get the job done, so John Heller, Fred Perry, and I went up toward the end of January on an advance mission to raise the car. It went well, and we left No. 34 on two rails across four fairly solid but tippy looking piles of blocking with the intent of returning within a

(Continued Page 17)

CAR 34



1)



2)



3)



4)



5)



6)



7)

Car 34 was first lifted out of the dirt so a cursory inspection of the floor condition could be made.

1) Here the car (on the right) has been lifted and leveled on another visit at approximately four feet.

2) With the trailer on-site the crew knows how high the final lift will be and as an added bonus can use the trailer as a surface to jack against.

3) As the truck slides back, bus jacks are used to lift a piece of track rail that supports and spans the end of the car.

4) With the drop section cleared, the trailer backs rearward until the entire length of the streetcar is on the trailer.

5) Car 34 moves out for the first time in fifty years; these cars spent more time in the desert than in service.

6) After an uneventful drive to Perris, Danny Giles and Don Brown come over with two of OERM's big forklifts.

7) The car is off-loaded in seconds...

CAR 44



1)



2)



4)



3)

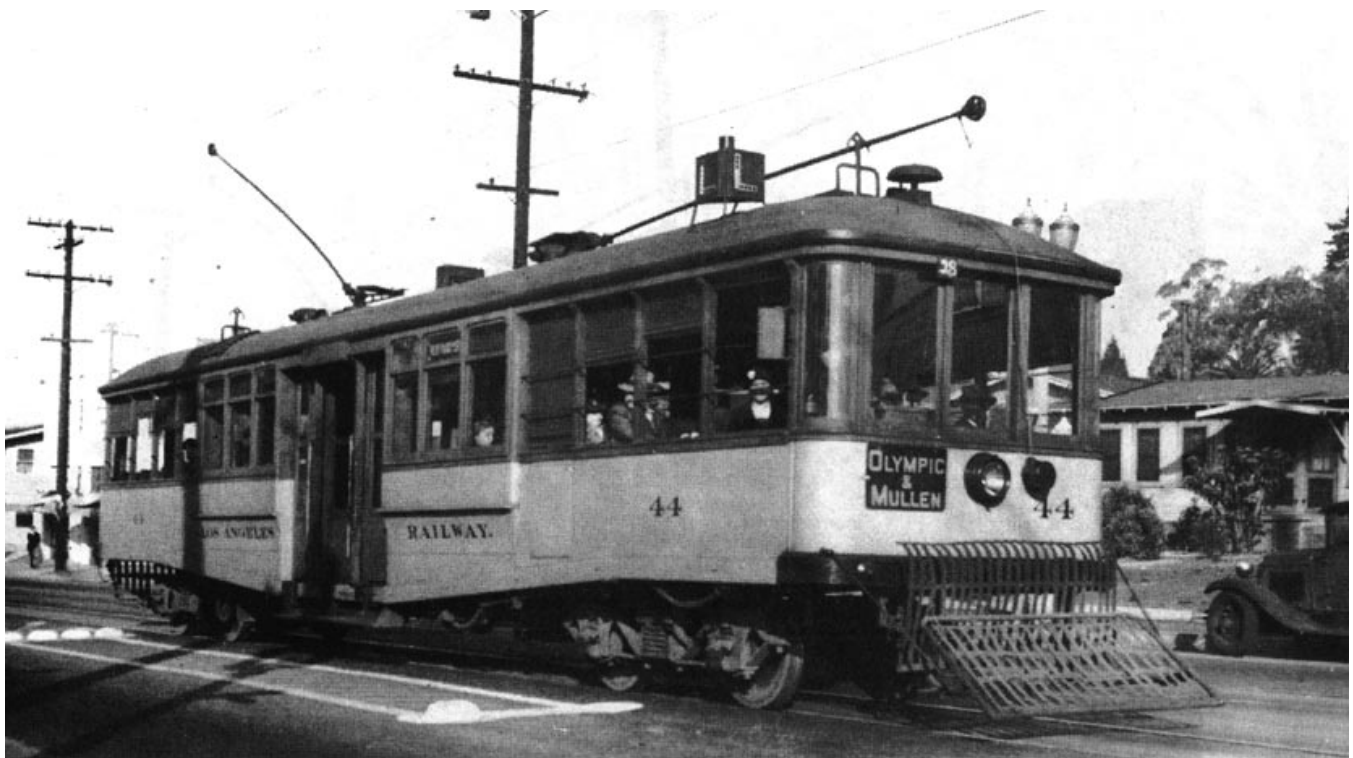
1) The next day after we moved Car 34, the crew went back to the Lucerne Valley for Car 44. We were somewhat concerned that Car 44 was more fragile in some way than had been Car 34; but our fears were unfounded.

