

# TIMEPOINTS

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Riding the Red Line

# Timepoints

May & June 1992

## *The Southern California Traction Review*

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### PRESIDENT'S COLUMN

As many of you know, our Association was originally the Southern California Division of the Electric Railroaders' Association, until it became a separate corporation under its present name in 1959. The SC-ERA was founded in 1950 by Laurence R. Veysey and others, and Larry Veysey was the founder and first editor of Timepoints (it was in honor of this work that ERHA of SC conferred Honorary Life Membership on him a while ago). He went on to an academic career, receiving a Ph.D. in history and eventually teaching at the University of California at Santa Cruz until forced to retire several years ago for health reasons. He then settled in the historic town of Lahaina on the Hawaiian island of Maui, where I recently visited with him. I am pleased to report that

he has become a major connoisseur of traction videos, and has now published a 68 page Guide to Traction Videos, un-illustrated, staple-bound without covers.

The guide includes a four-page listing of world traction video producers (with addresses and, in many cases, telephone numbers). Included also is a twenty-nine page listing of over four hundred videos containing traction material, alphabetically by title (with producers identified and considerable running time detail), and two indices to systems represented in the videos (including some detail on lines and localities represented). The indices run nineteen pages for U.S. systems and twelve pages for foreign systems. Even videos no longer on sale are included for completeness, and videos with only occasional traction scenes, or feature films with traction scenes, are included in the system lists. The compilation concludes with sections of a page or so on "Conspicuous Absences," "Car Types on Video," and an editorial on "Video versus Reality ." Larry suggests that errata sheets and further editions can be expected. This writer found the Guide to be a remarkable compilation, as well as reasonably priced.

Available for \$7.<sup>00</sup> per single copy, postpaid (first class) from the compiler/publisher,

**Laurence Veysey**

**1403 Front Street Apt #401**

**Lahaina, HI 96761**

—David G. Cameron

### On the Cover-

Dozens of paper models of the Red Line's new Breda Subway cars await the recycler's torch as Los Angeles' electric mass transit comes full circle.

