

TIMEPOINTS

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Timepoints

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President's Notebook

Ray Younghans Named Honorary ERHA Life Member

I am pleased to announce that your Association's Board of Directors, by the unanimous vote required under the Bylaws, has conferred Honorary Life Membership in the Association on Raymond E. "Ray" Younghans, a longtime Association member and the world's foremost authority on the Los Angeles Railway "Yellow Car" system and pre-eminent collector of memorabilia relating to the LARy and the Pacific Electric. Ray joins such luminaries as Association founder Laurence Russ Veysey in this prestigious category. Born and raised in Los Angeles, Ray served in the Army during World War II, and later found a career as a switchman for the Santa Fe Railway. A longtime

resident of the Cypress Park neighborhood of Los Angeles (served in early years by the Glendale and Montrose Railway and for many years, until May 22,



1955, by LARy's "5" car line), Ray now devotes most of his time to organizing his collection, from which he has for years made information available to serious scholars and publication projects. He is well known for his splendidly informative maps contributed to the late Ira L. Swett's "Interurbans" publications, with their trademark "Not to Scale" notation. A fine tribute to Ray appears on page 8 of Jim Walker's book, *The Yellow Cars of Los Angeles*, accompanied by a photo (see above) of a smiling Ray on board LARy/LATL Standard 520 in 1952. The Association salutes Ray and wishes him many more productive years in the traction-history movement. -David G. Cameron



Bay Area, Then & Now

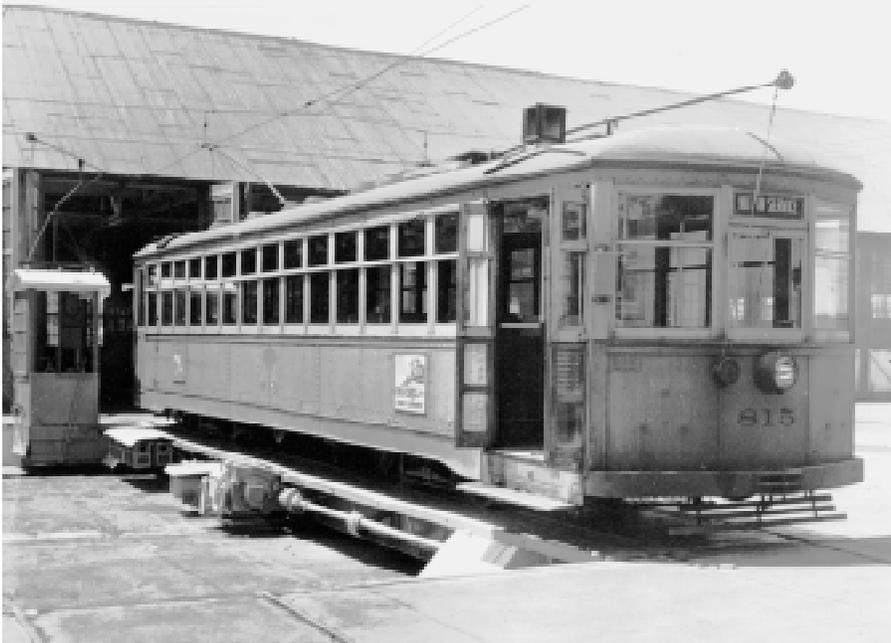


Key System experiments with new type streetcar -late '20's

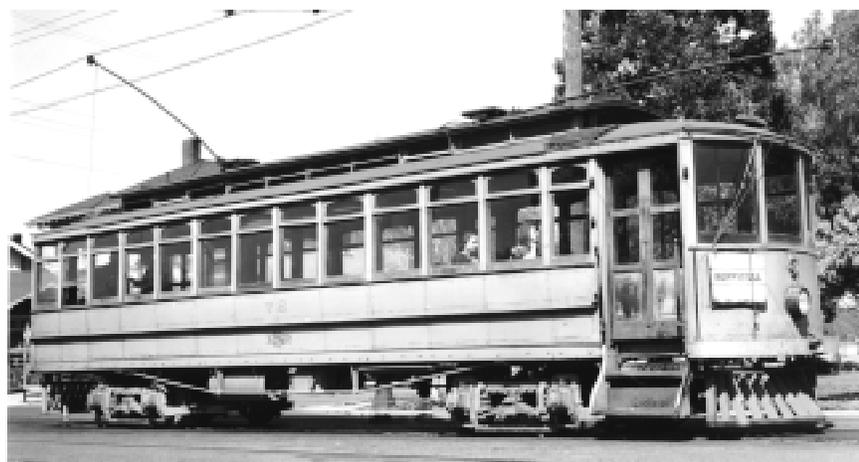


East Portal of the Sunset Tunnel was in service six months when this shot was taken. - 4 - 2 - 29