2) The crew had cleared the brush, emptied the car and raised her two feet out of the muck while Car 34 was being tied to the trailer the day before. With the fresh experience of having just moved Car 34, we had Car 44 up on the trailer (which had been rented for the entire weekend) in under three hours.

3) Here a track jack is used atop an unstable pile of odd-sized tie ends. Moving two cars in one weekend without machinery was making us over tired and causing us to take unnecessary chances with this artifact...

4) Nothing untoward happened however. Here Car 44 pulls out to join her sister in Perris.





couple of days. Our trucker, Everett had decided to lease a trailer, but there were bureaucratic problems with both that and the registration of his truck. Lucerne Valley is close to Landers, site of the 1992 earthquake, and there are occasional aftershocks even now. I had some uneasiness about what might happen if there was another good whacker and, indeed, there was a 3.5r up above Barstow during this time. A call came from Mr. Walters wondering what was up, as he perceived that the car was sinking, and he was concerned about the kids (as was I). He hadn't felt the shake, but there had been some 70 mph winds. I was able to satisfy him that all would soon be well, and we finally got up there on February 8, 1996 after the reopening of the Cajon Pass Freeway closed due to the great toxic train wreck had closed it for several days. Everett had to get a different tractor, about whose single axled mightiness he had misgivings, but there were no big problems save for defective marker lights and fortunately, the Cajon Truck Weigh Station was closed for reconstruction. More bureaucracy with trailer rental had delayed things further, but we still managed to get things loaded and home shortly after dark, and the very next day we repeated things even more expeditiously with Car 44. My wife and kids want to know what I will do with three carbodies. I don't know, **but we have preserved the option**. Perhaps we will get some sponsorship, and I hope soon to get protective tarps and to do some stabilization.

-Ben Minnich

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## SOWBELLIES 34 & 44

**Car 34** was built by American Car Company in 1897 as Car 90 of the Los Angeles Traction Company. She was absorbed into the Los Angeles Inter-Urban when those two companies merged and was then one of forty cars sold used to the Pacific Electric to become their car 780. In 1910 she under went a minor rebuilding in the PE's shops. These were largely equipment upgrades consisting of; adding Christensen Air Brakes (from mechanical), replacing the two Westinghouse 25Hp 12A motors with two Westinghouse 50Hp 38B's and replacing the two Westinghouse K-2 controllers with the same company's K-11 type.

After the great merger of 1911, LARy acquired this narrow gauge Huntington Standard and placed it into its Class 'A' type (the "Maggies") wearing number 33. (February, 10 1912) LARy extensively remanufactured this car releasing it on January 21, 1914 from South Park shops in her present guise as a Class 'C' number 34. As a type 'C', car 34 was fitted with four type 38B motors and magnetic brakes. (The 'C's' tried with magnetic brakes were found to be too heavy for that technology however.)

Between December 1941 and March 1942 cars 25-44 traded motors and controls with Type 'B' cars 600-619. By this time they had four 526L motors, K-35 controllers and type T-3 trucks to give up in exchange for two 306L motors, K-11 controllers and T-9 trucks. None of these were ever connected once installed and these cars never ran again. *Officially scrapped in 1945.*

**Car 44** was one of 390 "Standards" built new by St. Louis Car Company for the Los Angeles Railway. She was one of an order for thirty cars dated July 12, 1904 and was delivered that same year as type 'B' Car 376. LARy extensively remanufactured this car releasing it on December 9, 1915 from South Park shops in her present guise as a Class 'C' number 44. *Officially scrapped in 1945.*

Young's Los Angeles Cal. City Railway Directory, ©1904 by Leon W. Young  
LOS ANGELES RAILWAY COMPANY LINES.

All Cars Painted Yellow.

DEPOT LINE.

- 1 Destination boards, one end of cars read, Salt Lake Depot  
Destination boards, one end of cars read, S.P. Arcade Depot  
Side boards read, Southern Pacific—Depot Line—Salt Lake, Santa Fe.  
Leave S.P. (Arcade) Depot every five minutes.  
Route—W. on 5th to San Pedro—N. on San Pedro to 4th—W. on 4th to Spring—N on Spring to 1st—E. on 1st. to Salt Lake Depot  
(E. side of L.A. River). After 8 p.m. these cars run N. on Spring and Main sts. to Plaza.

UNIVERSITY LINE—GRIFFIN AVE.

- 2 Destination boards, North end—Griffin ave.  
Destination boards, South end—University.  
Leave University station (S.P.R.R), Vermont and Santa Monica aves., every 4 minutes.  
Route—N. on McClintock ave. to 32nd st.—E. on 32nd st. to Hoover st.—N. on Hoover st. to Union—N.E. on Union to 23rd st.—  
E. on 23rd st. to Estrella ave.—N. on Estrella ave. to Washington st.—E. on Washington st. to Flower st.—N. on Flower st. to 10th st.—E. on  
10th st. to Spring st.—N. on Spring and Main sts. to Bellevue ave.—W. on Bellevue ave. to Buena Vista st.—N. on Buena Vista st. to  
Pasadena ave.—N. on Pasadena ave. to Ave. 26—E. on Ave. 26 to Griffin ave.—N. on Griffin ave. to Ave. 33.

