

# TIMEPOINTS

Volume 90 July/August/September 1996 Numbers 1, 2 & 3



*The Red Line expands*

# Timepoints

July/August/September 1996

## The Southern California Traction Review

Always a Newsletter in sight

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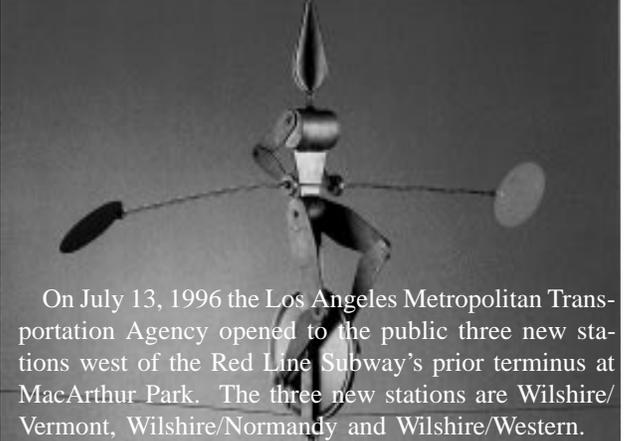
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## Three new Red Line Stations



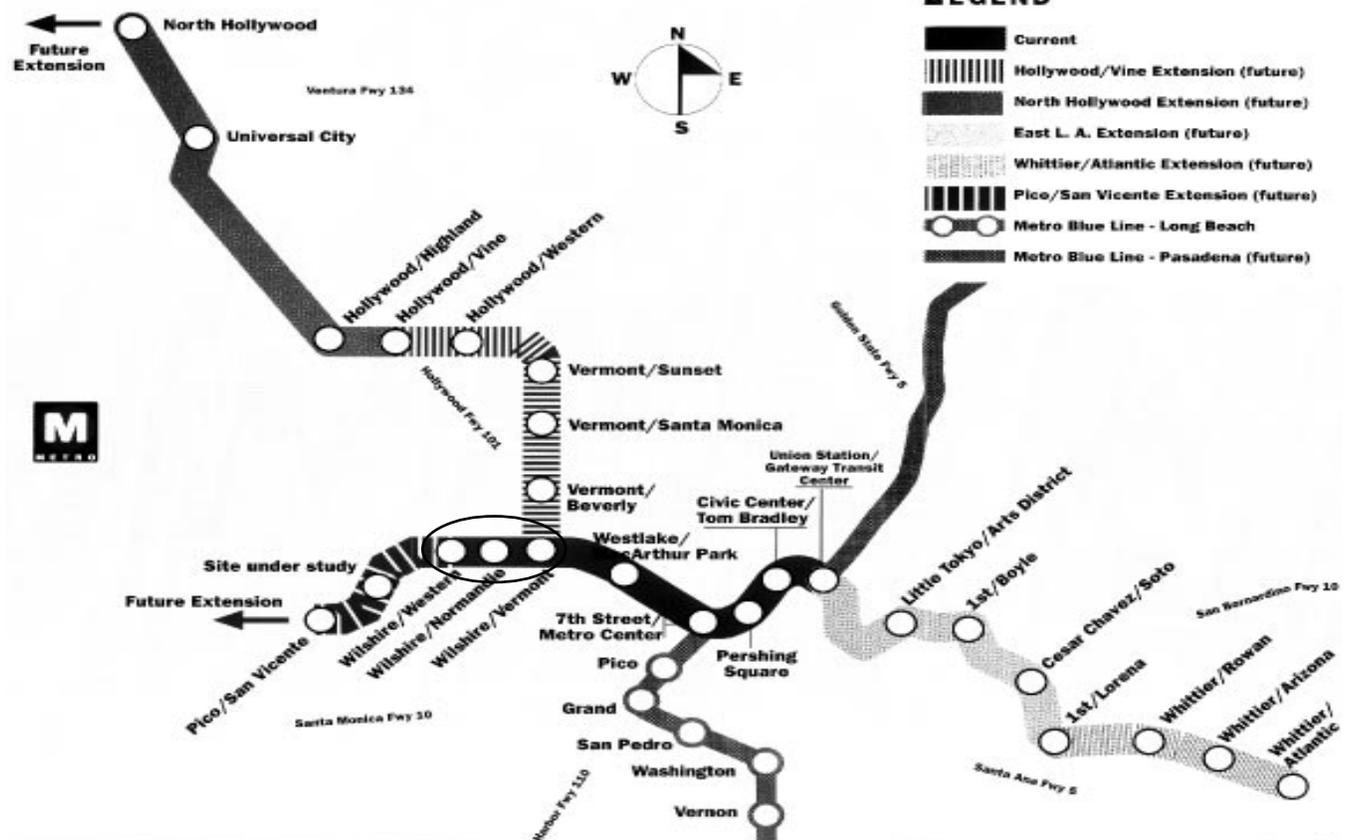
On July 13, 1996 the Los Angeles Metropolitan Transportation Agency opened to the public three new stations west of the Red Line Subway's prior terminus at MacArthur Park. The three new stations are Wilshire/Vermont, Wilshire/Normandy and Wilshire/Western.