On the Cover- Busy traffic on market street -early '30's
Key System Bridge Unit #128 on the "C" line



Key System #813 on the transfer table -9-3-33

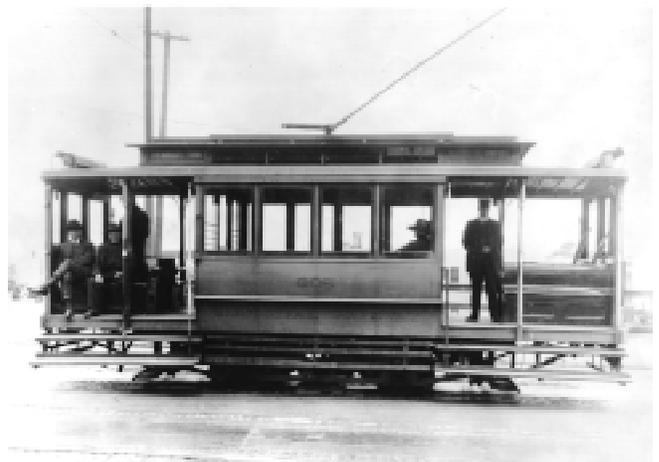


San Jose Rail Road #72 in 1936
Santa Clara County Transit Authority #815
Tasmain Station 8-17-90





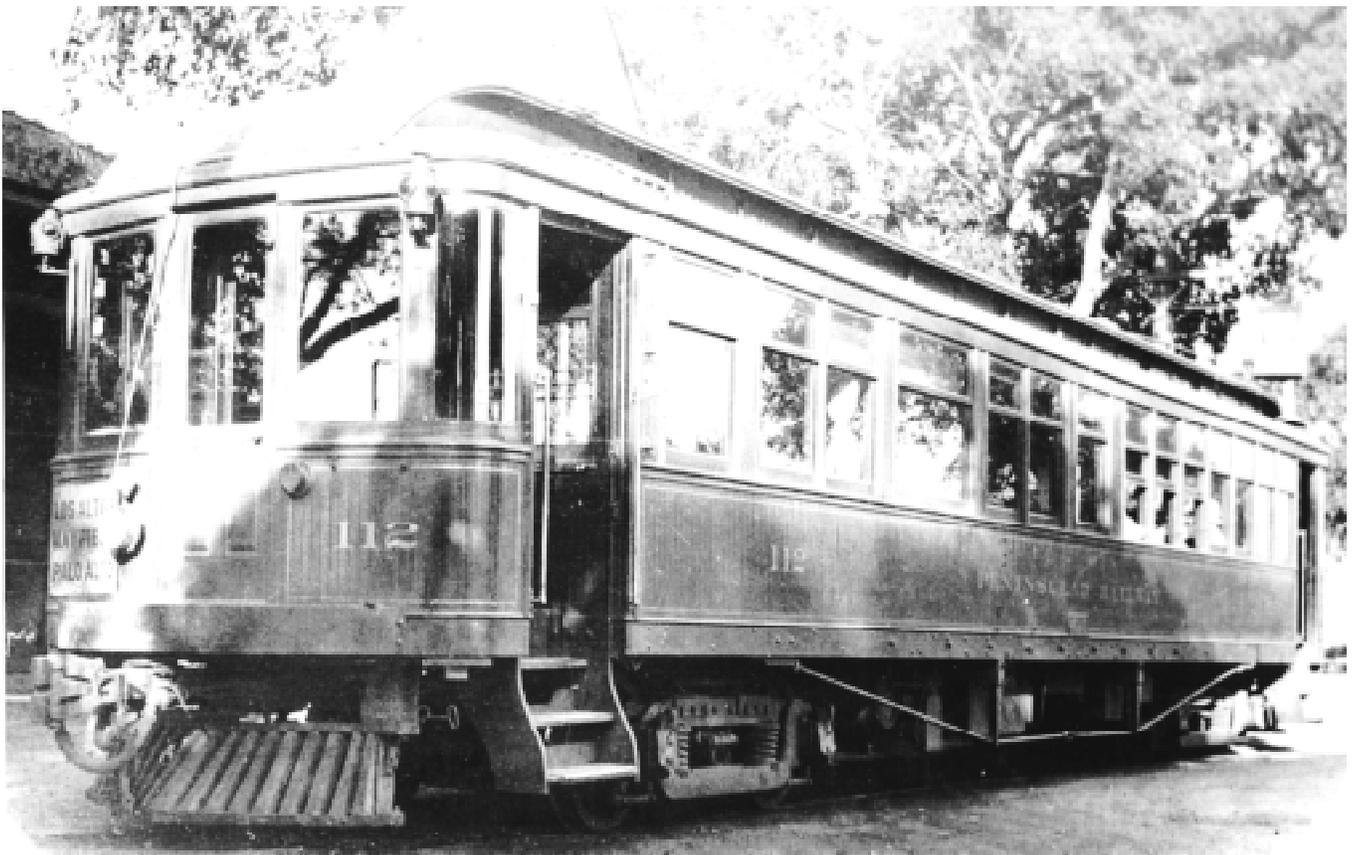
When Cars Collide- 1-13-47 Sutter and Stockton