UNIVERSITY LINE—GARVANZA.

- 3 Destination boards, North end—Garvanz.  
Destination boards, South end—University.  
Route—Same as University (Griffin ave.) to Pasadena ave.—N. on Pasadena ave. to Ave. 20—W. on Ave. 20 to Dayton st.—N. on Dayton st.  
to Marmion Way—N. on Marmion Way to Monte Vista st.—N. on Monte Vista st. to Ave. 60.

WESTLAKE PARK LINE.

- 4 Destination boards, West end of care reads—Westlake Park.  
Destination boards, East end of cars reads—2nd and Spring.  
Leave 2nd and Spring sts. every 7 minutes.  
Route—W. on 2nd to Olive—N. on Olive to 1st—W. on 1st to Bonnie Brae ave.—S. on Bonnie Brae ave.—to Ocean View ave.—  
W. on Ocean View ave. to Alvarado—S. on Alvarado to W. 7th—W. on W. 7th to Rampart st.

PICO HEIGHTS LINE.

- 5 Destination boards, South end—Pico Heights.  
Same on North end  
Leave Temple Block (208 N. Spring st.) every 5 minutes.  
Route—S. on Main st. to 1st st—W. on 1st st. to Broadway—S on Broadway to Main st.—S. on Main st. to Pico st.—W. on Pico st.  
to Wilton Place.

BOYLE HEIGHTS AND 7TH ST. LINE.

- 6 Destination boards, West end reads—West 7th st.  
Destination boards, East end, reads—Boyle Heights.  
Side boards read—Boyle Heights and West 7th st.—Salt Lake R.R. Station.  
Leave Evergreen cemetery (E. 1st. and Fresno ave.) every 5 min.  
Route—W. on 1st. st. to Broadway—S. on Broadway to 7th st.—W. on 7th st. to Alvarado st.—N. on Alvarado to W. 6th—W. on W.  
6th to Rampart—N.—on Rampart, five blocks, then W. to Miami st, (Bimini Baths).

CUMMINGS ST. LINE.

- 7 Destination boards, front end, read—L.A. Orphan Asylum.  
Destination boards, rear end, reads—Diamond Hill Gardens.  
Leave E. 1st. and Cummings st. every 15 minutes.  
Route—S. on Cummings st. to E. 6th—W. on E. 6th to S. Boyle ave.—S. on S. Boyle ave. to Stephenson ave.

WEST NINTH ST. LINE.

- 8 Destination boards, both ends, read—West Ninth st.  
Leave Temple Block every 5 minutes.  
Route—S. on Main to 1st st.—W. on 1st to Spring st.—S. on Spring st. to 9th st.—W. on 9th st. to Park View st.—S. on Park View  
st. to 10th st.—W. on 10th st. to Vermont ave.

GRAND AND DOWNEY AVES. LINE.

- 9 Destination boards, North end—Downey ave.  
Destination boards, South end—Grand ave.

Side boards—Grand and Downey aves.

Leave Jefferson st. and Grand ave. every 5 minutes.

Route—N. on Grand ave. to 7th st.—E. on 7th st. to Broadway—N. on Broadway to 1st st.—E. on 1st st. to Spring st.—N. on Spring and Main sts. to Ann st.—W. on Ann st. to San Fernando st.—N. on San Fernando st. to Downey ave.—E. on Downey ave. to Pritchard st.—S. on Pritchard st. to Alhambra ave. (Eastlake Park).

#### WASHINGTON ST. LINE.

10 Destination boards, West end, reads—Washington st.

Destination boards, East end, reads—Santa Fe Station.

Leave Santa Fe Station (Santa Fe ave. and 2nd st.) every 6 minutes.

Route—S. on Santa Fe ave. to 3rd st.—W. on 3rd st. to 2nd st.—W. on 2nd st. to Spring st.—S. on Spring st. to 5th st.—W. on 5th st. to Olive st.—S. on Olive st. to 6th st.—W. on 6th st. to Figueroa st.—S. on Figueroa st. to Washington st.—W. on Washington st. to La Salle ave.—S.W. on La Salle ave. to Western ave.

#### MAPLE AVE. AND EASTLAKE PARK LINE.

11 Destination boards, North end—Eastlake Park.

Destination boards, South end—Maple ave.

Side signs—Maple ave. and Eastlake Park.

Leave S. Main and Vernon ave. every 7 minutes.