# Special Movement ERHA Meeting Location changed this month only!

Regular Date & Time, Friday June 19th @ 7:30PM

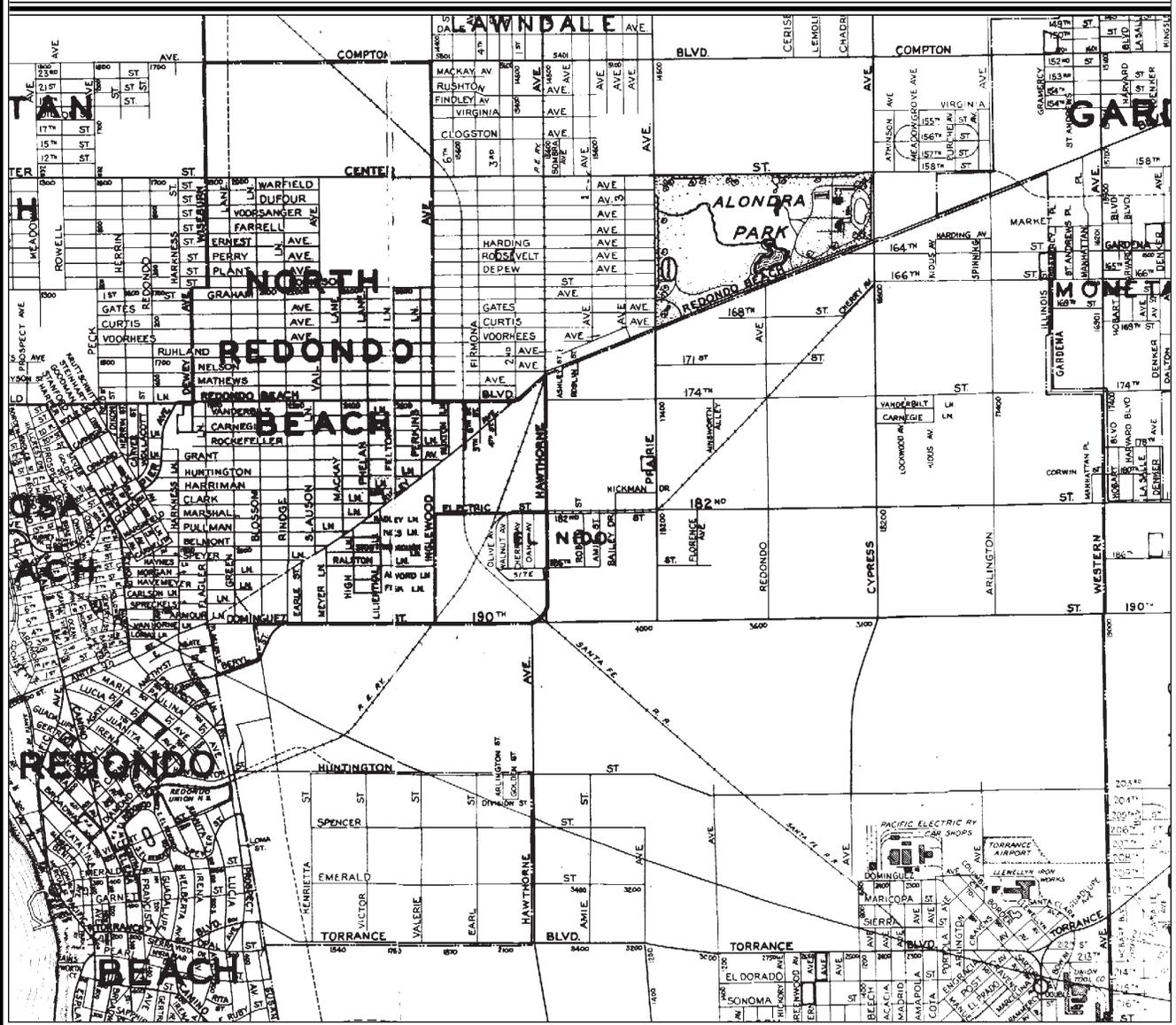
**El Camino College Campus (east end of Alondra Park below)**

**16007 Crenshaw Blvd., (Cypress Ave. on PE map below), Torrance**

Directions:

Enter from Redondo Beach Blvd. or Crenshaw Blvd. into lots 'J' and 'K'. Meeting is in "Physical Education #27". Follow Flame Tree Mall north past pool to Physical Education courtyard south of the North Gym.

1920's Pacific Electric Redondo Beach via Gardena map from the California State Library courtesy of member Jeffery Moreau. (Note PE's main shop complex due south of the present day college.)