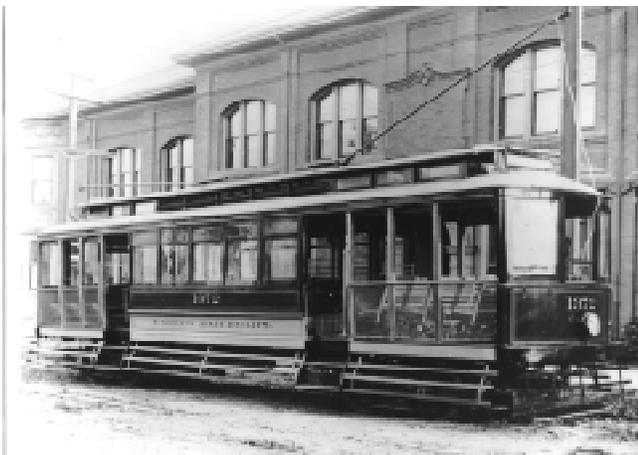
Muni's #302 former Presidio & Ferries Railway Co.



San Francisco Muni's Children's Car "San Francisco" This special car was dedicated by the company to school children, school class field trips and the underprivileged children of the city. The car was under the jurisdiction of the Railway's Women's division, and was at all times at the disposal of the public schools and various charitable institutions. Typical destinations included the company shops, Golden Gate Park and the city's many museums.



Peninsular Railway #112



Two examples from United Railroads,
 (Left), #1372 with open ends; a member of the 1301-1374 class
 built by the St. Louis Car Co. in 1904-05.

(Below), #764 brand new in 1918.





Municipal Railway Forest Hills Station



Filmore and Chesnut

#625 meets #627 late '30's



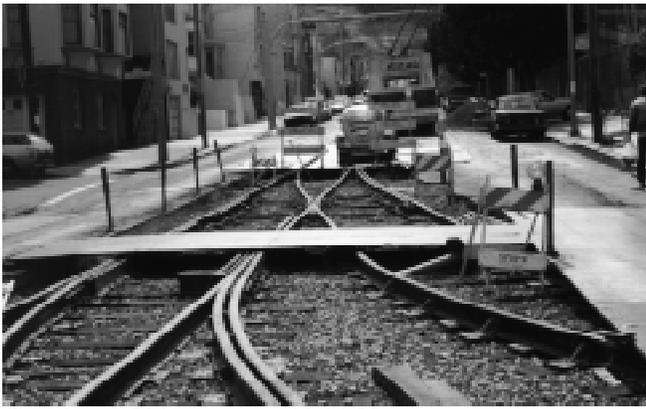
First of Muni's 20 SEPTA PCC's 11-23-90



Re-Railing Sutter St. from Van Ness Ave. to Market St. 1930



Duboce and Church 8-18-90



Church and 30th 10-14-90



Church and 30th 4-6-91



All current photos courtesy of Jack Garcia -Pacific Traction Review



Muni #130 tests the electric shop's tracks 10-14-90



RTD Operator of the Year

Thurmon Green, 48, bested his 28 peers to be named Metro Rail Train Operator of the year. The winners, (there was also a Bus Operator of the Year), each recieved a trophy and \$1,000.