The increased service is being handled with the existing fleet of cars and with the same crew of operators and repair personnel. Many Wilshire bus lines now stop at Western forcing patrons to transfer to rail.

Perhaps due to the coincident fare increase from 25¢ a ride to the MTA standard fare of \$1.35, there has been no appreciable increase in ridership attributable to the new extension.

While the Normandy and Western stations follow typical Red Line practice, that of a huge plain rectangular underground vault decorated with locally produced art works, the Vermont station's over and under profile is more representative of the BART system's Oakland 12th Street Station than anything seen before in Los Angeles.

"Los Angeles Seen", by Peter Shire, one of several sculptural objects suspended throughout the Wilshire/Vermont station. "The acrobat holds success and failure in balance."



**Wilshire/Vermont** - 1) Upper level (inbound), escalator on right leads to the station exit (2), escalator on the left is the longest installation "west of the Mississippi" runs non-stop from entrance to lower (outbound) level. (2-3) Entrance is in a depressed plaza that occupies much of a city block. Ticket machines are outdoors. (4) Only location from which trains running in both directions can be seen at the same time, inbound (top) over outbound (bottom). (5) Illuminated dimly by the headlights of an inbound train; the sealed door in the right distance leads to the San Fernando Valley line. Two new destinations for the MTA.



1)



2)



3)



4)



5)





**Wilshire/Normandy**  
*The so called "extra" station...*

The Wilshire Normandy station falls at what would have been the typical distance between stations elsewhere along the line. The mezzanine columns are finished in an elegant scheme of shiny black tiles bases and capitals. The station's entrance is the most traditional subway entrance on the east coast and consists of two escalators shoe-between two



zantine columns and stainless steel. The station's entrance is reminiscent of traditional stations found in Europe. Instead of an entire block, the station is horned into a gap between buildings.



Mezzanine level of Wilshire/Normandy station



Festival of Masks, by Frank Romero, detail of sixty-foot mural on curved aluminum panels at west end of station. The work depicts the annual parade of masks along Wilshire Boulevard and "celebrates the rich multi-ethnic cultural traditions of Southern California in an atmosphere of high spirits and pride," says Romero.

Thanks to the MTA, the members of the ERHA had the opportunity of a special all-day fantrip to ride and experience the three new stations the week before the system opened to the public.

View from entrance plaza across Wilshire Boulevard and looking back from Wilshire towards subway entrance.





### Wilshire/Western

The westernmost station is a somewhat nondescript interpretation of the Art Deco style; inspired loosely by the landmark Wiltern Theatre Building across Wilshire from the station's entry plaza. Before the style had a name, Wilshire Boulevard architecture leaned heavily towards the Art Deco style because many prominent Los Angeles Architects were exposed to the movement in Paris at the Festival Arts Decorative; it was also where neon lighting and signage was first exhibited, and Wilshire Building rooftops were soon a nighttime festival of light and color.



“Art Deco-ized” stainless steel elevator box; behind the glorious emerald green terra cotta Wiltern Theatre Building.

People Coming, People Going, by Richard Wyatt, Two fifty-foot tiles murals at each end of the mezzanine level of the station. “I try to bring back the human connection by monumentalizing people rather than buildings and objects,” says Wyatt. “Hopefully people will connect to the idea of how important they are to making the city--and mass transit--work.”