Los Angeles Car on Display at the Shops' open house

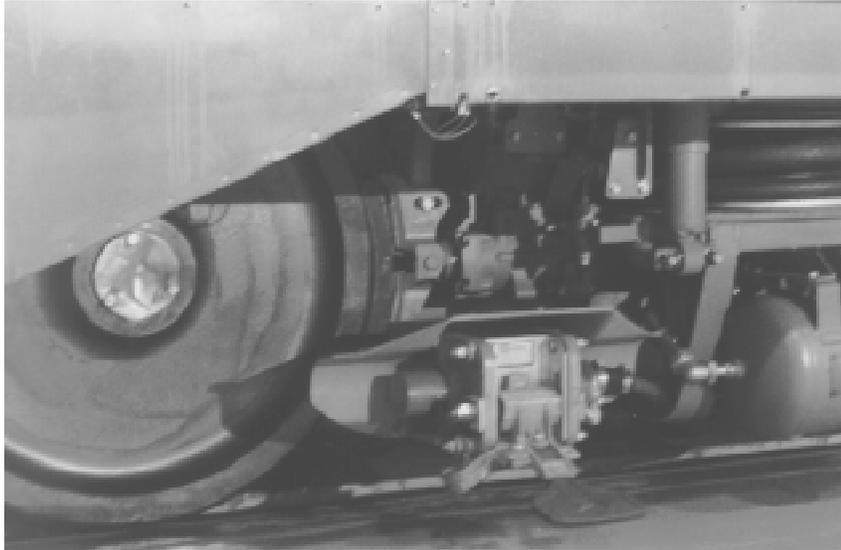


Two Miami cars meet head-on in "mock" service at MacArthur Park Station

Los Angeles car interiors are very much like Blue Line's... vandal-proof



BREDA standard truck won't be visible to riders in ordinary service





Miami Car #142 prepares to head back down-town from MacArthur station. *Ride is good, subway makes quite a bit of noise, dirty water drips from the ceilings of the tunnel splattering the front of the car.* With motorman securely tucked in his cab, a large rail-fan standee area opens up two-thirds of the front of the car for top notch tunnel viewing.

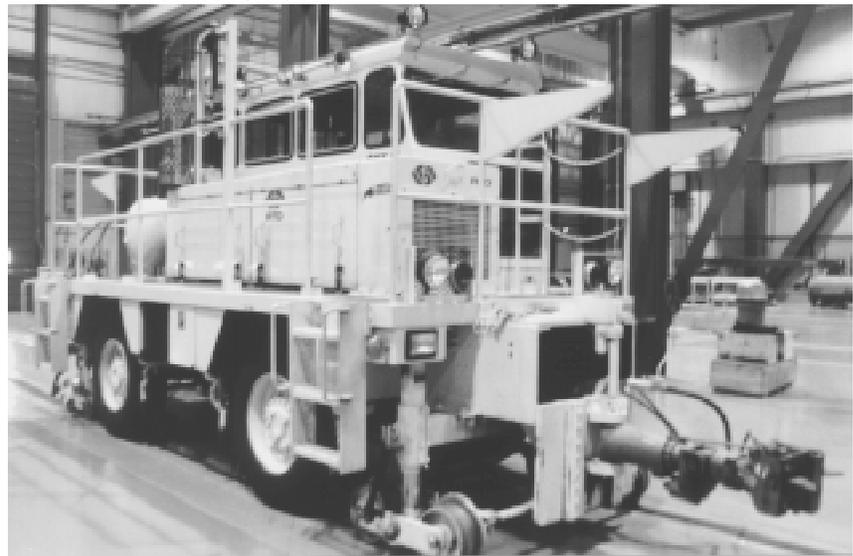
Regular service begins in March of 1993, not on October 26, 1992 with MetroLink as had been hoped.

Miami car arrives at 7th & Flower from MacArthur Park.

Dick Fellow's "Ten-Hundred" looks right at home inside the Red Line's new shops' complex; PE's Torrance shops might have looked like this had the system remained healthy.



Red Line Shop switcher is a bit more substantial than Blue Line's modified Mercedes truck





Pershing Square Station features abstract pieces of colored neon



Civic Center Station features human figures hanging from wires!



## Los Angeles Metro Red Line Subway Car

### Breda Costruzioni Ferroviarie

In 1988 Breda was awarded a contract to manufacture and supply 30 Rapid Transit Cars for the LACTC/RTD.

The vehicles, coupled in a married pair configuration, are designed to operate in trains of up to six cars during normal service. Equipment is distributed over both cars which, though slightly different, are structurally identical.

The materials used in the interior, thermal-acoustic insulation, the air conditioning system, and the communications equipment all combine to offer a high level of comfort.

All the materials used meet American standards on emission of smoke and toxic substances in the event of fire. In addition, the insulation of the underfloor has been designed to meet the requirements of the ASTM E 119 standard to guarantee the safety of the passengers in the event of a fire of the equipment located under the body.

Operating safety is enhanced by a completely Automatic Control System (ATC) which, in addition to the normal monitoring and signalling functions, is also able to provide ongoing automatic control of the car's operation.

### Stainless Steel Body

The car shell for the Red Line cars has been constructed entirely in stainless steel, except for the ends of the underframe (body bolster, center sill, end sills, and anti-torque device), which are made of carbon steel and the external "sheathing" of the front end, which consists of a composite material (GFRP) with a gel-coated finish.