RTD to buy 103 Methanol Powered Buses

The RTD has invited bids and expects to order the buses by summer; to add to its fleet of 30 now in operation.

LACTC Seeks Someone to Build Rail line

LACTC approved \$200,000 to study a proposal to issue requests for proposals to find a private company to build a new \$3 billion rail line between Los Angeles International Airport and the airport in Palmdale. Any type of rail technology that exists, or will exist in the future will be considered for the line. Legislation to grant an exclusive franchise for the line is expected in September.

Muni Workers lead

The top wage paid by U.S. transit agencies for drivers or maintenance workers is for light rail maintenance employees at San Francisco's Municipal Railway, who top out at \$27.88 an hour. Fixed route bus operators, Boston, \$17.57. Bus Maintenance workers, Boston, \$20.31. Heavy rail motorman/engineer operators, New York City (PATH), \$20. Light rail motorman/engineer operators, Boston, \$17.76. Lowest paid motorman/operators? New Orleans, \$10.42.

Court Upholds Creation of Foothill Transit District

In another round of the battle of bus routes in the San Gabriel Valley, the State Court of Appeal has upheld the creation of the Foothill Transit District. In practical terms, the ruling will allow the Foothill, based in West Covina, to take over seven lines from the Southern California Rapid Transit District. Even before the ruling, Foothill had been operating seven

other RTD lines as part of an experimental program begun in 1987 by 20 Valley cities. The move is strongly opposed by the RTD's two unions.

Rails continue to disappear...
 'L' line on Hoover between Temple via Clinton to Virgil Avenue
 Burbank terminal yard leveled at Orange Grove and Glenoaks (there was a car wash on the site for the last 36 years)
 West end of 'J' line, (Tenth and Jefferson), loop leveled site of new mini-mall

Robber Escapes from Deputy Sheriff and Blood-hounds.

Great excitement was caused on Monday night about 11 o'clock at the end of the car line. Another bold, bad bandit held up the motorman and the conductor and made them turn over the few dollars they had. And then he got a \$20 gold piece and a gold watch from F.R. Scouten and made his escape.

When the car reached the end of Townsend avenue the robber held up the two men and forced them to stay off started the car west on Colorado. As it reached Virginia avenue Mr. Scouten rushed out and signaled the motorman, but seeing that the car was not going to stop he jumped aboard. No sooner was he in the car then the bandit made him "dig-up" and then get off again.

The robber then ran the car to Pear street and left it there and disappeared. Night Policeman Flacks and Marshal Bramble were soon on the ground and a little later deputy sheriffs with bloodhounds arrived and a general search was made of the valley and the foothills was made. (sic) The man has not yet been found.

Some Climber.

One day last week Mr. Brown, manager of Ye Alpine Tavern on Mt. Lowe purchased a Metz roadster. Mr. Wing, manager of this auto company, asked where the car was to be delivered. Mr. Brown jokingly remarked, "At my hotel." "All right" said Mr. Wing. Out over the boulevards it went, and then up and over the ties of the Pacific Electric track the little car went with its driver up to the very door of the hotel, 5000 feet above the sea. And Mr. Brown not only paid for the car but furnished a special dinner to the driver.

