

TIMEPOINTS

Volume 81

January 1992

Number 1



**Railroad Booster's Excursion at Palms Station
PE's X738 May Day 1938**

ERHA meets in the restored station now at
Heritage Square on the third friday of each month
photo courtesy of Ralph Melching

Timepoints

January 1992

The Southern California Traction Review

produced monthly by

The Electric Railway Historical Association
of Southern California, Inc.

Subscription included in membership. Non-member
subscriptions at \$15.00 per year. (Jan to Dec)

Editorial Mailing Address Circulation, ERHA Business
John Heller ERHA
822 No. Alexandria Ave. P.O. Box 24315
Hollywood, CA 90029-2504 Los Angeles, CA 90024-0315
Association Board of Directors 1992

President David G. Cameron
Vice-President Alan Fishel
Treasurer Jed Hughes
Secretary Bill Smith
At-large John Heller
Robert Lawrence
Jaune Smith

Contributors



Leroy Demery
Harre W. Demoro
Ralph Forty
Jack Garcia
M.D. (Doc) Isely
Norman K. Johnson
Richard Kotulak
John E. McEnhill
Ralph Melching
Ben Minnich
Jeffery Moreau
David Morgan
Ted Wickson
Paul J. Ward
Gary M. Woodley

President's Column

We hope you will renew your ERHA dues... or TIMEPOINTS subscription, in time to avoid missing a single issue— *remember*, the end of January is the deadline!

Among the activities of your ERHA is historic preservation. This began back in the 1950s, when we were the Southern California Division of the Electric Railroaders' Association. Our Equipment Committee preserved several Los Angeles Transit Lines, ex -Los Angeles Railway streetcars: 525, 1160, 1201 and 2601. After a period at Travel Town in Griffith Park, these cars were moved to Perris and became the core of the collection at the Orange Empire Trolley (now Railway) Museum. 525, 1160 and 2601 were placed on permanent loan, and 1201 was donated subject to return if Orange

Empire every changes its mission. ERHA was the first non -charter member of Orange Empire and has contributed toward the restoration of the cars it saved as well as toward the acquisition of other cars for preservation.

More recently, historic preservation for ERHA has moved beyond car preservation and now includes preservation of buildings embodying our traction heritage. ERHA co - sponsored every silent movie/theatre pipe organ show put on to raise funds for moving the Southern Pacific -Pacific Electric Palms Depot to Heritage Square and restore it. Now that we meet at Heritage Square, often in the almost fully -restored Depot itself; we can congratulate ourselves on this successful project.

ERHA members provided historical information necessary to successfully nominate the Los Angeles Railway Plaza Substation, located on Olvera Street in the El Pueblo de Los Angeles Historic Monument, to the National Register of Historic Places. Registration helped to save it when the City of Los Angeles was about to tear it down. We also provided information used to an Historic Structures Report, which was the basis for the now -completed restoration of the exterior, and provides guidelines for the future use of the building; including a proposal for a small museum of Los Angeles transportation history.

The ERHA also supplied information to the Highland Park Heritage Trust to enable HPHT to nominate the Los Angeles Railway Huron Substation to be an Historic- Cultural Monument of the City of Los Angeles. The new owner has rehabilitated the building after it was damaged by fire, and we enjoyed a joint ERHA -HPHT meeting at the Substation.

Your President also prepared a successful nomination of the Los Angeles Pacific Ivy Substation (Pacific Electric Culver Substation) to the National Register. After many years of negotiations, the City of Los Angeles, which had acquired the building from the Southern Pacific, has agreed to let the Culver City Redevelopment Agency rehabilitate it for recreational use in conjunction with an adjoining park. The CCRA has just awarded the construction contract for this work and ERHA looks forward to being able to meet in this historic building in the future.

David G. Cameron



Commission OK's Driverless Trains for Green Line Transit: Panel approves contracts for 23-mile system despite concerns of the builder and eventual operator.