The use of stainless steel has made it possible to produce a structure which is highly durable, very resistant, relatively light, not painted, except for some ad-



Stations are very similar in design so they are "decorated" with art



At 7th & Flower one can actually glimpse both Blue Line and Red Line cars simultaneously!

Union Station features Granite "Chairs" inspired by Union Station Passenger Terminal's huge Deco waiting chairs



hesive colored stripes to provide aesthetic accents.

The body has been designed to withstand compression forces of 200,000lbs. without permanent deformation.

### Interior

The interior finish has been carefully designed in order to offer pleasing aesthetics, optimum comfort and a high degree of passenger safety. The sides are lined with thermal-acoustic insulation, finished with melamine panels. The transverse panels near the side door bays are made of plymetal, finished in melamine, and integrated with the passenger handrails. The cab area is separated from the passenger compartment by a partition which incorporates the cabinets containing the signalling and control equipment. The seats, made of GFRP with vandal-resistant fabric cushions, are fastened in a cantilevered fashion to the side panels. The single-person seats are arranged longitudinally along the line of the car, the two- and four-person seats are arranged transversely. This arrangement gives a completely clear floor, which facilitates cleaning.

Air conditioning is provided through air ducts and vents integrated into the internal ceiling lighting fixtures. The side doors for passenger access slide into "pockets" in the interior structure and are electrically operated with a time-delay system for detecting obstacles.

### Performance

The vehicle subsystems are able to operate at voltages varying between 650VDC and 900VDC. The nominal propulsion system performance under acceleration is in reference to a line voltage of 750VDC.

### Electric Propulsion and Braking Equipment

Each propulsion unit is equipped with two separate chopper controllers, one for each of the vehicles comprising the married pair. Each chopper controls four motors, in pairs, permanently linked in series.

#### Braking System

The braking system provides:

- electrodynamic braking (allowed for electric regenerative braking) from maximum speed down to 8 mph;
- pneumatically-operated tread braking;
- parking brake

#### ATC

ATC provides automatic control of the train. Its functions are performed by the main subsystems, ATP and ATO.

#### Auxiliary Equipment

Auxiliary equipment includes:

- communications systems, both with the inside and outside of the car (operator only);
- heating, ventilating and air conditioning systems

#### Trucks

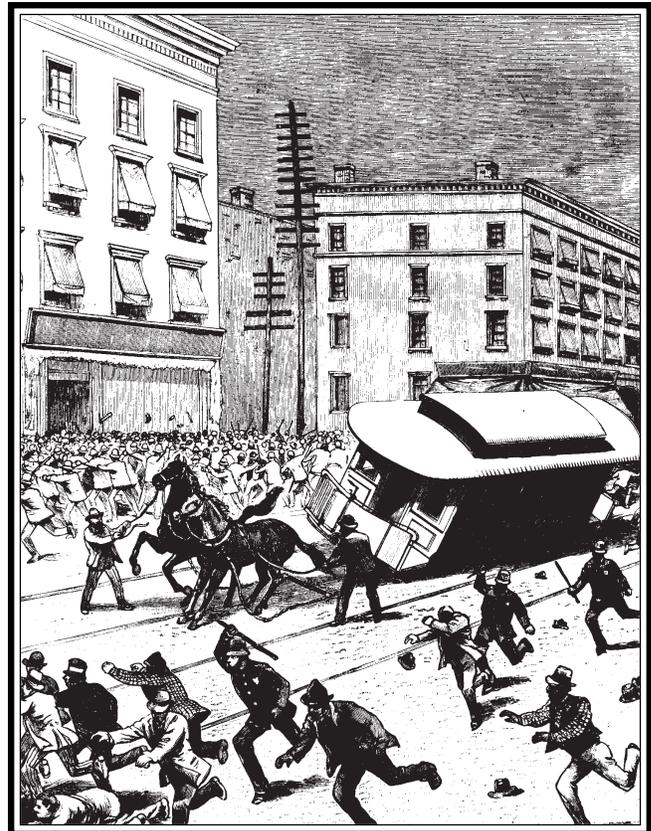
Each propulsion unit (A+B) consists of four interchangeable motor trucks. The trucks, designed by Breda Costruzioni Ferroviarie of Pistoia, Italy, and built by SOFER of Pozzuoli, Italy, are of the bi-motor type. The drive units are arranged transversely; power transmission from the motors to the axles is accomplished through single-stage reduction gears. The primary suspension is of the Chevron rubber spring type, and the secondary suspension is of the air spring type. Together with the advanced engineering and state-of-the-art materials for the construction of the Metro Red Line vehicle's truck, these suspension systems guarantee optimum ride comfort and a particularly low noise level, both inside and outside of the car.