Route—E. on Vernon ave. to San Pedro. st.—N.E. on San Pedro st. to Wall st.—N. on Wall st. to 40th st.—W. on 40th st. to Woodlawn st.—N. on Woodlawn st. to Maple ave.—N. on Maple ave. to 5th st.—W. on 5th st. to Spring st.—N. on Spring and Main sts. to E. Main st.—E. on E. Main st. to Mission road (Eastlake Park).

#### MAIN STREET LINE.

12 Destination boards, South end, reads—Main st. (Chutes).

Destination boards, North end, reads—Temple Block.

Side signs read—Main and Jefferson sts.

Leave Temple Block every 5 minutes.

Route—Main st. S. to Jefferson st.—W. on Jefferson st. to Wesley ave.—S. on Wesley ave. to W. 46th st. (Agricultural Park).

#### VERNON LINE.

13 Destination boards, both ends, read—Vernon.

Side signs read—Southern Pacific Arcade Depot.

Leave 2nd and Spring sts. every 4 minutes.

Route—E. on 2nd st. to Central ave.—S. on Central ave. to Slauson ave, (Ascot Park Race Course).

#### SAN PEDRO LINE.

14 Destination boards, South end, read Slauson ave.

Destination boards, North end, reads—Temple Block.

Side signs read—San Pedro st.

Leave Temple Block every 6 minutes.

Route—S. on Main st. to 5th st.—E. on 5th st. to San Pedro st.—S. on San Pedro st. to South Park ave.—S. on South Park ave. to Slauson ave. (Ascot Park Race Course).

#### GRIFFITH AVE. LINE.

15 Destination boards, North end—Griffith ave.

Destination boards, South end—Temple Block.

Leave Temple Block (208 N. Spring st.) every 8 minutes.

Route—S. on Main st. to 12th st.—E. on 12th st. to Stanford ave.—S. on Stanford ave. to 14th st.—E. on 14th st. to Griffith ave.—S. on Griffith ave. to 40th st.

#### MATEO ST. LINE.

16 Destination boards. East end—Mateo st.

Destination boards, West end—1st and Spring.

Side signs—Mateo st.

Leave 1st and Spring sts. every 13 minutes.

Route—E. on 1st st. to Santa Fe ave.—S. on Santa Fe ave. and Mateo st. to 9th st.

### LOS ANGELES INTER-URBAN RAILWAY COMPANY.

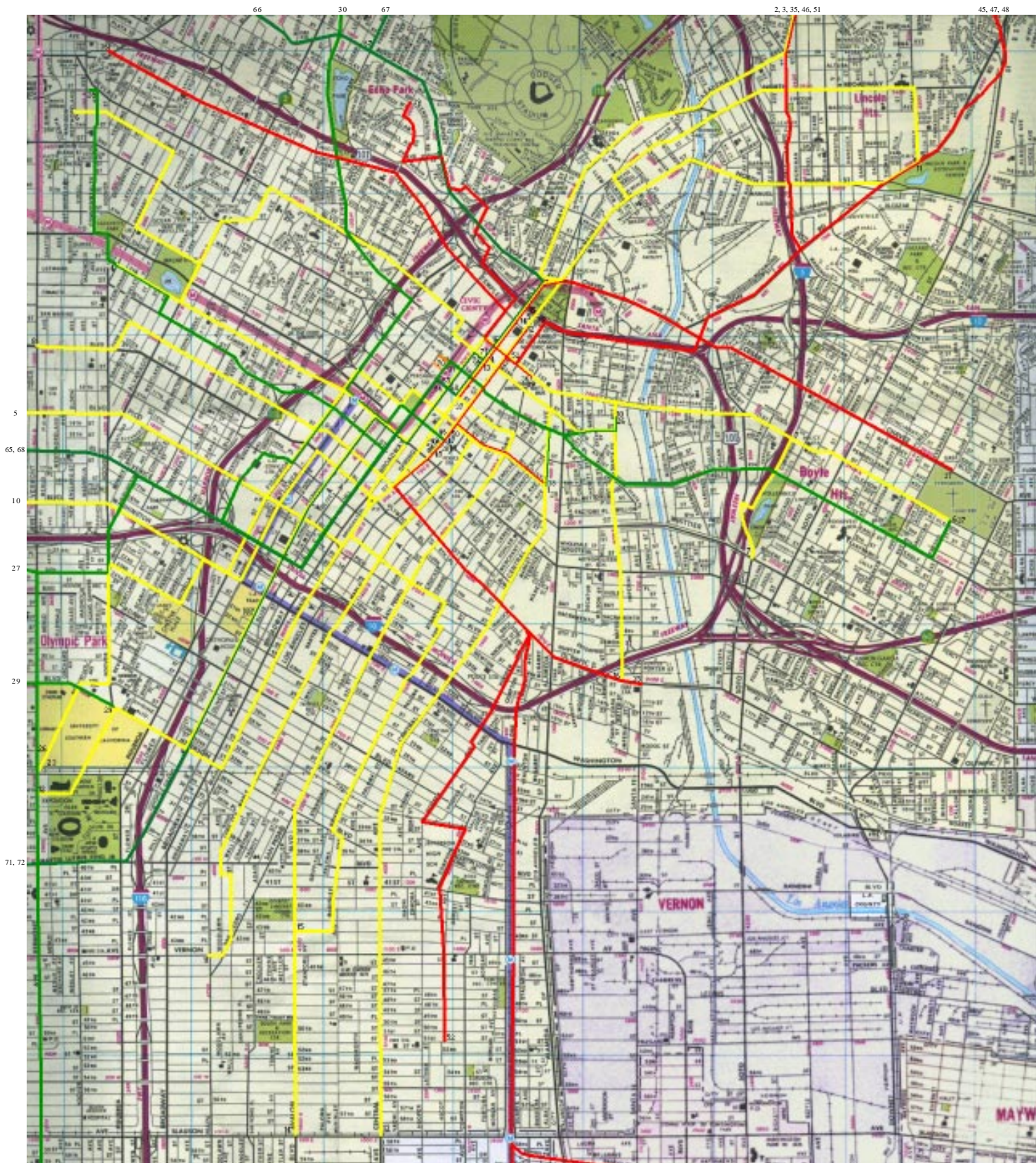
#### UNIVERSITY (MAIN) LINE.

