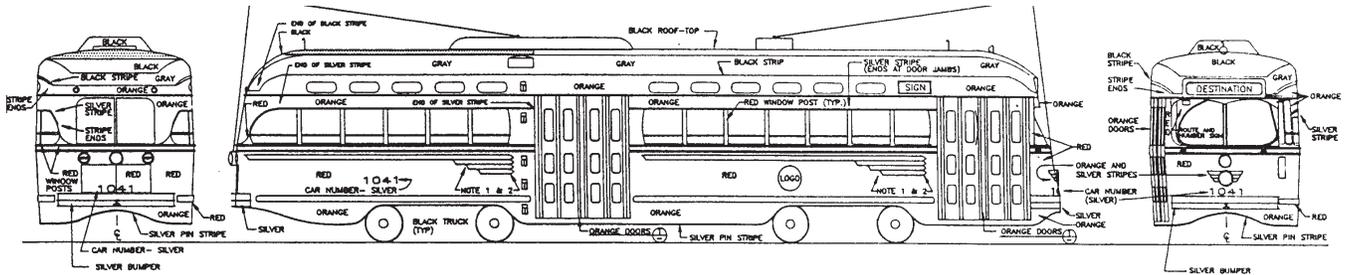


TIMEPOINTS

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Number 2

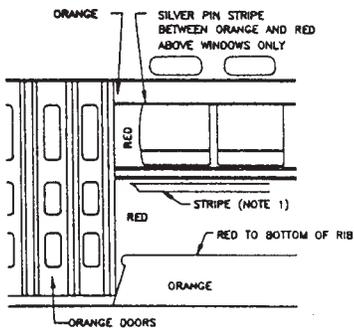


1041 Pacific Electric (The PE PCC cars were double ended but the 1041 *will* have a front trolley pole plus standee windows.)

San Francisco's new PCC fleet

Morrison Knudsen has the contract to remanufacture 15 PCC's (19 ex-Philadelphia and two Toronto cars are on hand and available for rehab in addition to the remains of the Muni fleet) for the new streetcar line which will be built to Fisherman's Wharf via the Embarcadero. Each of the 15 "rehab's" will be repainted into a color scheme of a former PCC operation somewhere in the U.S.; or in the case of Louisville, Kentucky, a "non" operation.

-W.D. Volkmer



DOOR DETAILS (1)

NOTES.

1. ORANGE STRIPES WITH SILVER PIN-STRIPES BORDER.
2. SHAPE OF END OF STRIPES.



PACIFIC ELECTRIC PAINT SCHEME
PCC CAR NO. 1041

Timepoints

February 1992

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Preserving a Mobile Segment of the Built Environment

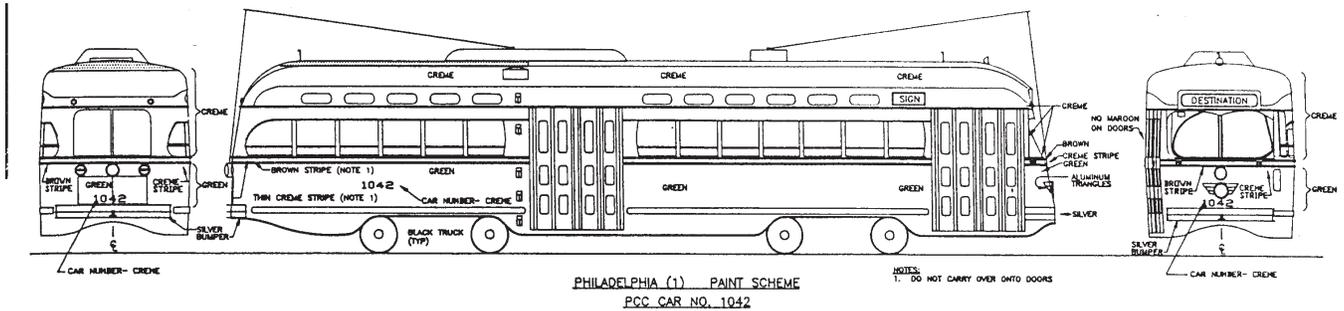
The Seashore Museum and its National Trolley Collection
By Dwight B. Minnich, Manager of Collection Development,
New England Electric Railway Historical Society