**Angels Flight™ Fantrip - May 18, 1996**

Twenty-seven years to the day after the ERHA ran the final fantrip on Angels Flight™... *we did it again!*



(Top left) After meeting at Union Station and a short Red Line ride, the group (63 persons came for the walk) flooded **Cole's Pacific Electric Buffet** with customers. After lunch the current owner of 6th & Main kindly opened the building up for us to explore. (Left) The “modernized” 40s era lobby. (Left bottom) View from the top floor; one can still easily make out the space the viaduct occupied to San Pedro Street from the terminal. (Bottom) Many of us had never been in the building before, and never seen the ‘PE’ terra cotta up close.





Next our group trudged up Bunker Hill so as to see the newly restored Los Angeles Public Library and the high rises of the new financial district. John Welbourne (President of Angel's Flight™) met us at the water court and took us in to see the "shops". (Above & Right in the Angels Flight™ Machine room)

**San Diego Fantrip - June 8, 1996**

One week before the opening of the new Old Town Line, our sister group (SDERyA) arranged a charter on two of the new 2000 series cars over the entire system including the not then opened OTL. (Below & Right) beyond the former end-of-the-line lies this new cut and a new overpass (not shown) that makes for an interesting roller coaster sensation. (Bottom) New end-of-the-line, Old Town Station is "inspired" by various Santa Fe depot prototypes.





“West” train leaves 405 (bottom) station.



Both trains meet at passing siding.

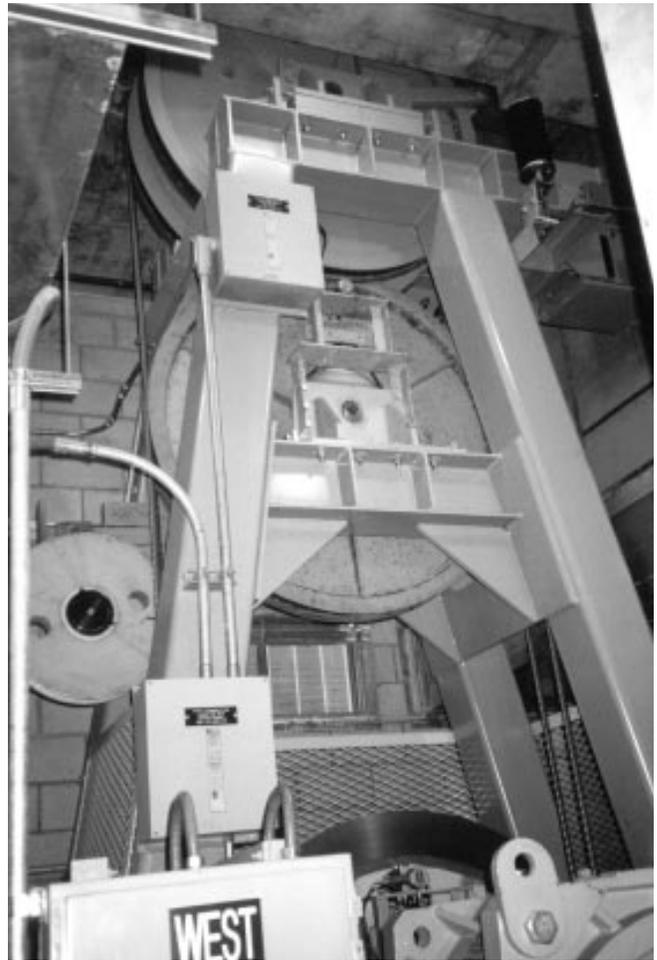
**The Getty Museum - Brentwood Campus** (opens fall 1997)

Another all new incline railway went into service this year in Los Angeles. Without any fanfare at all, staff members of the Getty organization (formerly housed in several widely spread leased locations) began quietly moving into some of the finished buildings in their new billion dollar mountain-top campus designed by architect Richard Meier.

Designed and built by Otis elevator, the two trains of three cars each, hover on a cushion of air generated by blowers under the cars powered by 480v AC service picked up via “first rail” along the sides of the guideway. A separate steel cable and winding mechanism powers each train, which pass in a special siding at the midway point of the 3,590’ of travel.