#### Statistics

Gauge	1,435mm	(4ft-8½in)
Length	22,675mm	(75ft)
Width	3,048mm	(10ft)
Hght. frm. top of rail	3,676.5mm	(12ft)
Floor hght.top of rail	1,136mm	(3ft-8¾in)
Truck wheelbase	2,300mm	(7ft-6½in)
Wheel diameter	876.3mm	(2ft-10½in)

Empty weight	36,290kg	(80,000lbs)
Seats	2x59	
Total passenger capacity	2x180	
Nominal supply voltage	750VDC	
Propulsion motors	2 per truck	
0 to 50mph (80km/h)	25sec.	
Maximum speed	112km/h (70mph)	
Accel. from start	1.34m/sxs (2.2mph/s)	
Operating deceleration	1m/sxs (2.2mph/s)	
Emergency deceleration	1.34m/sxs (3.0mph/s)	

L.A.- Love It or Loot It!





### No damage to Blue Line

The riots are over, *for now*; the effect on Los Angeles transit was relatively minor. Los Angeles Railway's Division 5 was the site of the Police and Fire Department's crisis command post. Hundreds of emergency vehicles rolled in and out of the now RTD bus yard jockeying for position with news camera crews and dozens of RTD buses hauled riot troops to and from the front lines. Blue Line patronage went up during the crisis as patrons perceived the train with its 20 miles of fences and sheriff's patrols to be safer than bus lines (many of which



were temporarily cancelled during the curfew). Most damage was confined to looted mini-malls; *which our city had too many of anyway*. Shown is a Blue Line train on right-of-way in Washington Blvd. passing a burned-out mini-mall.

### Regular Service on Market Street for A Day

San Francisco's Muni along with Market Street Railway celebrated the 100th anniversary of electric streetcars in their city. Saturday and Sunday service was a nickel a ride no transfers utilizing historic equipment on the surface of Market Street. As luck would have it, on Saturday the overhead collapsed in the Muni's subway so regular Boeing LRVs ran on the surface in regular service at a nickel a ride! Regular service 'J' line car follows Muni No.1 down Market Street.

There may be another run of Historic cars come Labor Day weekend. The





Historic fleet PCC back-polls into Geneva after a fun day of fan-tripping up and down Market Street.

hot tip for railfans is to meet the first cars out of Geneva in the morning and then to ride one back there at the end of the day. Pull-ins and outs in regular as well as historic service use the (still new) 'J' line extension to get to Market Street and the motormen are happy to let patrons ride in or out with them. (Some fans still call this extension the 'Z' line route.)

#### **RTD drops fares to 50¢**

To help citizens already suffering recession and riots, the RTD will offer 50¢ fares from June through September on all rides except the Blue Line. Special 10-ride books for \$5 are available from monthly pass outlets. Coupons have an expiration date on them and must be used during the program period. Ironically the district had planned to reduce service 1.5% on June 1st due to budget shortfalls. *Where will they put all the extra riders?*

#### **Image Building Conference**

On June 13th, Orange Empire Railway Museum, Pacific Railroad Society, Southern California Chap-

ter of the Railway and Locomotive Historical Society and Travel Town Museum co-hosted the first annual regional summit of rail preservation interests. Volunteers from more than twenty groups attended a day of speakers, discussions and networking. While there are already existing groups acting as umbrella organizations to the rail preservation 'industry', the opinion was expressed that there is no central clearing-house that could speak to legal and governmental issues.