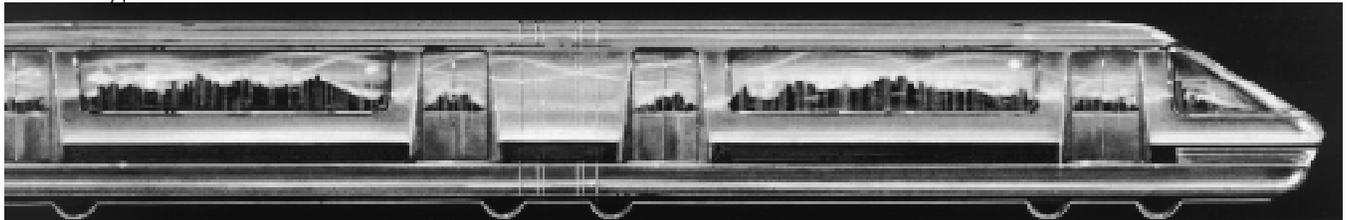


The project is running as much as \$276 million over budget.

Angrily shunning doubts expressed by the builder and eventual operator of the Metro Green Line, the Los Angeles County Transportation Commission voted 7-4 to affirm the use of driverless cars on the 23-mile

system despite rising costs and technical difficulties. The commission, after months of heavy lobbying, also chose Sumitomo Corp. of America to build the cars and Union Switch & Signal for the train controls. The votes came despite some board members' arguments that the system—now running as much as \$276 million over budget—will not improve service and may consume money needed to build other lines elsewhere. Los Angeles Mayor Tom Bradley, the driverless system's leading proponent, verbally slapped down staff engineers for questioning its cost effectiveness, then told fellow commissioners "to get off this board" if they were unwilling to take a chance on the \$1-billion-plus system. The Norwalk-to-El Segundo Green Line overruns come as the

LACTC is wrestling a \$133-million budget shortfall. A similar shortfall is expected next year, leading some commissioners to ask, whether some rail lines will have to be delayed, perhaps indefinitely. Richard Katz (D-Sepulveda), chairman of the Assembly Transportation Committee and a potential mayoral candidate, scored the LACTC forgiving as a "Christmas gift to the city.... one of the biggest white elephants ever seen." Complicating the vote Wednesday was the issue of whether the LACTC's \$150-billion, 30-year transportation improvement plan should be used to generate local jobs as well as build local transit. A growing number of elected officials including Bradley, argue that the LACTC should use its financial clout to hire and buy from local companies, or at least to require outside firms to open local offices and hire local workers. For example, the Green Line car contractor, Japanese owned Sumitomo, was criticized because only 22% of the money it will be paid will go to U.S. subcontractors. That is well in excess of the 15% minimum set by the LACTC, but considerably below the 66% promised by losing bidder Morrison-Knudsen Corp. of Boise, Idaho. An angry Morrison-Knudsen CEO William Agee called for an investigation of the LACTC staff, which he said was bent on awarding the contract to Sumitomo. "If their intentions were to truly give it to the qualified people who can deliver it at the lowest, price, as they do on all of their other bids, they would not have conducted ...themselves this way." The biggest issue however, was the cost and wisdom of the driverless cars. The





LACTC artist conception of the crossing of the Green Line over the Blue Line at Imperial Highway

Green Line's fully automated technology —the first such application in this country and the fourth in the world —originally was conceived as a way to cut operating costs because the cars will not need well-paid union drivers. That hope has since been laid to rest by Ed McSpedon, president of, the Rail Construction Corp., the LACTC's construction subsidiary. He has acknowledged that construction costs have overrun any reasonable savings in operations. One continuing advantage of driverless cars is flexibility. Driverless trains can be added to the system instantly to cope with unexpectedly heavy demand. Staffed trains would require that drivers be called in and paid overtime. LACTC board members were split over whether that feature justifies the system's cost, which began at \$814 million but will climb well over \$1 billion once a route to LAX is chosen next month. They were especially anxious because staff engineers and outside consultants agreed in a private briefing before the public meeting that the proposed Green Line cars are "the most complex" transit vehicles they have ever heard of. While it is possible for builders to stick to the current schedule and budget, engineering consultant Maurice M.

Carter of San Diego acknowledged that it will be "extremely difficult" to do so. The Railroad Construction Corp. estimates each month of delay in the project would add at least \$2 million to the cost of the cars alone. "They, [driverless Green Line cars] don't get passengers there any faster and they don't get them there any more often" than cheaper, conventional trolleys, said Garry Hertzberg, Supervisor Gloria Molina's alternate on the board. Bradley shot back that it was time critics "come into the 20th Century." Dire predictions of cost overruns on the 22-mile Los Angeles-to-Long Beach Blue Line—which went from \$166 million to \$871 million —didn't stop that project, he said, and it should not cause the board to renege on its promise to build this line with driverless cars. "If you don't like vision, if you don't like taking risks, you should get off this board," he said. Supervisor Ed Edelman, also on the board, acknowledged two earlier votes in favor of full automation, but said the board should not be irrationally bound by them. "While we did vote for this system, conditions change, doubts arise," he said. "We don't have to stick by our decision." Chairman Ray Grabinski said favoring driverless cars now just because of past support "is like lemmings going over a cliff." Voting for driverless cars