In our concern with preserving the built environment, we sometimes have overlooked an important mobile aspect. Most of us know the contribution automobiles and freeways have made to suburban sprawl and central city decay, but the more positive role of the electric street and interurban railways in the development and daily function of our great cities is now but dimly remembered. Mechanical transportation is still a few decades short of a 200 year anniversary; for most of human history, most people lived their entire lives within walking distance of their birthplace. To be sure,

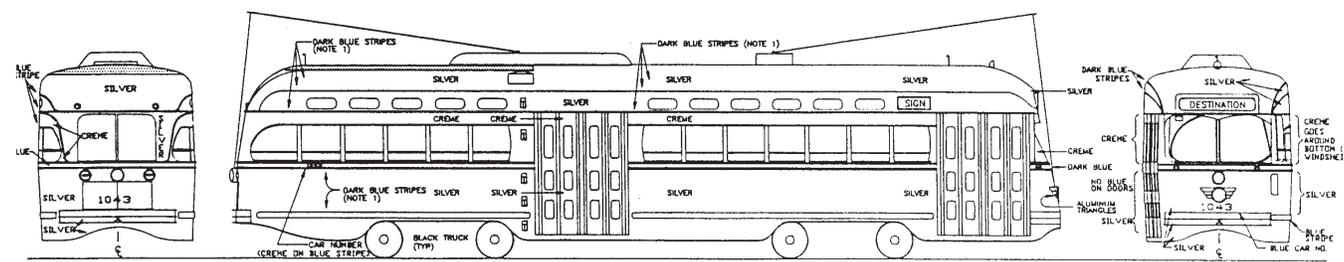
there were trade caravans, wars, crusades, and migrations employing sailboats and beasts of burden, but participation was limited to a miniscule fraction of the total populace. Even the coming of the steam railroad in the early Nineteenth Century, for all that it increased travel speed by a factor of ten, provided limited liberation. For most people, a train trip was a rare and special experience. Then, in 1887, Frank Sprague demonstrated the first practical electric streetcar in Richmond, and the following year, the first regular commercial operation began in that city. Although a few very large cities had steam suburban services or elevated lines, and a few others had cable cars or even slower horse railways, these had afforded a minor ripple of liberation from territorial restriction compared to the flood that would follow. Within two years most large cities had electric street railways; by the turn of the century, they were everywhere. There would be nearly a thousand city street railways, and several hundred suburban and interurban roads that sought to bring rural America some of the freedoms of the city. Suddenly, almost anyone could live away from the workplace. Daily affordable mobility was available to everyone. The choice of places to shop and goods to buy was manifoldly enlarged. For four decades, the streetcar was THE mode of transport everywhere; villages too small to have them were backwoods plus.

Much to the discomfit of freeway planners, every major city in this country was laid out around a street railway. These systems made possible not only real estate development, but also major retail, cultural, and athletic operations and centers. Never before would there have been access to an adequately large clientele. But, even though there was a common technology, the railways were as different as the cities they served. Today one city is pretty much like the next; there will be a cluster of angular glass and steel towers, perhaps surrounded by a decaying inner city district, then miles of ticky tacky subdivision shacks, freeways, and dreary shopping centers. We seek to preserve as many architectural remnants as possible from that time when every place had its own individual personality.

