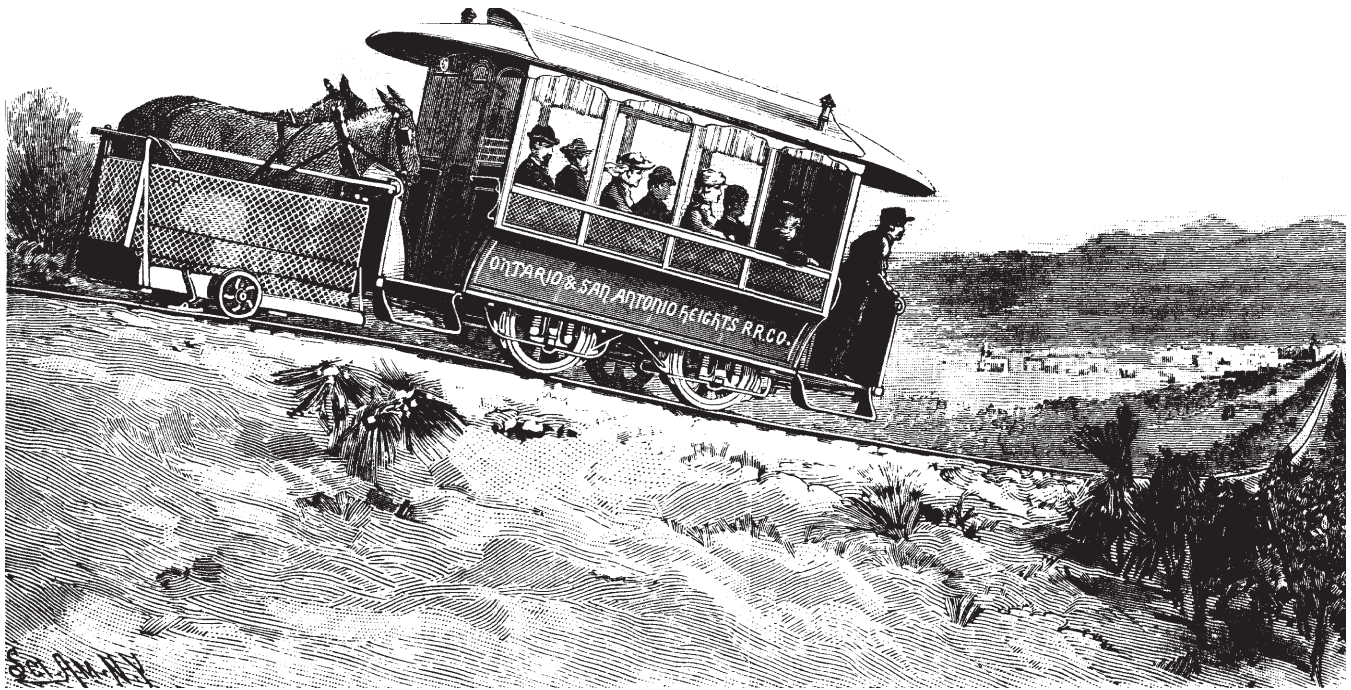


TIMEPOINTS

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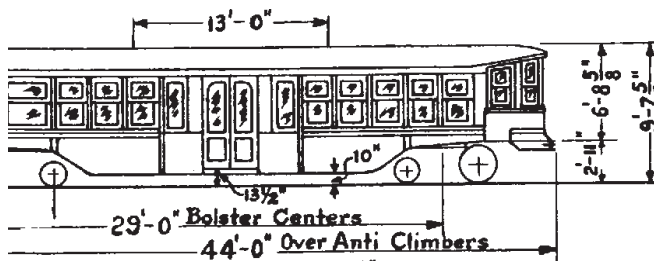
1916: 20 round trips daily

1916: 9 minutes from Ontario to Upland, and 25 minutes from Upland to San Antonio Heights.

The Ontario and San Antonio Heights Railway Company was established in 1887 and used mules to haul passenger cars. (The mules pulled the cars up the line and got a free ride down on a trailer.) Acquired by the Ontario Electric Company, the line was electrified in 1895 and became part of the Pacific Light and Power Company when it absorbed Ontario Electric Company in 1908. Pacific Electric purchased the railway in 1912 and merged it into the P.E. system. Passenger service was discontinued to 24th Street on July 4, 1924, to Upland on November 1, 1924, and on the balance of the line on October 6, 1928.