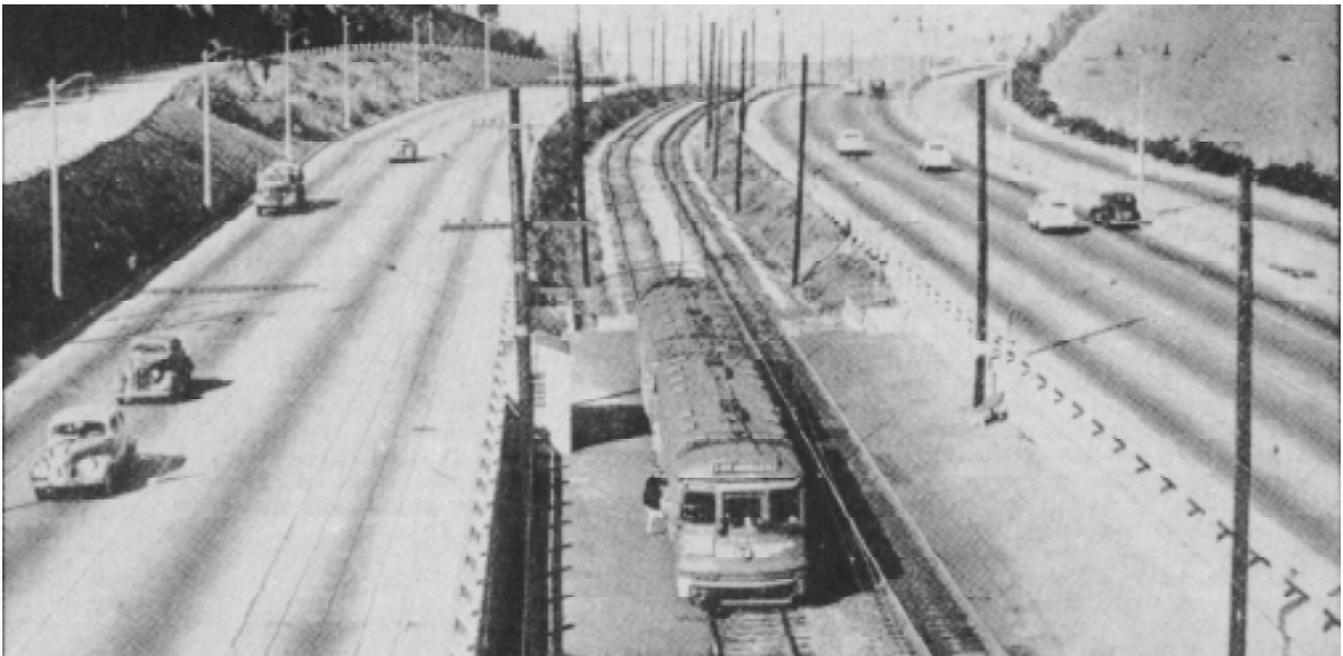
Eagle Rock Sentinel 7-1-15

president of the Pacific Electric Railway.

Smith said the running time of trains between Los Angeles and Hollywood would be cut 15 minutes by use of the parkway route. Included in the proposal was a 2cent premium fare that would net \$340,000 the first year and \$700,000 in subsequent years from an estimated 17,000,000 passengers annually.

According to the proposal, the rail system would run in the center of the parkway as is now done over Cahuenga Pass.

Due to the cost of the project, state and city aid



Cahuenga Pass Freeway 1947

Los Angeles, July 11 (1947)...Marking an important step forward in the progress of an integrated rail rapid transit-automotive freeway plan for the Los Angeles metropolitan area, the metropolitan traffic and transit committee of the Los Angeles Chamber of Commerce today gave its approval to proposals for a rail rapid transit system from the Subway Terminal in downtown Los Angeles to a connection with the present Cahuenga Pass freeway via the soon-to-be-built Hollywood Parkway.

Cost of this project would run about \$20,000,000. This is composed of construction costs of \$11,000,000; rights-of-way,\$5,000,000 and alterations at the Subway Terminal, \$4,000,000. These figures were quoted to the committee by O. A. Smith,

will be sought; to this end, the Chamber of Commerce committee has been expanded so that a layout of the proposal can be drawn up within the next 30 days for presentation to the proper authorities.

It is difficult to overemphasize the importance of this proposal. It marks the first concrete step in the streamlining of the Pacific Electric rail system to modern concepts of mass movement of people via freeways. If Pacific Electric gets its wish and its Hollywood-San Fernando Valley trains are permitted to operate in the new Hollywood Parkway, it will be tantamount to a new lease on life for this important part of the PE. If PE is refused permission to put rails in the Parkway and busses are used instead of trains, a conservative prediction would give the San Fernando

(Concluded on page 10)

(Continued from page 9)

and through Hollywood-Los Angeles trains but a brief life after completion or the Parkway.

The chief obstacle to PE getting its rails in the Hollywood Parkway is admittedly the huge sum of money involved. Another difficulty is the tardiness of the company to make its plea for rails. The Hollywood Parkway has been in the planning stages for at least five years, and many plans for distribution structures, overpasses, etc. have been drawn up and approved... and none has included a rail system.

To further complicate the matter, plans for the Vermont Ave. and Western Ave, overpasses have been the basis for a heated argument currently engrossing the attention of Angelenos; bus turnouts have been included in these plans but no decision has yet been reached as to who is to pay for them... the city or the operating company... presumably Pacific Electric.