(Continued Next Month)



PHILADELPHIA (1) PAINT SCHEME
PCC CAR NO. 1042



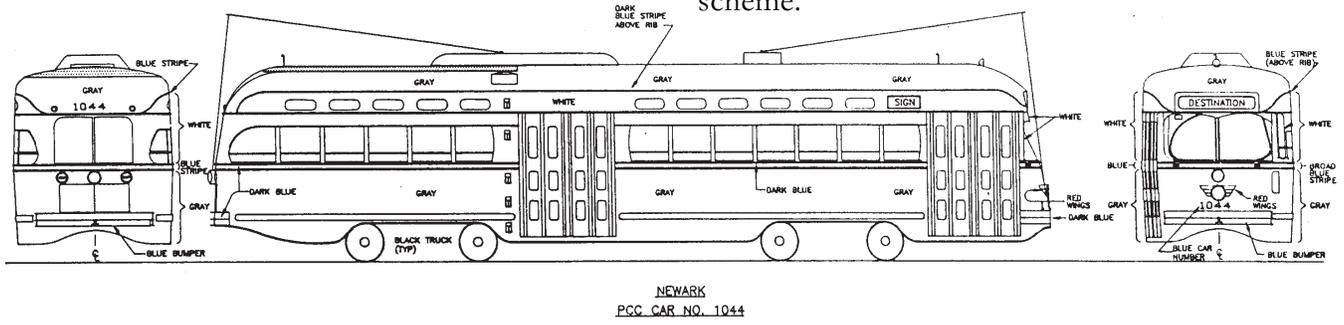
PHILADELPHIA (2) PAINT SCHEME
PCC CAR NO. 1043

1042 Philadelphia Transportation Co.
1950's era green and creme.

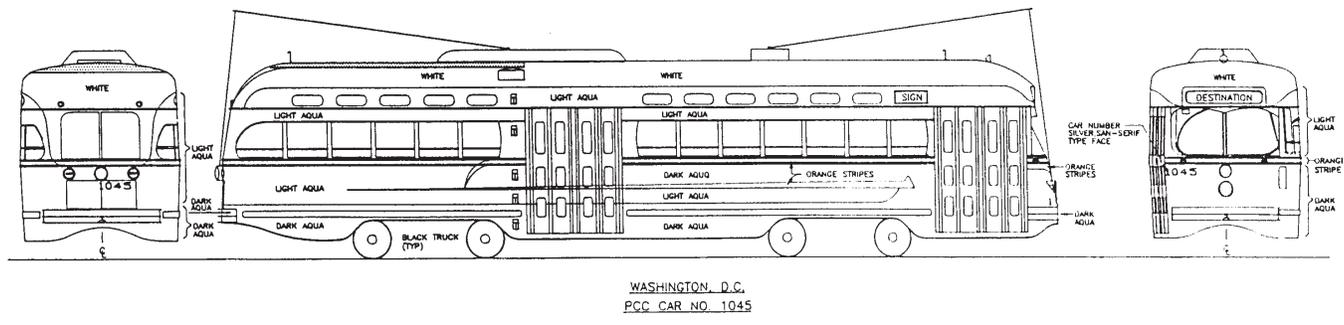
1043 Philadelphia Transportation Co.
1930's era silver and blue. (No standee window PCC ever had that scheme.)

1044 Newark, N.J. Public Service Coordinated Transport grey and white.

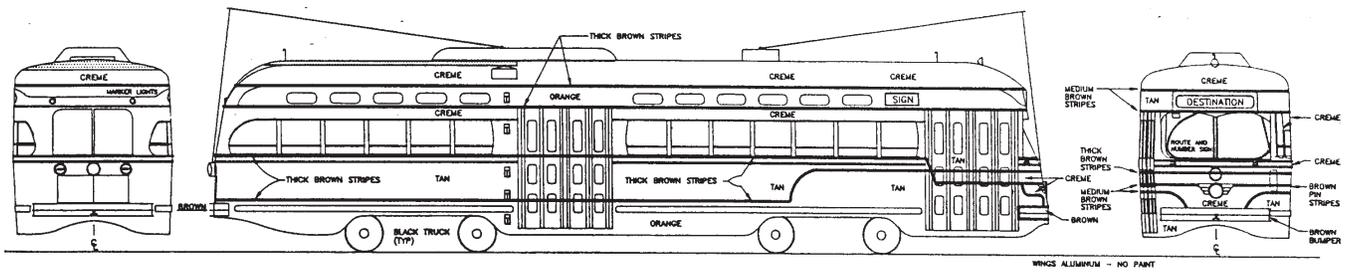
1045 Washington, D.C. D.C. Transit post 1955 scheme.