Route: the line was from Emporia Street and Euclid Avenue in Ontario up a private right-of-way dividing Euclid to La Cima, (24th Street), where the right-of-way turned west and continued to San Antonio Heights.

-Spencer Crump- Ride the Big Red Cars



In Praise of the Unsung Coopmaster

by Ben Minnich

As Senator George Radcliffe, president of the Maryland Historical Society, told me back when the magnificent collection that is now the Baltimore Streetcar Museum was homeless and endangered, the streetcars are somewhat more unwieldy than pewterware. Devotees of the genre lacked the luxury of Harvard's Peabody Museum basement, where many an important archaeological find has occurred long after the material was collected and stowed for later handling. Acquisitors of railway equipment have usually had to make do with deteriorating outdoor environments; even now, as protected storage and exhibit facilities have become available, things never seem to catch up. Indeed, many a museum track foreman has moaned that every time 50 feet of track gets built, 100 feet of new streetcars appear. In this spirit, acquisitors get a lot of heat from sponsors and volunteers about how the museum ought to sit back and spend more effort restoring and displaying what it already has before dragging in any more junk. For sure, some acquisitions are duplicative and ill considered, and some acquisitors may not be adequately appreciative of the burdens they may be placing on volunteers and staff who see themselves as doing the hard work while the acquisitors have all the fun. Even so, it is absolutely true that without the acquisitions, there could have been no museum in the first place, and without continuing acquisitions the program cannot remain dynamic and viable. With primary sources diminishing, some may look to cannibalism upon other museums that must fail or retrench. It's happened throughout museum history, but railfans are possessive almost unto death, and much may be lost in the process of defending the position. Suffice that cannibalism will be a different game with every case, so I'd like to focus on another timely area of acquisitions that is becoming particularly urgent, and some resources and resource people that may not have been adequately evaluated and I

appreciated. In the beginning of the streetcar junkyard industry (how many of you can remember that the original name of the Association of Railway Museums was the "Streetcar junkyard Coordinating Committee"?), there were plenty of pieces of equipment available from transit systems that were converting to buses or collapsing completely. But, even back in 1939, many cars or classes of cars that were historically significant were already long gone from active service. Although running gear and electrical parts provided some welcome salvage money for the financially strapped operators, the bulkier carbodies posed something more of a disposal dilemma, even in the 30's, long before the coming of environmental consciousness and accompanying regulations about burning and dumping. Fortuitously, it was found that carbodies made instant buildings and many were sold for such uses as tool sheds, diners, grape arbors, low cost housing, chicken coops, and a host of other imaginative applications. As one who has lived in a streetcar body, I have to report that the residential application was quintessential grapes of wrath — way too many windows and the resulting impossibility of insulation, plus an unbelievable number of opportunities for leakage of both air and water. Many of the usages were marginal to begin with, and deterioration was rapid, to the point that many communities undertook to discourage carbody recycling by law or social pressure, and even to eliminate those uses already established. indeed, the pioneer location of the Seashore Trolley Museum in North Kennebunkport, Maine stemmed from the circumstance that J. Burton Stride, owner of the Biddeford @ Saco railroad, had promised local service clubs that no carbodies would be left in the town; a condition of the sale of "Mother Car" 31 to the fledgling Seashore group was that it had to be moved outside the service area of the company. Elsewhere though, a peripheral consequence of greater permissiveness was that many an example of long gone operations was preserved after a fashion for many years. As the second users became disenchanted with their carbodies, or went in for an upgrade of the premises, or were hassled by their neighbors or the authorities, things that otherwise would have been lost became available to the museums for a second chance. Honoring one of the more charismatic applications,

(continued on page 6)



St. Louis Metro Talk

Heated discussion in St. Louis over barrier-free versus turnstile fare collection and an interesting note from George A. Yarrington in the March '91 WHISTLE TALK. "I had reservations about the barrier-free system of fare collection on the light rail line because of the potential of lost revenue. Then I went into some old files about the transit system in Boston where I worked and observed for more than 30 years. I found the answer in a study made by the Mass Transit Authority in Boston at the end of World War II. In 1946, the Boston MTA reviewed the cost of all-night service on the rapid transit lines. We were amazed to find that the transit authority was spending more than twice as much to collect fares as it paid to operate trains! The figures looked like this. To run cars or trains between 1 and 5 A.M., the MTA had to employ 40 cashiers, but they needed only 14 operators, (nine motormen and five guards), to run the trains. They changed to buses during this four-hour period, thereby eliminating 40 cashiers and five subway guards. This points the way to go with Metro Link in St. Louis. If it would cost twice as much to collect fares as to operate the trains, eliminate the cashiers at the stations by using the barrier-free system, with spot checks by roving inspectors. Any fares lost will be offset several times over by the savings in labor costs." The \$288 million transit system is scheduled to begin operation in 1993; it will run from East St. Louis, (near 5th St. and Missouri Ave.) 18 miles across the Mississippi River via the Eads bridge under Laclede's Landing, St. Louis Center, Kiel Aud., Union Station to Lambert Field.