Operatorless train arrives at upper station



Detail of “West” winding mechanism, cables are expected to last 5years. One has a steel core, the other nylon (To test their wear characteristics.)





### Santa Barbara Streetcar Body Donated

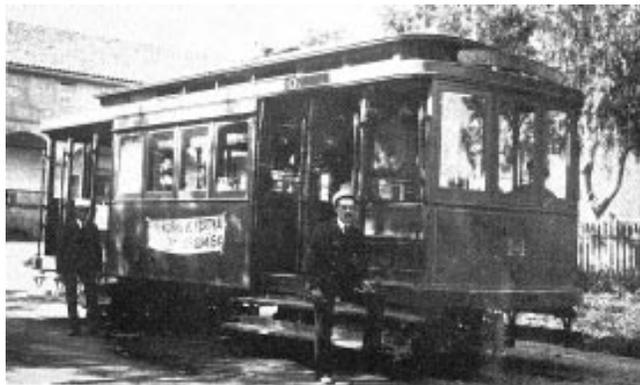
In 1901 a number of Eastern and Los Angeles capitalists purchased the properties of the Santa Barbara Electric Light Company, the Santa Barbara Gas Co. and the Santa Barbara Consolidated Electric Co. This new company, named naturally enough, the United Electric Gas and Power Co., set about improving and streamlining the combined operations of the formerly separate operations. Although the Consolidated Electric's four Hammond built trolley cars and one ex-San Diego electrified cable car were hauling capacity crowds and were, by most measures a great success, the general recession of the late 1890's had kept the system from much needed expansion. One of the first acts of the new owners was to order two more narrow gauge streetcars from the J.G. Brill Company...

The Carriage and Western Art Museum of Santa Barbara has donated the body of *Santa Barbara Consolidated Railways* streetcar number 12. This "California Car" with open closed section. It is similar in *and Kern* number 4, (built by SBCRy #12 is a double-truck

Number 12 saw only twelve system was converted to stan- ment replaced number 12 and quently sold to R.J. Schuld behind his house on Bath to the Old Spanish Days Car- ago. Car 12 was recently de- scope of the Carriage search for a more appropriate

Don Holmgren of the *Kelly Park Trolley* for bringing this car to OERM's attention.

Car 12 is the only known survivor of Santa Barbara's narrow gauge street railway era and remains in remarkable condition considering its age. The exterior is quite weathered and the open sections of the car were boarded-over long ago. The roof is in very good condition with all clerestory windows and the letterboard intact! Inside, the car received a number of modifica- tions. All of the seating was removed and the bulkheads cut out. Underneath, the body bolsters remain as do the all-important truss rods. The car was moved in late July, 1996. Donations to offset the costs of moving the car and purchasing a protective tarpaulin would be welcome. Just note "Santa Barbara Streetcar" on your check and mail it directly to OERM.



Sister Car No 14 in service.

1901 Brill product is a classic sections at either end of a short design to OERM's *Bakersfield* Holman in 1900), except that narrow gauge (3'-6") car.

years of service; in 1913 the dard gauge and new equip- its sisters. The car was subse- who used it as a storage shed Street, and then it was donated riage Museum about ten years terminated to be beyond the Museum's collections, and a home was begun. Thanks to

-John Smatlak



A nearly complete section of track at the end of one of the diversions. (detours) The area between the tracks has been paved up to the point where access is still needed to connect up the current conductors. (live rails) The long yoke holds the running rails and the conduit beams and the short yoke holds only the conduit. No power rails have been laid in yet: they will be held up by insulators attached to the lower flange of each side beam of the conduit.



A hole in the existing roadway exposes an inverted metal can that shrouds the insulator. Two bolts hold the assembly to the lower flange of the running rail and one of the conductors can just be seen at the bottom.