commission's plan to continue building rail lines would keep people employed and increase sales tax receipts, Pegg said "reducing transportation in the region causes negative effects, since transit-dependent workers may not be able to get to work and therefore jobs are lost, worsening ... the economic shrinkage." Within his own budget, Pegg suggested borrowing \$11 million, instead of paying cash, to buy 202 new buses, freeing up that money for current operations. He also urged borrowing against or selling \$9 million in equity the district has accumulated, in its real property. He noted, however, that such borrowing "will ultimately cause district operating subsidies to be reduced in the long term as interest must be paid upon debt incurred" Pegg also recommended saving \$5 million by "reducing or eliminating bus cleanliness" and graffiti removal, deferring maintenance Ad inspections, continuing a strict hiring freeze and cutting travel, marketing and other administrative costs.

Will Streetcars Return to East Bay Streets?

AC Transit reconsiders the light rail option

They seem to be in every old photo of Oakland or Berkeley, as pervasive as bowler hats, as intrinsic to the landscape as oak trees and creeks. The photos show them gliding down Shattuck or chugging along Broadway, their tracks weaving through just about every neighborhood in the urban East Bay. The tracks of trains and trolleys were the cities' skeleton and the neighborhoods fleshed out around them—shops and houses springing up around the latticework of rails. By the 1920's you could get anywhere you wanted by train or trolley, including San Francisco. It all came to an end in the car-crazed '50s, when corporate tire interests bought the Key System and dismantled it so thoroughly you'd never know it existed. But now ,AC Transit is considering bringing the streetcars back to life. The agency has just commenced nine- month study that will look at the feasibility of converting its most heavily traveled bus lines to light rail or electric trolley. The study will be the first time a local transit agency has seriously considered bringing trolleys back to the East Bay. "The question is," says AC Transit Director John Woodbury ,one of the most vocal propo-

nents of light rail on AC Transit's Board, "could we provide the same or better service at a lower operating cost with light rail or electric trolley?"

Electric trolleys are streetcars without the tracks. Sliding along an electric cable, they look like a bus in traction. Not having to lay down the track makes them a cheaper and quicker proposition than light rail, although they don't offer as smooth a ride. But both alternatives may be cheaper to operate than AC Transit's fleet of diesel buses.

In the past few years, concern about the state's growing smog and traffic problems has spurred the voters to approve two large rail bond acts— Propositions 111 and 108— thus generating several billion dollars for light rail projects throughout the state. An awareness of transit alternatives has also begun to penetrate the freeway— fixated skulls of federal transportation planners so that funds previously earmarked for highways are now available for public transit as well. All of this means that there are some fairly sizable pockets that AC Transit could dip into if it were to convert to light rail. "It is relatively easy to obtain capital funds but virtually impossible to obtain new operating funds," explains Woodbury in a letter to his fellow AC transit directors.

This basic fact of life leads to an inescapable conclusion: we need to determine if there are ways to reduce ongoing operating costs through capital investment."

AC Transit has been battling with budget deficits for years and the money problems don't show any signs of going away. The cost of running buses keeps going up and fares can only be hiked so much. Another major expense would be converting the buses to comply with the new emissions standards arising from the Clean Air Act. Anyone who has ever been downwind of a diesel bus doesn't need to be told that it spews a lot of foul-smelling exhaust. And while a busful of people produces far less pollution than would be created if those people were driving, that doesn't mean buses are exempt from the regulations.

Installing particulate traps on the existing diesel buses would reduce the pollution, but the traps

and the higher quality fuel would make the buses much more expensive to operate. Light rail could turn out to be a more graceful solution, eliminating the smelly output altogether.