One participant mentioned that the Southern California Regional Air Quality Management District might be considering emissions regulations for Steam Locomotives! Another pointed to liability safety and insurance regulations. While many participants wished they knew how the Federal government's "Americans with Disabilities Act" affects the display and operation of Trolleys and Locomotives.

Evidently work has begun on a National level to create a National Historic Trust for Railway Preservation that would address these issues. There was wide general support amongst the attendees... *on the specific condition that such an organization would not tell museums how to function and/or just be another layer of bureaucracy that already overworked staffers would have to deal with.*

The day's speakers began with Ruth Ann Lehrer, the City of Long Beach's Neighborhood and Historic Preservation Officer, giving an overview of the techniques of preservation pioneered in the work of the Los Angeles Conservancy. Next Michael A. Martin, Western Manager for Public Relations, Atchison, Topeka and Santa Fe Railway Co., gave a Class 1 railroad's perspective on the rail preservation industry; pressing home the point that the railroads are run as a business and that any help they give must be justifiable from a sound business perspective. Each of the groups that send representatives then quickly presented their groups mission statement and gave an overview of their activities and collections. *(Interesting just how many local museums have nothing less as a mission than to represent the entire history of railroading from 1850 to the present!)* Last but not least, Patricia L. Stroh gave an excellent overview on how to market to the public.

## Looking Back

### 10 Years Ago- May 1982

The Los Angeles County Transportation Commission has voted to proceed with engineering work on the proposed Los Angeles to Long Beach Light Rail Line. Estimated cost is \$194 Million in 1982 dollars. Operation is expected to begin as early as 1987. Estimated ridership is 21,000 passengers per day. By the year 2000, ridership is expected to reach as high as 53,000. Studies continue on a proposed rapid transit line from downtown to North Hollywood.

*Note: The actual opening date was July 16, 1990, the cost was actually around \$800 million and ridership at the end of the first year was around 21,000 per day, even though at the end of a year and a half it is around 35,000 per day. 192 Million in 1982 dollars would equal around 300 million in 1990 dollars.*

### 30 Years Ago- May 1962

C. M. (Max )Gilliss, Executive Director of the Los Angeles Metropolitan Transit Authority announced that "all LAMTA trolley lines would be motorized

streetcar lines totalling 51.8 miles of route. 89 trolley coaches operate over two lines. Several Los Angeles trolleys have been shipped to Korea where the track gauge is compatible, joining many older LATL cars there. It is expected that more will follow.

*Note: Mr. Gilliss must have been trying to make the railfans feel good because the streetcars lasted less than a year, bowing out on March 30, 1963. Only about 10 months later.*

### 35 Years Ago- May 1957

The now famous 4 car stack of PE 5050's at Terminal Island has dwindled to three; wooden LATL cars are stacked 3 high and are slowly being wrecked. Experimental car 2602 is nearly gone but one -of-a-kind 2501 is intact at the bottom of the stack.

Blimps 301 and combo 499 are being cannibalized at Morgan Yard in Long Beach. 425 and 406 are being stripped at Fairbanks Yard. 5124 is being cannibalized at Morgan Yards to keep the 15 other 5100 series cars going in Watts Local service.

-Bill Volkmer

by 1965." following the lead of every major city in the country" LAMTA's 162 PCC's operate over five

## Meetings By Mail!

We realize that many members live out of the area and are missing out on some wonderful programs.

ERHA is videotaping some of our meeting's entertainment portions. Not a slick professional style video, occasional heads in the way, the audience commentary, white screens from missing slides, etc., the picture quality is excellent and any narration is picked up with a wireless microphone. A Hi8 Camcorder is placed on a tripod just above the slide projector so there is no keystoneing.

Please make out checks to ERHA of SC. Shipment time will depend upon the number of orders we receive. (Tapes will be duped to order.) Your donation of \$15.00/VHS tape includes postage, please add \$5.00 U.S. for international orders.

#101 Ted Damon's PE slides, Glendale/Burbank, Bellflower, Long Beach & San Pedro. Lots of work trains, Juice Jacks, regular service and fan trips.