26 Destination boards on West end of cars read—University.

Destination boards on East end of cars read—Santa Fe Station.

Westward—Commencing at 5:55 a.m. cars leave Santa Fe Station every 7½ minutes until 8:40 p.m., then every 10 minutes until 12:20 a.m. (last car).

Eastward—Commencing at 5:52 a.m. cars leave 43rd st. and Vermont ave. (University Station) every 7½ minutes until 8:00 p.m., then every 10 minutes until 11:45 p.m. (last car).



## YOUNG'S LOS ANGELES CAL. CITY RAILWAY DIRECTORY

(1904 edition)

*superimposed on the Los Angeles of today*

- LOS ANGELES RAILWAY
- LOS ANGELES INTER-URBAN RAILWAY
- PACIFIC ELECTRIC RAILWAY
- LOS ANGELES PACIFIC RAILROAD
- ANGELES FLIGHT CABLE ROAD
- LOS ANGELES & REDONDO RAILWAY
- METROPOLITAN TRANSPORTATION AUTHORITY

An interpretive archeological expedition undertaken by TIMEPOINTS staff taking into account the somewhat altered landscape some ninety-two years hence. Grab a friend and go out into the field to explore a Los Angeles where the streetcars once ran.

Route—starting at La Grande (Santa Fe) Station, S. on Santa Fe ave, to 3rd st.—W. on 3rd st. to Hill st.—S. on Hill to 8th—W. on 8th to Figueroa—S. on Figueroa to 11th—W. on 11th to Georgia—S. on Georgia to 16th—W. on 16th to Bush—S. on Bush to junction with Hoover—S. on Hoover to 24th—W. on 24th to Vermont ave. and then S. on Vermont ave. to end of line at University Station (Santa Monica ave.). **At night show red light.**

#### BOYLE HEIGHTS AND WEST ADAMS ST. LINE.

27 Destination boards on West end of cars read—West Adams st.  
Destination boards. on East end of cars read—Boyle Heights.  
Westward—Commencing at 5:55 a.m. cars leave First and —Fresno sts., every 7½ minutes, until 8:54 p.m.; then every 10 minutes until 12:15 a.m. (last car).  
Eastward—Commencing at 6:08 a.m. cars leave West Adams and Arlington streets every 7½ minutes until 7:54 pm.; then every 10 minutes until 11:24 p.m. (last car).  
Route—Starting at First and Fresno sts. (Boyle Heights), S. on Fresno to 4th—W. on 4th passing en route the 4th st. Station of the S.P., L.A. & S.L. R.R., on the Long Bridge, to Stephenson ave.—N.W. on Stephenson ave. to 3rd st.—W. on 3rd st. to Hill—S. on Hill to 16th—W. on 16th to Bush S. on Bush to junction with Hoover st., and thence S. on Hoover to 24th—W. on 24th to Normandie—S. on Normandie to Adams and then W. on Adams st. to the end of the line at Arlington st. (City Limits).

**At night show red bulls-eye flanked by green.**

#### WESTLAKE PARK LINE.

28 Destination boards on West end of cars read—Westlake Park.  
Destination boards on East end of cars read—Arcade (S.P.) Depot.  
Westward—Commencing at 6:07 a.m. cars leave Arcade Depot every 8 minutes until 8:16 p.m.; then every 11 minutes until 12:25 p.m. (last car).  
Eastward—Commencing at 6:15 am. cars leave end of line on West First st. every 8 minutes until 8:27 pm.; then every 11 minutes until 11:55 p.m. (last car).  
Route—Commencing at 5th st. and Central ave. (Arcade Depot), and running thence, N. on Central ave. to 3rd st.—W. on 3rd to Hill—S. on Hill to 8th—W. on 8th to Lake—N. on Lake to 7th—W. on 7th to Hoover—N. on Hoover to Wilshire Boulevard—W. on Wilshire Boulevard to Commonwealth ave.—N. on Commonwealth ave. to First st. and W. on First st. to end of the line.