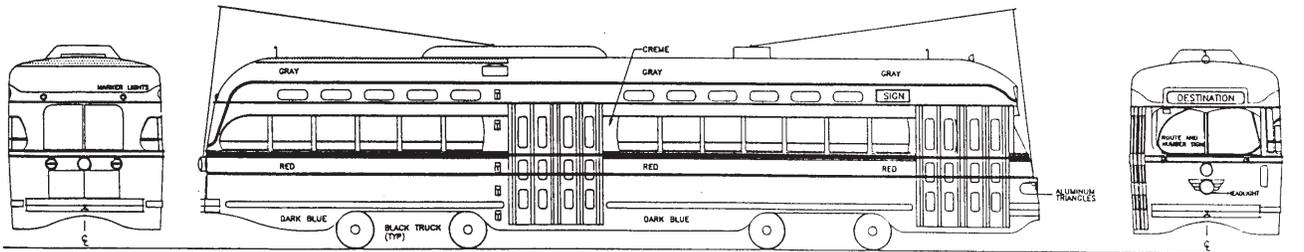
NEWARK
PCC CAR NO. 1044



WASHINGTON, D.C.
PCC CAR NO. 1045



CLEVELAND PAINT SCHEME
PCC CAR NO. 1046



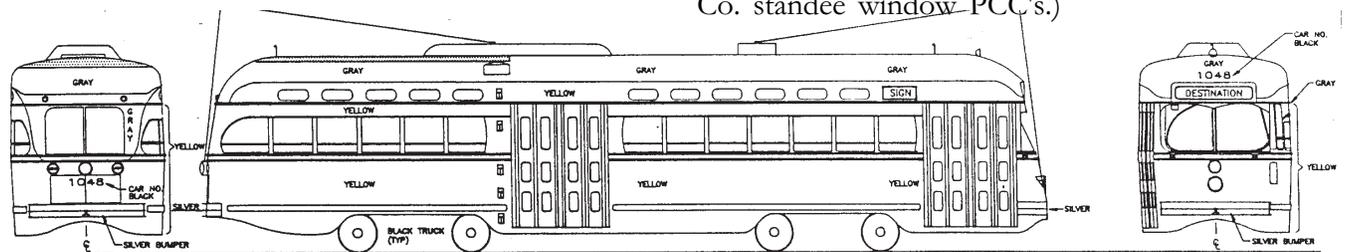
BIRMINGHAM PAINT SCHEME
PCC CAR NO. 1047

1046 Cleveland Transit System Two-tone creme and brown.

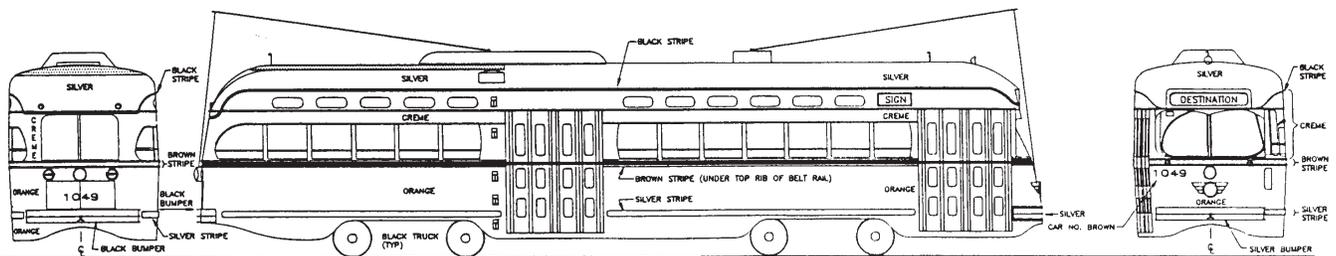
1047 Birmingham Alabama Green, creme and red.