There is little support for the running rails during construction, eventually the yokes and rails will be flooded with concrete for support. Notice how closely this construction resembles the "state-of-the-art" construction of the new 'F' line extension along San Francisco's waterfront. (TIMEPOINTS Vol 88 #1-3 pg 4)



### London Trams: Laying new conduit tracks

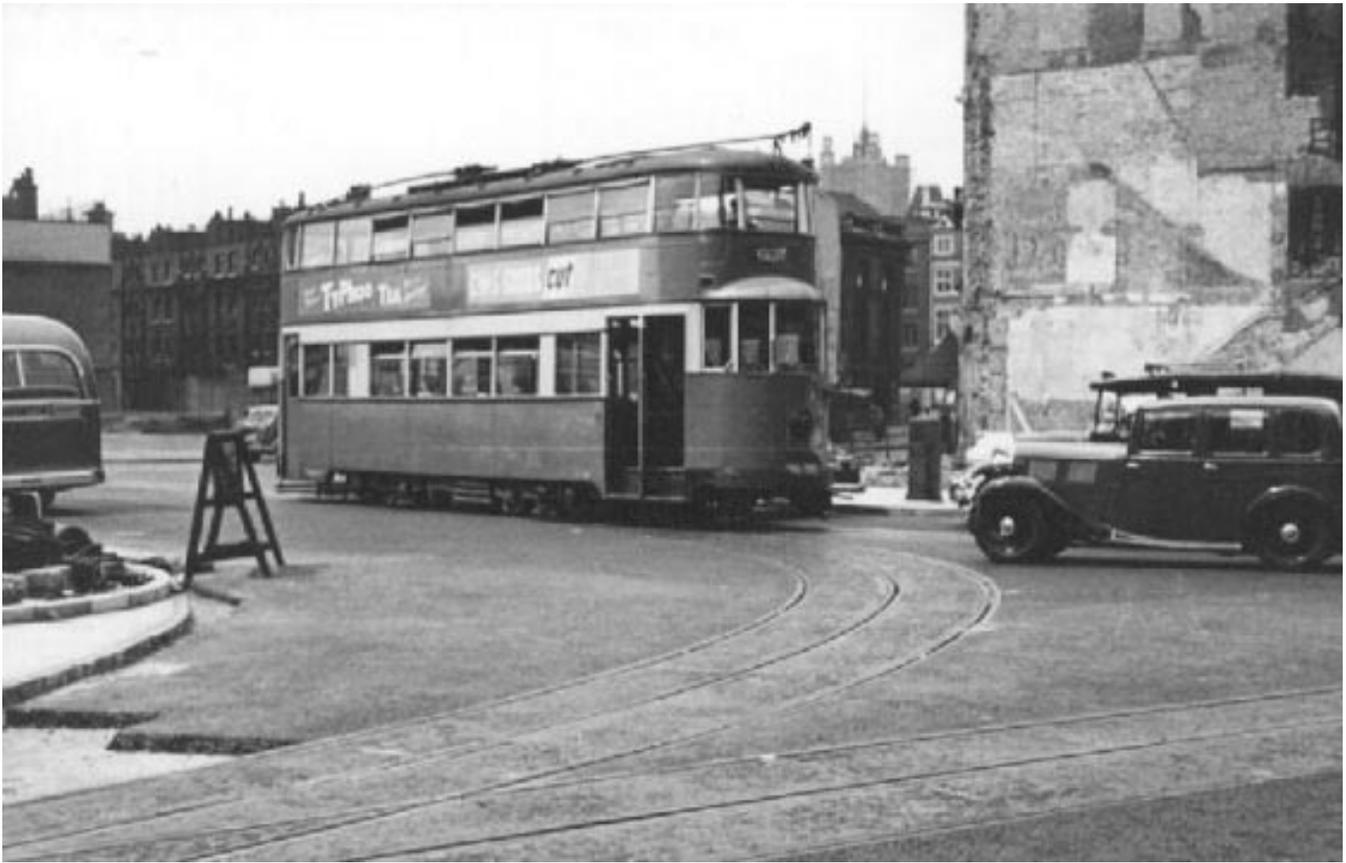
These tracks were laid on the South Bank of the Thames in preparation for the Festival of Britain of 1951. As very few visitors were expected to use their own cars to attend, public transport was improved before the exhibition opened. Laying new tram routes was made easier because not all bomb damage of WWII had been repaired at that time: new streets could be driven *through* bomb sites.

Construction next to a tree.



Turnout tracks are supported on concrete pillars.





A "Feltham" car on the new track.