**At night show white light only.**

#### JEFFERSON STREET LINE.

29 The Jefferson street line runs East and West on Jefferson st. from Wesley ave. to Arlington st. (City Limits). A fifteen minute service is given from 6:22 a.m. to 8:10 p.m., and from 8:10 to 12:00 midnight, cars run on a 20 minute headway.

#### TROPICO AND GLENDALE LINE.

30 Large green car.  
Front sign—Tropico and Glendale. Same on rear.  
Leave Sixth and Main sts., 5:15 a.m. (except Sunday), 6:00 am, (except Sunday), 6:30, 7:00 a.m. and every hour to 7:00 p.m., 7:30, 9:05, 10:35 p.m., 12:05 a.m.  
Route—W. on Sixth st. to Olive—S. on Olive to Seventh st.—W. on Seventh st. to Figueroa—N. on Figueroa st. to Second st.—W. on 2nd to Lake Shore ave.—N. on Lake Shore ave. and private right-of-way to city limits—thence to Tropico and Glendale.

#### SAN PEDRO LINE.

31 Green car.  
Front sign—San Pedro. Same on rear.  
Side sign—San Pedro.  
Leaves Third and Hill sts. every hour from 5:30 a.m. to 11:30 p.m. Sunday service every 45 minutes after 7:30a.m.  
Route—S. on Hill st. to 16th st.—W. on 16th st. to Bush st.—S. on Bush and Hoover sts. to 24th st.—W. on 24th st. to Vermont ave. and S. on Vermont ave. to city limits. Thence to San Pedro over private right-of-way.

### PACIFIC ELECTRIC RAILWAY COMPANY.

(City Lines.)

#### GARVANZA AND EAST 9th STREET LINE.

35 Front sign—Garvanza. Rear sign—East 9th st  
Line starts at 9th and Santa Fe, runs west on 9th st. to Main—N. on Main to First—E. on First to Los Angeles—N. on Los Angeles to Aliso—E. on Aliso to Gallardo—N. on Gallardo to Mission Road—N. on Mission Road to Daly—N. on Daly to Pasadena ave.—N. on Pasadena ave. to Garvanza. Fifteen-minute service from 6:00 a.m. to 12:00, midnight.  
Return same route.

#### TEMPLE ST. LINE.

36 Front sign W. Temple St. Same on rear end.  
Cars start from First and San Pedro st. Run every 7 minutes from 6:00 a.m. to 7:30 p.m. Every 9 minutes from 7:30 p.m. to 12:18 a.m. Line of route—W. on First st. to Broadway—N. on Broadway to Temple st.—W. on Temple st. to City Limits.  
Return same route.

### BROOKLYN AVE. LINE.

- 37 Front sign—Brooklyn ave. Rear sign—Fourth and Spring sts.  
Cars run every 10 minutes from 6:00 a.m. to 12:28 a.m.  
Line of route—Leave Fourth and Spring sts.—N. on Spring st. to Main—N. on Main to Macy—E. on Macy to Bridge—N. on Bridge to Brooklyn ave.—E. on Brooklyn ave. to Evergreen Cemetery.  
Return same route.

### ARCADE DEPOT LINE.

- 38 Front sign—Arcade Depot.  
Rear sign—Temple Block (208 N. Temple at.).  
Cars run every 6 minutes from 6:00 a.m. to 7:10 p.m. and every 8 minutes from 7:10 p.m. to 12:02 a.m.  
Line of route—Leave Arcade Depot, W. on 5th st. to Main—N. on Main to Temple Block.  
Return same route.

### BELT, ANGELINO HEIGHTS LINE.

- 39 Signs—Angelino Heights on both ends.  
Cars run every 10 minutes from 6:00 a.m. to 12:08 a.m.  
Line of Route—Leave First and San Pedro st.—W. on First to Broadway—N on Broadway to California—W. on California to Bunker Hill ave.—N. on Bunker Hill ave. to Boston—W. on Boston to Figueroa—N. on Figueroa to Alpine—W. on Alpine to Beaudry ave.—S. on Beaudry ave. to Bellevue ave.—W. on Bellevue ave. to Edgeware Road—N. on Edgeware Road to Douglas st.—N. on Douglas st. to Kensington Road.  
Return same route.