1048 Baltimore Transit Company yellow and grey (Baltimore did not own standee window PCC's.)

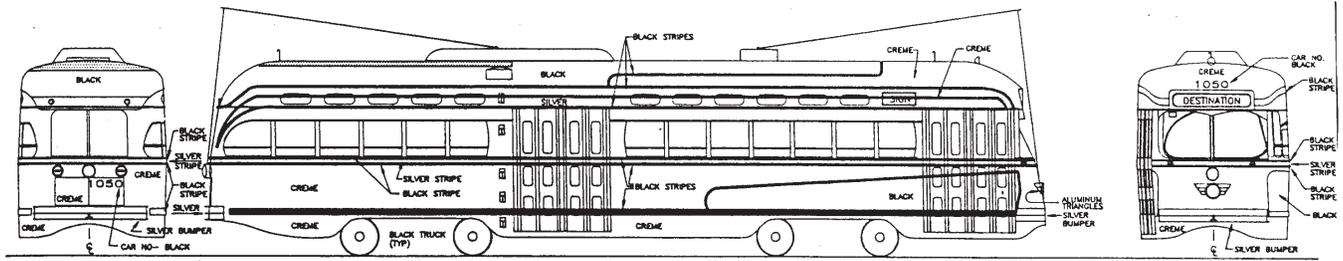
1049 Boston, Massachusetts MTA orange, creme and silver. (Boston never owned any St. Louis Car Co. standee window PCC's.)



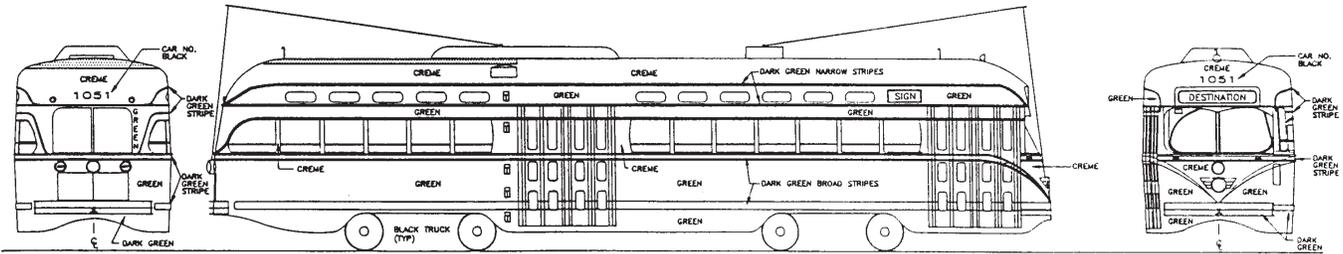
BALTIMORE PAINT SCHEME
PCC CAR NO. 1048



BOSTON PAINT SCHEME
PCC CAR NO. 1049



KANSAS CITY PAINT SCHEME
PCC CAR NO. 1050



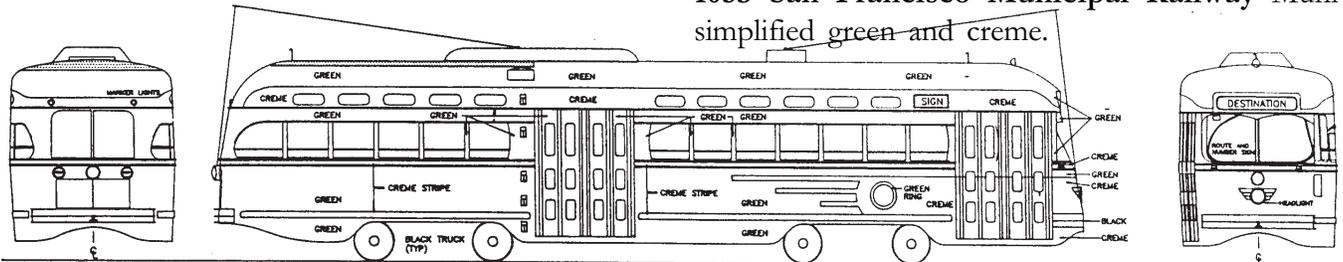
LOUISVILLE PAINT SCHEME
PCC CAR NO. 1051