Light rail could also reduce pollution in a less direct way, by making public transit more attractive. Contrary to public perception, the biggest increases in Bay Area traffic are not from people traveling across the Bay Bridge but from within the East Bay. But transportation agencies have learned that no matter how inconvenient or expensive you make driving, people won't get out of their cars unless they like the alternative. And the fact is, people like trolleys more than they like buses, for obvious reasons— they're faster, quieter, and smoother. And, as Woodbury points out in his letter to the AC Transit board of Directors, people support public transit because they think it's better for the environment. "That belief is undermined," he writes, "and support for AC Transit reduced, when people are confronted with noisy, smelly, smoke belching diesel engines."

AC Transit is in a good a position to consider rail conversion because a large part of its ridership is concentrated along a few routes that run along major arteries like San Pablo, MacArthur, College and Broadway, Foothill, East 14th and Telegraph. "Ironically each of these corridors used to have streetcars Woodbury points out. "One of the reasons College Avenue is so congested is that it was designed for streetcars, not for the auto culture."

He admits that in some cases it just may not be possible to turn back the clock. College Avenue, for instance, is probably too congested for trolleys. But many of the routes seem as well suited to light rail as they were fifty years ago. In fact, the return of the trolleys could be an economic boon to the blighted retail districts on streets like San Pablo Avenue and Fast 14th Street. "There's evidence that light rail is one way to attract investment, Woodbury says. "People will invest in an area where there's light rail but they won't necessarily invest just because there's a bus line." The light rail proposal is thus likely to appeal to city councils, who might back their support with redevelopment money.

So many people have suggested light rail for

so long that it's hard not to see the AC Transit study as just another pipedream. Sure, it would be wonderful, but so would peace in the Middle East. The question is, can it actually happen? "I tend to be an optimist," Woodbury says. "I think it's going to happen, it's just a question of when." Realistically, he says, it will probably be ten years before work on a light rail system could even begin. But the decision to pursue light rail would come much sooner; if the study determines that light rail is indeed a good idea, AC Transit will have to move quickly to apply for funding before the money has been parceled out to other projects. "AC Transit has about a one-year window of opportunity to propose new capital projects" Woodbury told the board of directors in his letter supporting the light rail study. "Once this window is closed, the potential for progress will be effectively foreclosed for at least a decade, and probably for the next twenty years"

A decision to convert to light rail would doubtless be controversial, provoking protest from BART which sees itself as the Bay Area's only legitimate provider of rail service. And there's bound to be some anxiety among AC Transit directors about steering the agency in such a radically new direction. But Woodbury hopes that if nothing else, the study will inspire other transit agencies to think **Merrill Propose** light rail. "I don't really care, ultimately, **Seak** who does the stuff," he says. "Just the Los Angeles being done." Transportation Commission **And** the South **in** California Rapid Transit District agreed to merge under a plan worked out by Mayor Tom Bradley and a key aide.

If approved by the Legislature, the merger would create the Los Angeles County Metropolitan Transportation Authority, a bureaucratic behemoth whose access to billions of dollars in local and federal transit funds would instantly make it one of the nation's largest public works agencies.

The MTA would be responsible for building in Los Angeles what is envisioned as the nation's second-largest rail rapid transit system. Planners believe the network could shape the future of the region itself--where homes are built and businesses located. Among its first tasks would be a re-evaluation of that vision in light of recession-

generated budget shortfalls.

Ironically, RTD and LACTC directors decided a key point--how to structure the new MTA--on a casual voice vote. There was confusion initially over what, in fact, had been decided.

Ultimately, it took 5½ hours and a review of tape-recorded proceedings for staff to determine that the boards had agreed to a more rigid organizational structure than originally recommended.

The two agencies have been feuding almost from the day in 1976 that the Legislature created the LACTC to manage the growing amount of money being spent on transit in the county. The Legislature has tried several times to merge the bodies only to be frustrated by issues of money, authority and the RTD's union contracts.

Top officials of the two agencies generally praised the compromise, which was worked out in a series of meetings between board members and Jane Ellison, Bradley's liaison to the commission.

"I'm astonished, shocked and delighted we were able to agree on as much as we today," said Jacki Bacharach of LACTC.

"There were some gyrations and pretzel twists at some points [in the private talks]," Ellison said, "but whenever we came to a point where some people absolutely couldn't give in on some point, we turned the tables and asked what they could live with."

What is clear is that the boards agreed to combine their operations under a single policy panel, which would be named within 90 days of the Legislature approving the plan. The RTD and LACTC would continue to exist during a nine-month transition period, during which all their staffs, grants and responsibilities would be assumed by the MTA.