### PASADENA LINE (SHORT LINE).

- 45 Front sign—Pasadena. Same on rear. Red car.  
Leave Sixth and Main from 5:55 a.m. at intervals not to exceed 15 minutes until 12:22 a.m.  
Route—N. on Main st. to First st.—E. on First st. to Los Angeles st.—N on Los Angeles st. to Aliso st—E. on Aliso st. to Gallardo st.—N. on Gallardo st. to Mission Road—N.E. on Mission Road and Alhambra ave. to City Limits, then over private right-of-way to Pasadena.  
Note: Where line 45 is referred to, within the city limits, the following lines are also available, viz., 47, 48.

### PASADENA LINE.

(Via Garvanza and Ostrich Farm.)

- 46 Front sign—Pasadena. Same on rear. Red car.  
Dash sign—Garvanza and Ostrich Farm.  
Leave Sixth and Main every 30 minutes from 6 a.m. to 7 a.m.; then every 15 minutes until midnight.  
Route—N. on Main st. to 1st st.—E on 1st to Los Angeles st.—N. on Los Angeles to Aliso st—E. on Aliso to Gallardo st.—N. on Gallardo to Mission Road—N.E. on Mission Road to Daly st.—N. on Daly to Pasadena ave.—N. and N.E. on Pasadena ave. to Marmion Way—E. on Marmion Way and private right-of-way to Ostrich Farm and City Limits; thence to Pasadena.

### MONROVIA LINE.

- 47 Front sign—Baldwin's Ranch and Monrovia. Same on rear. Red car.  
Leave Sixth and Main sts. every hour from 7 a.m. to midnight, and every half hour from 8 a.m. to 6 p.m.  
Route—Same as Pasadena Short Line to City Limits.

### ALHAMBRA LINE.

(San Gabriel Mission.)

- 48 Front sign—Alhambra. Red car.  
Leave Sixth and Main sts. every 30 minutes from 6:20 a.m. to 11:50 p.m.  
Route—Same as Pasadena Short Line to City Limits.

### LONG BEACH LINE.

- 49 Front sign—Long Beach. Same on rear. Red car.  
Leave Sixth and Main sts. every 15 minutes from 6 a.m. to midnight.  
Route—S. on Main st. to 9th st—E. on 9th st. to Tennessee st—then S. on Victoria st, Don Able st., Long Beach ave., and private-right-of-way, to City Limits and Long Beach.

### WHITTIER LINE.

- 50 Front sign—Whittier. Same on rear. Red car.  
Leave Sixth and Main sts. every hour from 5:20 a.m. to 11:30 p.m.  
Route—Same as Long Beach Line to City Limits.

### MOUNT LOWE LINE.

- 51 Front sign—Mount Lowe. Same on rear. Red car.  
Leave Sixth and Main sts., at 8, 9 and 10 a.m., and 1:00 and 3:30 p.m.  
Route—Same as Pasadena Line to City Limits.

### ASCOT PARK LINE.

(During Racing Season Only.)

- 52 Front sign—Ascot Park. Same on rear. Red car.  
Leave First and Los Angeles sts. every 8 minutes.  
Route—W. on First st. to Main st.—S. on Main st. to Ninth st.—E. on Ninth to Tennessee—thence S. to Ascot Park over private right-of-way.

### LOS ANGELES PACIFIC RAILROAD.

#### SANTA MONICA AND OCEAN PARK

(Via the Palms.)

- 65 Color of car, olive green.  
Front sign—Santa Monica.  
Dash sign—Via Palms.  
Leave Fourth st. Station (316 W. Fourth): 6:20, 6:50, 7:20, 7:50, 8:20, 8:50, 9:00, 9:20, 9:30, 9:50, 10:00, 10:20, 10:30, 10:50, 11:00, 11:20 a.m., and every 30 minutes thereafter until 11:50 p.m.  
Route—W. on Fourth to Hill—S. on Hill to 16th—W. on 16th to City Limits.  
Note: Where line 65 is referred to within the City Limits, in addition to above line cars running via Sawtelle, Soldiers Home Station, are available.

**Via Sawtelle, Soldiers' Home Station.**

6:35 a.m. and every 30 minutes thereafter until 12:05 midnight.

#### SANTA MONICA.

(Via Hollywood.)

- 66 Color of car olive green.  
Front sign—Santa Monica.  
Dash sign—Hollywood.  
Leave Fourth st. Station (316 W. Fourth): 6:45 a.m. and every hour thereafter until 11:45 p.m.  
Hollywood local cars 6:15, 6:45 a.m. and every 15 minutes thereafter until 9:15 p.m., then half hourly until 11:45 p.m.  
Route—E. on Fourth to Spring—N. on Spring and Main to San Fernando—N.W. on San Fernando to Bellevue ave.—N.W. on Bellevue ave. to Sunset blvd.—N.W. on Sunset blvd to City Limits.  
Note: Where line 66 is referred to within the city limits, in addition to above line, cars running via Colgrove are available.

(Via Colgrove.)