#700 Ken Douglas's slides, Ken Douglas presents his slide show of the British Columbia Electric Interurban & local service, Toronto, London & Port Stanley, Grand River Lake Erie & Northern Railway, Niagra & St. Catherine, Montreal & Southern Counties, Ottawa, Cornwall Street Railway Light & Power, CN electrified MU @ Montreal, Quebec Railway Light & Power, Hershey Railway of Cuba, Puebla Mexico, Mexico City, Tampico, Vera Cruz plus Bill Volkmer misc. at the end. Video-taped live, you'll see it all; the heads passing through, white flashes of missing slides, slides upside down or out-of-focus and the ever-present murmur of railfans commenting throughout in the background!

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

# TIME TABLES

May

8, Friday. MEETING, Pacific Railroad Society regular monthly meeting, 7:30<sup>PM</sup> at Joslyn Recreation Center, Alhambra

9, Saturday. MEETING, San Diego Electric Railway Association regular monthly meeting, 7:30<sup>PM</sup> at SDG&E Co. 1st & Ash Sts., member's nite, bring 20-30 slides!

**15, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION regular monthly meeting. in the Church, Heritage Square. 7:30<sup>PM</sup> Business Meeting, 8:00<sup>PM</sup> Program: Dick Reynold's 16mm movies. First Reel; Los Angeles traction, 1940 to the end (LARY, LATL, PE, etc.)**

**Second Reel, first part, "Traction Tidbits" around the U.S. in the 1940's and 1950's.**

**Second Reel, second part, "An Interurban without wire: Nevada Copper Belt Motor Car 21, 1960-1978 (including operations on the Sacramento Northern, Central California Traction, and the Sierra Railroad.**

23,24,25, Weekend. MEET, Los Angeles Live Steamers Spring Meet, more than 100 steam, diesel & electric locomotives and trains running next to Travel Town in Los Angeles' Griffith Park. \$3.00 donation

June

5, Friday. MEETING, Bay Area Electric Railroad Association, 8:00<sup>PM</sup>, 2024 Durant Avenue, Berkeley

12, Friday. MEETING, Pacific Railroad Society regular monthly meeting, 7:30<sup>PM</sup> at Joslyn Recreation Center, Alhambra

13, Saturday. MEETING, San Diego Electric Railway Association regular monthly meeting, 7:30<sup>PM</sup> at SDG&E Co. 1st & Ash Sts.,

July

**19, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION regular monthly meeting. SPECIAL LOCATION one time only! 7:30<sup>PM</sup> Business Meeting, 8:00<sup>PM</sup> Program: Harvey Lanier Videos May '92 Mallorca, 1920's era Interurbans still in regular service! Japan, rural Interrurban service w/30's era US type equip. also 10m PE Redondo via Gardenia.**

3, Friday. MEETING, Bay Area Electric Railroad Association, 8:00<sup>PM</sup>, 2024 Durant Avenue, Berkeley

10, Friday. MEETING, Pacific Railroad Society regular monthly meeting, 7:30<sup>PM</sup> at Joslyn Recreation Center, Alhambra

11, Saturday. MEETING, San Diego Electric Railway Association regular monthly meeting, 7:30<sup>PM</sup> at SDG&E Co. 1st & Ash Sts., member's nite, bring 20-30 slides!

**17, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION regular monthly meeting. in the Church, Heritage Square. 7:30<sup>PM</sup> Business Meeting, 8:00<sup>PM</sup> Program: Paul Ward Trolley Buses of North America 'A-Y', slides.**

17, 18, 19, 20 Friday-Monday. ERA Convention Seattle (hist. Trolley Coach charter), Yakima (Interurban trips w/ lots of equip.), Portland (Willamette Shore Trolley charter. Call (212) 986-4482 for info & reservations.

25, Saturday. OERM member's day. Cookout begins 6-6:30<sup>PM</sup>, bring your own meat to cook, \$3.00 for salad, dressing, drinks & dessert. (please call (714)943-3020)) Night operations 7-10<sup>PM</sup> plus slides in Town Hall.

October 3, Saturday. OERM Railroadiana Swap meet.

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