In some ways, the new MTA would appear to resemble the current LACTC--which is responsible for financing and building the county's 300-mile rail rapid transit system--with the RTD added as a subsidiary to operate buses, and some trains. However, the new agency would have a larger board of directors with more votes given to local officials at the expense of the county Board of Supervisors.

County Supervisor Ed Edelman was rankled by the makeup of the new MTA board of directors,

arguing that giving cities, two more votes for a total of eight on the 13-member board, would create friction and could complicate the merger's passage through the Legislature.

"I don't want to call this a power grab, [although] some may call it that," Edelman said during a joint meeting of the RTD and LACTC boards. "I'm going to fight it and I think other supervisors are going to try to fight it."

The new agency would be governed by the 13-member board, but most of its operations would be controlled by a chief executive officer, to whom the board could delegate a broad range of powers, from condemning private property to approving contracts to resolving contractors' bid disputes. Unlike an earlier LACTC proposal, the MTA board as proposed would retain the authority to hire and fire--or at least approve the hiring and firing--of most high level executives. The commission's proposal to delegate that authority to the chief executive officer raised questions about the checks and balances being built into an agency that has been described by RTD critics as the "biggest checkbook in Los Angeles County."

Left unresolved were such issues as layoffs after the merger and the division of power among the MTA's planning construction and operating subsidiaries. These issues are expected to be addressed in drafting merger legislation.

Unresolved for a time was how the new MTA would be structured.

Transportation Commission Policy Director Sharon Neely said she thought that in voting the boards were asking the Legislature to formally create at least three subsidiaries of the MTA, one each to plan, build and operate rail and bus lines. Ellison said she believed the boards had rejected that motion in favor of a less-formal approach that would let the MTA create its own structure.

Commission spokesman Michael Bustamante said that recordings showed the boards agreed to recommend that the Legislature formally create the three subsidiaries.

The biggest battle concerned the makeup of the new MTA board.

Under the adopted plan, the board would

include the five county supervisors, four directors from the city of Los Angeles and four from the 86 smaller cities in the county. The four Los Angeles city members would include the mayor, a City Council member and two citizens appointed by the mayor. The smaller cities' representatives would be chosen by a special county commission, with one representative from each of four "transit corridors" throughout the county.

The Board of Supervisors went on record Tuesday opposing the addition of two more directors representing cities, saying the supervisors' power would be diluted. But assurances built into the final proposal eased all concerns but those of Edelman, who was able to muster only weak support from two smaller-city representatives who had their own objections to the MTA board makeup.

Ellison said she was able to win support from other supervisors, including Mike Antonovich and Kenneth Hahn, by promising that some of the smaller-city representatives come from cities in their districts. The transit Corridors from which smaller-city representatives will be chosen were drawn to "assure Antonovich that one director would come from northern Los Angeles County and assure Hahn that a director would come from Long Beach, the county's

2 Railway Routes for Commuter Service Acquired Rapid transit: Accord with Union Pacific gives regional agency access to Union Station and right to run trains to Riverside. The deal is expected to provide leverage in Santa Fe talks.

Commuter rail officials passed two milestones gaining rail access into Los Angeles' Union Station and to Riverside; but attempts to acquire most of the proposed 412-mile rail network were threatened by an angry exchange with another railroad. The Los Angeles County Transportation Commission, representing a five-county commuter rail authority, agreed to pay \$17 million for four miles of Union Pacific railroad track along the Los Angeles River, assuring commuter trains direct access to the station. Also included is the right to run trains on 56 miles of Union Pacific track between Los Angeles and Riverside. Commission officials said the agreement gives them an advantage in negotiating with Santa Fe railroad, which wants \$1.3 billion for 310 miles of track. Until the deal, Santa Fe also con-

trolled access to the station. "We can't be held hostage by the Santa Fe now," said Richard Stanger, manager of commuter rail for LACTC, which has offered \$300 million for the Santa Fe property "The leverage they had over us has been lessened by this [Union Pacific deal] a Santa Fe representative discounted it as "a small fraction of what is necessary" for the entire commuter rail network, which is envisioned as stretching from the Santa Clarita Valley to San Diego and from Oxnard to San Bernardino. "Santa Fe supports commuter rail in Southern California," said the representative, asking not to be named because he will represent the railroad when talks with LACTC resume Aug. 15. "But we hasten to add that the Union Pacific property is a small part of the entire system, of which Santa Fe property remains the anchor." Santa Fe's measured response to the Union Pacific deal contrasted with remarks made by Chairman Robert D. Krebs. Stung by LACTC claims that Santa Fe is not negotiating in good faith, Krebs accused the transit agency of trying to make his railroad a scape-goat for its own errors in trying to rush commuter service. In a letter sent to 24 California congressmen, Krebs said commuter rail officials put "a very expensive cart before the horse" buying trains and setting a start date before acquiring necessary track rights and are now trying to shift the blame. The congressmen, at the request of LACTC, had sent Krebs a letter strongly urging him to negotiate fairly.