6:15 a.m. and every hour thereafter until 11:15 p.m. Local cars every half hour from 6:15 a.m. to 7:15 p.m. Thereafter hourly until 11:15 p.m.

#### ELYSIAN PARK LINE.

- 67 Color of car olive green.  
Front sign—Elysian Park.  
Leaves corner of Sunset blvd. and Echo Park rd., every 20 minutes from 6:20 a.m. to 11:30 p.m.  
Route—N. on Echo Park rd. and private right-of-way to City Limits.

#### FOR REDONDO, PLAYA DEL REY, MANHATTAN BEACH AND HERMOSA BEACH.

- 68 Color of car olive green.  
Front sign—Redondo.  
Leave station, 316 W. Fourth, as follows: 6:40, 7:40, 8:10, 8:40, 9:10, 9:40, 10:10, 10:40, 11:10, 11:40 a.m., 12:10, 12:40, 1:10, 1:40, 2:10, 2:40, 3:10, 3:40, 4:10, 4:40, 5:10, 5:40, 6:10, 6:40, 7:40, 8:40, 10:40, 11:40.  
Route same as 65 to City Limits.

#### ANGELS FLIGHT CABLE ROAD.

(Inclined.)

- 70 From Third and Hill (foot of Olive Heights), N. two blocks to Olive. Cars every two minutes.

#### Los Angeles and Redondo Railway Co.

(Interurban Lines.)

- 71 Olive green car.  
Front sign—Redondo. Same on rear.  
Dash sign—Via Inglewood.  
Leave Second and Spring sts. every 40 minutes from 6 a.m. to 8 p.m., then 10 p.m. and 11 p.m.  
Route—W. on Second st. to Broadway—S. on Broadway to 7th st.—W. on 7th st to Grand ave.—S. on Grand ave. to Santa Barbara ave.—then S. on private right-of-way to city limits and Redondo.

**Redondo Line, (Via Gardena.)**

- 72 Olive green car.  
Front sign—Redondo. Same on rear.  
Dash sign—Via Gardena.  
Leave Second and Spring sts. every 40 minutes from 7 a.m. to 7:40 p.m., then 9 p.m., 10:20 p.m. and 11:40 p.m.  
Route—Same as 71 to city limits.

# 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 7:30PM**  
 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, San Diego.

## January 1996

12, Friday. MEETING, Pacific Railroad Society, Pasadena "Sub"  
 13, Saturday. MEETING, San Diego Electric Railway., TBA.  
**19, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Program: George Geyer's "San Francisco Muni."**

## February

9, Friday. MEETING, Pacific Railroad Society, UP Pullman slides  
 10, Saturday. MEETING, San Diego Electric Railway., TBA.  
**16, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Program: Norm Suydam, best of his father Ed's slides of PE and midwest traction in 50s and 60s America.**  
 23-24, Saturday, Sunday Angels Flight opens

## March

2, Saturday. SWAP MEET, OERM member's day  
 8, Friday. MEETING, Pacific Railroad Soc., Jim Walker Diesel Days  
 9, Saturday. MEETING, San Diego Electric Railway., TBA.  
**15, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Program: Ralph Cantos, PE Western District slides, Hollywood, Santa Monica, Van Nuys, Culver City, etc.**

## April

12, Friday. MEETING, Pacific Railroad Soc., Trains at the Great World's Fairs including the 1939-40 New York World's Fair.  
 13, Saturday. MEETING, San Diego Electric Railway., TBA.  
**19, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Program: 8mm movies of U.S. traction, c1970**

## May

10, Friday. MEETING, Pacific Railroad Society, TBA  
 11, Saturday. MEETING, San Diego Electric Railway., TBA.  
**17, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Program: Jim Walker & John Lee, Angels Flight™, the ERHA's 1969 fantrip and the complete reconstruction and return to service of the "World's Shortest Railway"**  
**18, Saturday. FANTRIP, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Angels Flight™ and Downtown walking tour.**

## June

**8, Saturday. FANTRIP, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, San Diego's Old Town Line and complete system.**  
 also MEETING, San Diego Electric Railway., San Diego Trolley  
 14, Friday. MEETING, Pacific Railroad Society, TBA  
**21, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Program: rare 16mm movies of U.S. traction**

## July

12, Friday. MEETING, Pacific Railroad Society, TBA  
 13, Saturday. MEETING, San Diego Electric Railway., Don Brown, program TBA.  
 17, Wednesday. FANTRIP, LAMTA Red Line opens Wilshire/Vermont, Wilshire/Normandie and Wilshire/Western stations.  
**19, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Program: TBA**

## August

9, Friday. MEETING, Pacific Railroad Society, TBA  
 10, Saturday. MEETING, San Diego Electric Railway., TBA.  
**16, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Program: TBA**

**September 20 October 18 November 15  
 December 20 1997 January 17 February 21**

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