1050 Kansas City, Missouri Yellow and black.
(Kansas City had no standee window PCC cars.)

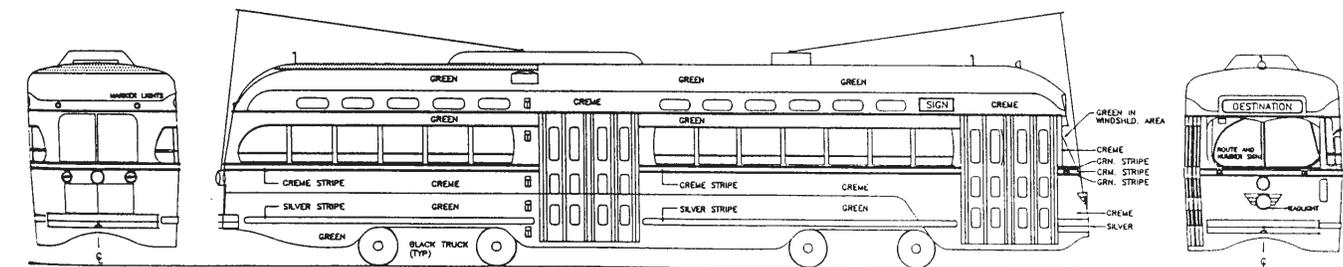
1051 Louisville Railway Company green and creme.
(Louisville never operated PCC's, all were sold to Cleveland before entering service.)

1052 San Francisco Municipal Railway Muni green with green and creme fingers.

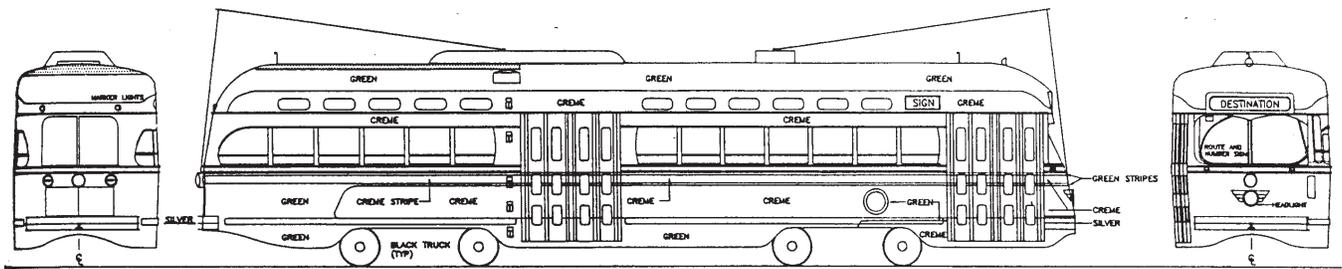
1053 San Francisco Municipal Railway Muni simplified green and creme.



MUNI-ORIGINAL PAINT SCHEME
PCC CAR NO. 1052



MUNI-SIMPLIFIED PAINT SCHEME
PCC CAR NO. 1053



MUNI-1144 PAINT SCHEME

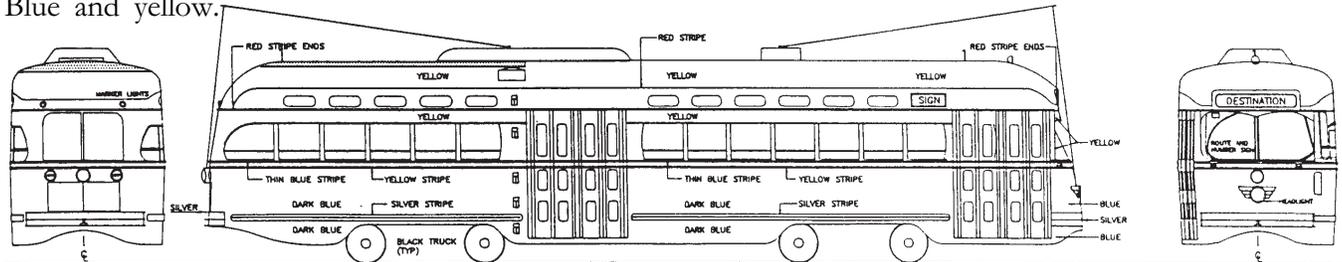
PCC CAR NO. 1054

1054 San Francisco Municipal Railway Car

1144's simplified green and creme.