Subway Dug with a Difference

County transit officials voted to spend \$1.2 million to investigate a novel way of building the Metro Red Line subway in Hollywood without major street disruptions, but postponed until next spring a decision on whether to use the new technology or rely on conventional construction.

The action failed to appease activists who are asking the federal government to reconsider its approval of the Hollywood Boulevard route, where construction is scheduled to start late next year. They dismissed the new design as a "smoke screen" to obscure charges that regular construction methods will kill the district's renaissance.

Some activists are also questioning the tunneling process itself, in which a squadron of dump

trucks will work 18 hours a day, six days a week for at least one year, hauling 588,000 cubic yards of soil out of an access shaft in Barnsdall Park and down Hollywood Boulevard.

The Metro Red Line from downtown Los Angeles to North Hollywood in the San Fernando Valley is being built in three segments. Construction on the first, from Union Station to MacArthur Park; is largely finished, and is scheduled to open in June, 1993. Construction on the second segment up Vermont Avenue and west on Hollywood Boulevard is just beginning. The train tunnels will be dug out completely underground with the dirt hauled out of shafts dug to the surface. At issue in Hollywood is how to build the stations.

Downtown, the stations were built at the bottom of huge trenches dug in streets, a process that inconvenienced commuters and shoppers while driving some small businesses to bankruptcy. Hollywood activists are seeking to avoid a repeat of these problems, as well as the potential loss of historic buildings, when the Red Line bores under their neighborhood.

The Hollywood Boulevard Community Council and other groups petitioned the federal Urban Mass Transit Administration to hold public hearings on how construction might affect historic theaters and other buildings. The federal government, through the UMTA, pays about half the construction costs of the Red Line.

The Rail Construction Corp., a subsidiary of the Los Angeles County Transportation Commission, responded last month by proposing to investigate a new station-construction method that would not require digging 60-footwide, 80-foot-deep trenches in Hollywood Boulevard. The stations would, instead, be built completely underground - "mining" the stations simply by widening the tunnels in which the trains will run.

At the RCC meeting, engineers said they cannot meet their December deadline for telling the RCC board whether "mined stations" are feasible at a reasonable cost. Technical considerations, they said, forced them to develop a "hybrid" station that would be partly mined and partly built in a deep hole.

This design, which would require condemn-

ing buildings and rerouting underground utilities, raised a new set of permit and engineering questions, said Board Vice Chairman Robert E. Kruse.

A reliable estimate of feasibility and cost cannot be ready before April, construction Director Ron Drake told the board. In the meantime, he recommended that the board agree to develop parallel designs, using old and new methods. The board agreed, but not without debate.

Board member James Pott criticized staff for only considering mined stations in Hollywood and not in lower-income neighborhoods along Vermont Avenue.

He also challenged preliminary staff assertions that mined stations will prove much more expensive than conventional stations.

More One-way Streets for Los Angeles

Hoping to ease traffic congestion, the City Council on Tuesday directed transportation officials to devise a way to implement a \$20- million plan for converting 26 miles of downtown roadways into one-way streets. Fourteen roadways including busy Los Angeles Street have been targeted for conversion, with a goal of increasing speed by up to 50% and reducing accidents by as much as 40% city officials said. Under a proposal authored by Councilman Nate Holden, the roadways would be converted one at a time over a five- year period beginning with a stretch of 8th and 9th streets between the Harbor Freeway and Wilton Place, west of Civic Center.

Later, the conversions would extend in all directions from the Civic Center district, where most of the one- way streets are concentrated. "The council took an important step forward, a step that is long overdue," Holden said. "Now, we can focus our sights on moving traffic in and out of downtown quickly and safely."

However, council members Mike Hernandez and Rita Walters-whose 5th District embraces much of the downtown core--questioned whether the plan was feasible, given the city's worsening financial crisis. "It can only happen if we can find the money to do it," agreed Thomas Conner, assistant general manager of the city's Department of Transportation.