The maximum number of passengers that can be accommodated in one direction (four lanes) by the average eight-lane freeway which permits automobiles only is 10,500 per hour. One Streetcar line can move 20,000 passengers per hour in one direction on a private right-of-way, the hourly capacity can be increased to 30,500 in each direction... or 190 percent. By operating the cars in trains, hourly capacity can be increased still further.

-from INTERURBANS July 1947

LAPD Begins Search for Academy, Training Sites

The Los Angeles Police Department will move out of its Elysian Park historic location to a new site which would have room for a 50-acre high-speed driving school. Three Sylmar locations are being considered, but the favorite site would be Taylor yard in Glassell Park.

Los Angeles Aviation Authorities Fear Hazard From Metro Green Line

Even as county transportation officials are soliciting bids from construction companies to build the Metro Green Line, aviation authorities are concerned that the automated light-rail Line will pose a hazard to navigation as it skirts the east side of Los Angeles International Airport.

Fred O'Donnell of the Federal Aviation Administration said regulators fear that the train's lights

may distract pilots, that its electric power system might disrupt electronic navigation aids and that its overhead wires, near the ends of two runways, could endanger low-flying aircraft in an emergency.

John L. Graham of the Los Angeles Department of Airports said that, if the line is built as designed, the FAA may restrict flights at the airport, the nation's third-busiest. He said the city is ready, if necessary, to block the project by refusing to let trains operate on airport land.

Neil Peterson of the Los Angeles County Transportation Commission said that consultants are studying the FAA's concerns and looking for ways to solve any problems. The biggest difficulty so far, he added, has been poor communication between his agency and aviation officials.

"Obviously, we are not going to do anything that is not safe," said Peterson, the county Transportation Commission's executive director. "We're fairly confident that there are technical solutions to each one of these problems. I don't think any one of them is a show-stopper.

O'Donnell said the FAA prefers that the automated trolley—the first driverless system in the nation—be built underground, as a subway, but Peterson said that would be too expensive. Other configurations — changing the electrification system or running trains at ground level — pose their own safety or technical problems.

The brewing confrontation between train and plane stems in part from the county Transportation Commission's desire to deliver a Countywide mass transit system quickly, as promised voters when they agreed in two elections to tax themselves heavily to buy one.

At present, the Green Line is scheduled to be built and running by November, 1994, making it the third leg of the Metro Rail system in operation.

"They're so intent on meeting a schedule that they don't always take the time to clear up the details," said Graham, chief of aviation planning at LAX.

The Green Line will connect Norwalk and El Segundo, providing a mass transit alternative to the aviation and high-technology employment center around the airport while connecting to the year-old Blue Line, which runs between Long Beach and

(Concluded on page 11)

(Continued from page 10)
downtown Los Angeles.

For most of its 23 miles, the Green Line will operate in the median of Interstate 105, the soon-to-be-completed Glenn Anderson Freeway. At the western end of the freeway, the transit line will branch north and south, toward the airport and into El Segundo.

Graham said the city Department of Airports first expressed its concern over the automated light-rail line after voters in 1980 approved the first of two half-cent sales tax surcharges that are financing most of the county's ambitious mass transit construction program.

"It was mentioned to them 10 years ago that they should clear it with FAA," Graham said. "They didn't."

O'Donnell said the FAA first raised questions about the rail line in November, 1988. When specific system designs were revealed in a Draft Environmental Impact Report, federal aviation officials wrote a letter in May, 1990, stating specific conflicts that needed to be resolved. Another letter was sent to the county Transportation Commission last month.

On June 18, O'Donnell said, "they submitted a [final] plan to us and it didn't address any of our concerns.

The FAA has no authority to stop construction of the mass transit line, O'Donnell said, but it can, if necessary, take drastic action against the airport.

"If we determine the airport no longer can safely be operated, we can shut it down," he said.

Graham said he does not think that will be necessary, but he said LAX is ready to defend its interests by refusing to let the county build the part of train line on airport property along Aviation and Century boulevards and through its Parking Lot C.

"We are not going to withhold anything capriciously," he said, "but we won't grant them [the county Transportation Commission] any right of way if it [the Green Line] interferes with [airport] passenger safety or convenience."

"That's obviously not an option" for the Transportation Commission, said Peterson, whose agency already has opened bidding on construction contracts for the Green Line.