1055 San Francisco Municipal Railway Muni

Blue and yellow.



MUNI- BLUE & YELLOW PAINT SCHEME

PCC CAR NO. 1055

New Los Angeles Standard Car

Rather than buy different kinds of light-rail vehicles, the Los Angeles County Transportation Commission wants to develop a "standardized" hybrid car that it can buy in bulk and use on different lines.

All Trains

A) ATP (automatic train protection) package: For all trains, the basic brains that run the speed, braking, signaling and other systems.

B) Coupler: Designed to allow several different electronic connections, depending on whether the car has a lot of computers to allow driverless operation or smaller computers requiring a driver.

Cars With Drivers

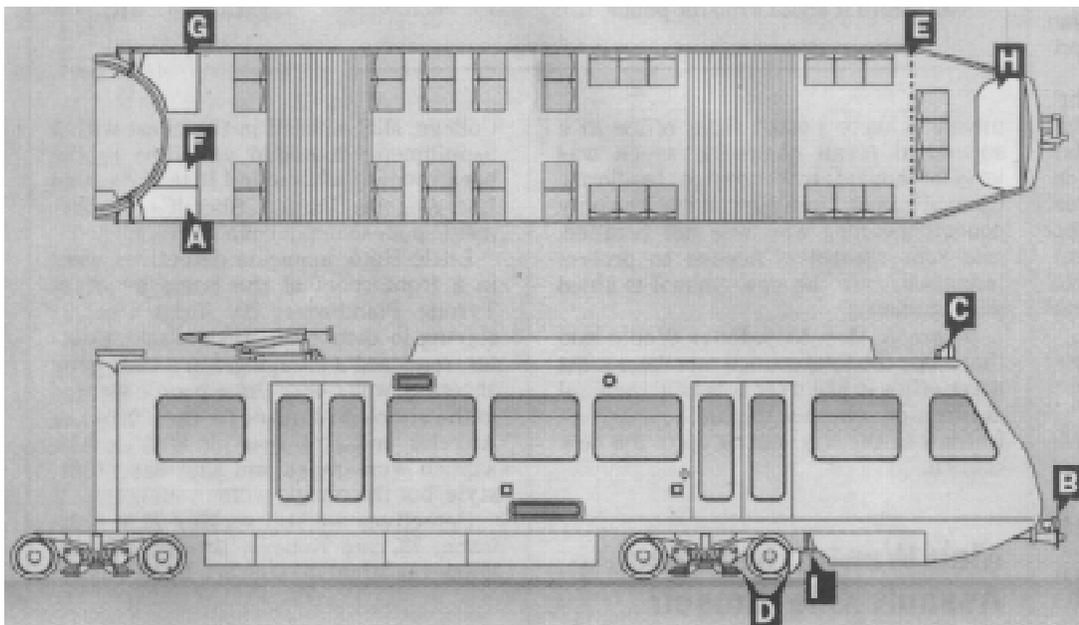
C) Additional headlight: For cars that cross or run on city streets, to warn other vehicles.

D) Track brakes/sanders: For cars that run on city streets, to improve traction and braking when rails are coated with oil dripped from cars.

E) Cab partition: To define where the driver will sit (the three seats would be replaced with one for the driver).