Meanwhile, the council approved a motion authored by Hernandez requiring Transportation

Department officials to study any impact the plan could have on emergency vehicle response times, access to local businesses and the access of children to schools and senior citizens to medical facilities. Downtown merchants and Southern California Rapid Transit District officials had already expressed concerns that additional one-way streets downtown would hurt business, confuse drivers and force the RTD to reroute its buses. In an effort to appease opponents, Broadway has been excluded from the plan that would be mostly funded by developers'

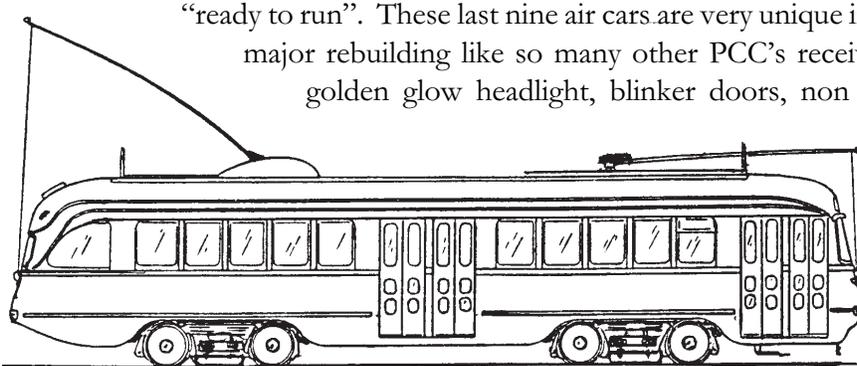
fees and gas tax funds, and accompanied by a significant public relations campaign, city officials said. In addition; officials would consider adding a contra-flow lane for buses on each one-way street, Conner said, "although that will be difficult to do on some streets."

The city's first downtown one-way street system was implemented in 1947 on 5th and 6th streets. Later, more than 100 miles of roadways including Spring and Main streets were converted to enhance traffic flow in the downtown core. The first one-way streets in the nation were installed in Philadelphia in 1906. New York and Boston installed them soon after.

Your help is needed for what may very well be the last chance in history to save a 1936 St. Louis Car Co. air- electric PCC for public Street operation and preservation.

The City of EL PASO, Texas has made a once in a life time offer to the MARKET STREET RAILWAY CO. of San Francisco to "come and get one" of the nine remaining ex S.D.E.Ry. air PCC's. This is a donation by the City of El Paso to MSRY and the City of S.F. All nine remaining PCC's are in good

condition and are have never had a They still have complete with zontal sweep ers, plus full line molding, and marker and stop for ONE other St. "preserved"?? there are NO



"ready to run". These last nine air cars are very unique in many ways. They major rebuilding like so many other PCC's received over the years. golden glow headlight, blinker doors, non sealed windshields

four blade; hori-windshield wip-length stream-all the original lights. Except Louis air PCC by SEPTA, other St. Louis

Car Co. air PCC's available for public street operation. All other St. Louis air PCC's are in museums. El Paso city officials ask for only one condition that: the car be kept in its EL PASO city lines configuration, ie. front trolley pole, perimeter seating, fruit salad paint job complete with international car line graphics, and El Paso City lines emblem.

This offer will not last for very long. It's now or never. If you have ever dreamed of riding a St. Louis air-electric down Market Street, then now is the time to act. The car is a gift, But \$5,500 is needed to transport the car from El Paso to San Francisco. Please help this once in a lifetime project in any way you can. Your donation could make the difference.

DONATIONS ARE TAX DEDUCTIBLE

Mail To: _____

El Paso	St. Louis Car Co. air- electric PCC	Your Name _____	Amount of Donation
Market Street Ry.		Address _____	
P.O. Box 11632		City _____ State _____ Zip _____	

TIME TABLES

January 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: Descanso funeral car restoration, presentation by the "Irish Tram Team"

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

March

Meeting, 8:00 PM Program: Dick Reynolds 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. of PE in 30's & 40's

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: To be announced

BULK RATE
 U.S. POSTAGE
 PAID
 PERMIT NO. 854
 GLENDALE, CA

ELECTRIC RAILWAY HISTORICAL ASSOCIATION OF
 SOUTHERN CALIFORNIA
 Los Angeles, CA 90024-0315
 P.O. Box 24315