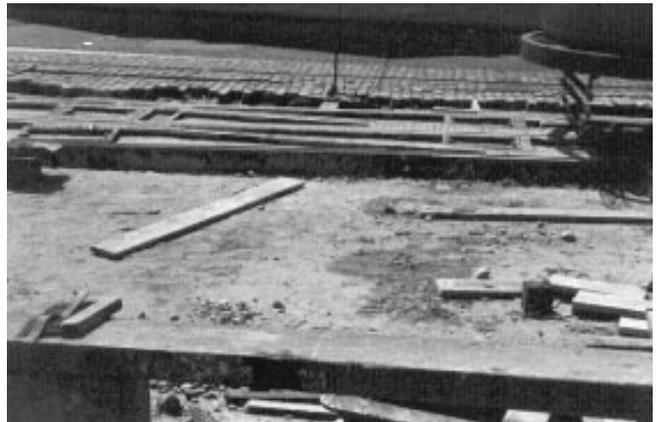
Apart from the other road vehicles in these photos, any of these pictures might have come from the 1899 issue of Cassier's Magazine, which had an article about the Metropolitan Street Railway of New York. Conduit track technology did not seem to have advanced in those 50 years.

-Dewi Wilson

Another view of the turnout. The power rails have to be switched as well as the running rails. Note the double yoke where the rails deviate.



Here is a nearly complete turnout. The sheer mass of metal in the street surface is obvious. It's quite hazardous to cross this on a bicycle. Just visible to the right in the photos is the front of an approaching tram. The "gate" is triggered by any foreign object on the tracks: if it's triggered, a shovel affair is dropped on the track to keep the object (which might be a person) away from the wheels.



# 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 7:30 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 7:30 PM at the Fire House Museum, 1572 Columbia St. @ Cedar Street, San Diego.

## July

12, Friday. MEETING, Pacific Railroad Society, TBA  
 13, Saturday. MEETING, San Diego Electric Railway., Don Brown, program TBA.  
 13, Saturday. *FANTRIP, LAMTA Red Line opens Wilshire/Vermont, Wilshire/Normandie and Wilshire/Western stations.*  
 19, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Program: Rare 16mm movies of U.S. Traction

## August

9, Friday. MEETING, Pacific Railroad Society, TBA  
 10, Saturday. MEETING, San Diego Electric Railway., TBA.  
 16, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Program: ERHA hosts Walter Abbeneth's annual bash, PE slides, Northern & Eastern Districts.

## September

13, Friday. MEETING, Pacific Railroad Society, TBA  
 14, Saturday. MEETING, San Diego Electric Railway., TBA.  
 20, Friday. **NO MEETING**, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, **Banquet this month.**

21, Saturday. **BANQUET**, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Program: 40th Anniversary of LARy's 'W' line, dinner and slide program at Little Joe's Italian Restaurant, Broadway, in Chinatown.  
 25-30 CONVENTION, Association of Railway Museums, Bay Area Electric Railroad Association, Rio Vista Junction

## October

5, Saturday. SWAPMEET, OERM, 9 AM, plus members day  
 11, Friday. MEETING, Pacific Railroad Society, Photo contest.  
 12, Saturday. MEETING, San Diego Electric Railway., TBA.  
 18, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Program: Trolley Coaches of North America, A-Y.

## November

8, Friday. MEETING, Pacific Railroad Society, Estate planning.  
 9, Saturday. MEETING, San Diego Electric Railway., TBA.  
 15, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Program: Best of Don Brown, Pacific Electric & LATL

## December

13, Friday. MEETING, Pacific Railroad Society, TBA  
 14, Saturday. MEETING, San Diego Electric Railway., TBA.  
 20, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Program: Best of Alan Weeks, Pacific Electric & LATL

## January '97

10, Friday. MEETING, Pacific Railroad Society, TBA  
 11, Saturday. MEETING, San Diego Electric Railway., TBA.  
 17, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Program: Ralph Cantos, PCCs of North America

## February

14, Friday. MEETING, Pacific Railroad Society, TBA  
 15, Saturday. MEETING, San Diego Electric Railway., TBA.  
 21, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Program: TBA

**February 21, March 21, April 18, May 16, June 20, July 18, August 15, September 19**

April 5, 6 Model Railroad Show, South Coast Botanical Gardens, Palos Verdes

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