Driverless or Automated Cars

F) ATO/ATS (automatic train operation/safety) package: For au-





The Green Line:

Editor's Note: While it might seem that Timepoints might lately be better entitled, "Green Line Follies", the outcome of the Green Line controversy might be the most significant traction event in Los Angeles since the Great Merger of 1911. We still have politicians who advocate mag-lev on one line, mono-rails on others and turning the Los Angeles river into another freeway. If the Green Line gets another non-standard, incompatible, separate parts depot, different shops and mechanics then the future of efficient rail mass transit returning to Los Angeles is in grave doubt. If you live in Los Angeles you cannot help but to have seen the television reports and read the extensive newspaper coverage; here then are high (and low) points:

· LACTC staff recommends award of Green Line car contract to Sumitomo because of their proven car building abilities, and the Automation contract to Union Switch and Signal.

tomated and driverless cars, to run the trains, sense where they are, make sure they stop when necessary and don't go too fast.

G) VHM (vehicle health monitoring) additional equipment: For driverless cars, to check on the on-board computers and sensors to ensure they are working properly.

H) Locked cover cab console: For driverless trains, to conceal the manual controls when the cab is opened up for general seating.

I) Antennas: For automated cars, to communicate with central control.

Car Size

87 feet long (half shown at left, 43 foot 6 inches)

8 feet wide

11 foot 6 inches high

· All hell breaks loose as public becomes aware of Green Line's buy Japanese for more money than competing \$5M lower bid from American Morrison-Knudsen. Driverless Trains issue is entwined with buy American hoo-hah.

· While politicians posture, Sumitomo and Morrison-Knudsen meet in private to try to work out a contract sharing plan that will keep Sumitomo from losing the contract. Morrison-Knudsen stalls knowing that they stand to get the entire contract if Sumitomo is bounced.

· Every local politician from the city council, through the mayor, through county supervisors, state legislators and federal representatives go on the air and in letters to the editor and give exclusive interviews. All support jobs for Americans, spending transit dollars in Los Angeles county, building a new local mass transit industry; all point fingers every-which-way, ultimately the LACTC is everyone's fall guy.

· Talks to merge the work break off.

· The LACTC signs the contract with Sumitomo to keep good faith. The meter begins to run on costs.

· Mayor Bradley still stumps for driverless trains, but the rest of the LACTC board lines up in favor of driver operated cars.

· Organized labor decries any project that would eliminate jobs in this time of recession.

· The State Assembly votes (in an advisory only)

70 to 0 for new bidding on the Green Line contract.

· Long time Air Line and Mayor Bradley opponent Councilman Zev Yaroslavsky, makes a speech in support of conventional Light-Rail.

· LACTC board has marathon session and votes to cancel Green Line contracts.

· LACTC staff cancels contract and asks for bill for Sumitomo's time already spent. (cost unknown)

· New standard car proposal is floated, decision and rebid is planned for next March.

TIME TABLES

February 7, Friday. MEETING, Bay Area Electric Railroad Association, 8:00 PM, 2024 Durant Avenue, Berkeley

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

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

21, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION regular monthly meeting. in the Church, Heritage Square. 7:30 PM Business Meeting, 8:00 PM Program: Bill Volkmer Slides of the Pacific Electric, all districts, 30's to 60's. (Dick Reynolds is ill and will be rescheduled to present his PE movies as soon as he is able.)

March 6, Friday. MEETING, Bay Area Electric Railroad Association, 8:00 PM, 2024 Durant Avenue, Berkeley

7, Saturday. SWAP MEET, OERM, 9:00AM to 2:00PM, Spring Railroadiana Swap Meet, 1(714) 657-2605 to reserve an exhibit space

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

14, Saturday. MEETING, San Diego Electric Railway Association regular monthly meeting, 7:30 PM at

SDG&E Co. 1st & Ash Sts.,

20, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION regular monthly meeting. in the Church, Heritage Square. 7:30 PM Business Meeting, 8:00 PM Program: Ted Damien, subject to be announced.

April 3, Friday. MEETING, Bay Area Electric Railroad Association, 8:00 PM, 2024 Durant Avenue, Berkeley

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

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

17, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION regular monthly meeting. in the Church, Heritage Square. 7:30 PM Business Meeting, 8:00 PM Program: Ken Douglass, Trolleys in Mexico in the 50's.

May 3, Friday. MEETING, Bay Area Electric Railroad Association, 8:00 PM, 2024 Durant Avenue, Berkeley

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

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

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