Peterson stressed that, "the FAA and DOA

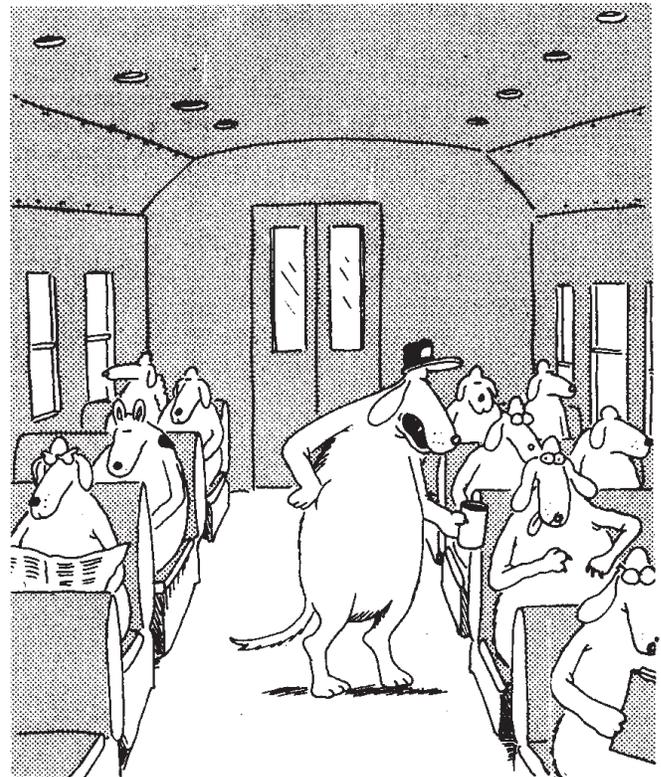
have legitimate concerns and we're trying to work them out," but said the main controversy stems not from the technical problems themselves but from his agency's slow response to the other agencies' concern about the technical problems.

"There Probably was a lapse over the last year-and-a-half in communications, and that was Probably our fault," he said.

House movers fear Trolley lines

The local house moving industry says their livelihood is being threatened by Metro rail, cable TV and trolley bus plans. "It really has created a serious problem," said William E. White, chief street use inspector for the Los Angeles Bureau of Street Maintenance. Washington Boulevard was once a prime house-moving route, he said, but recently became off-limits in the downtown area because of tracks for the Blue Line. "We're trying to work out certain routes that can remain at a height of 24ft in perpetuity," White said. On a motion by councilman John Ferraro is an ordinance to designate certain key streets as house-moving routes!

THE FAR SIDE By Gary Larson



"Ticks, fleas . . . Ticks, fleas . . ."

TIME TABLES

July 12, Friday. MEETING, Pacific Railroad Society regular monthly meeting, 7:30 at Joslyn Recreation Center

19, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION regular monthly meeting. Palms Depot, Heritage Square. 7:30 Business Meeting, 8:00 Program: Paul Ward, "Traction of Northern Europe featuring East Berlin, Potsdam, Vienna, Zurich, Frankfort, Den Haig und Amsterdam."

August 3, Saturday. CONCERT, "LATOS", 8:00 at Sexson Auditorium, Walt Strony

9, Friday. MEETING, Pacific Railroad Society regular monthly meeting, 7:30 at Joslyn Rec. Center

16, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION regular monthly meeting. Palms Depot, Heritage Square. 7:30 Business Meeting, 8:00 Program: Bay Area Traction, (watch for details).

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

September 13, Friday. MEETING, Pacific Railroad Society regular monthly meeting, 7:30 at Joslyn Recreation Center, Alhambra

22, Sunday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION regular monthly meeting.

(Continued)

Cypress Park Substation of the Los Angeles Railway. Special joint meeting with the Highland Park Heritage Trust. Time and program to be announced. (early afternoon) Scenes of Highland Park/Eagle Rock.

October 11, Friday. MEETING, Pacific Railroad Society regular monthly meeting, 7:30 at Joslyn Recreation Center, Alhambra

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

November 8, Friday. MEETING, Pacific Railroad Society regular monthly meeting, 7:30 at Joslyn Recreation Center, Alhambra

15, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION regular monthly meeting. Palms Depot, Heritage Square. 7:30 Business Meeting, 8:00 Program: South of the Border. (May be replaced by annual banquet.)



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