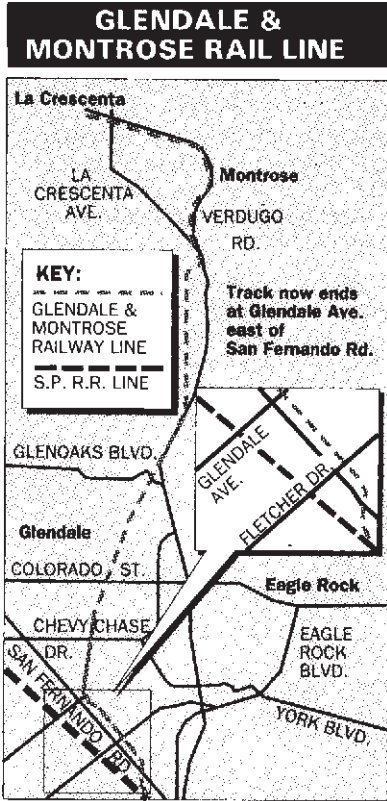
San Diego Hits Homerun

In complete contrast to transit planning elsewhere in Southern California, (see above), San Diego's MTDB Trolley continues to expand and prosper. In the latest plan, a future elevated trolley line over the parking lot at Jack Murphy Stadium would deliver fans straight into the park level with the entrance. The segment is part of the Mission Valley West line, a 5.2 mile stretch of track between Interstate 5 north of Old Town and Interstate 15 just east of the stadium; to be built within the next five years. Later, the line would extend another five miles east to connect with the East Line at Grossmont Center and La Mesa. The board's plan recognized such alien concepts as how the "el" would look, and passenger walking convenience so that people would use the Trolley!

Glendale & Montrose: a Postmortem

The stretch of track just east of San Fernando Road, roughly between Glendale Boulevard and the Glendale Freeway, last used by the Union Pacific Railroad in November, 1986 has been sold and the 1.2 mile right-of-way should be clear of track by mid-summer. The buyer is Center Land Co., a Northern California firm that specializes in abandoned railroad rights-of-way; meanwhile, the development director at Travel Town, (a static display of steam locomotives for children to play on in the City's Griffith Park), wants to bid on the rail to use for a proposed demonstration railway through the park.

The Glendale and Eagle Rock Railway was founded in 1909 by E.D. Goode. In 1913 the line was extended to Montrose and La Crescenta; it was renamed the next year. In 1920 the line made a deal to use the U.P.'s existing tracks into Glendale so as to reach a connec-

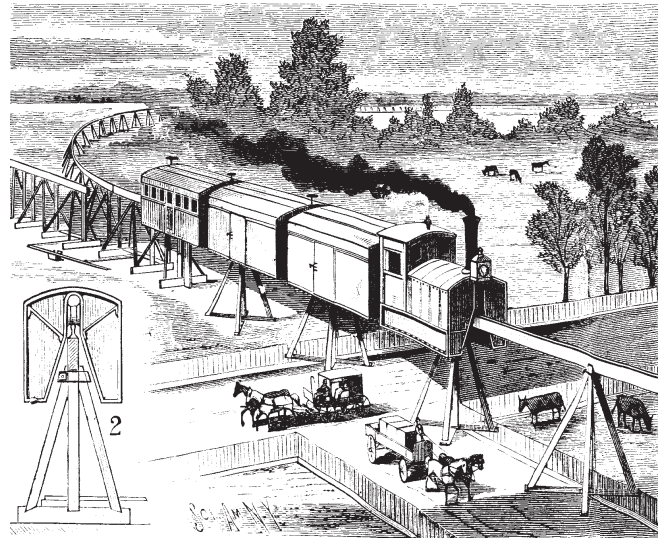


Los Angeles Times

tion with the Los Angeles Railway. In 1923 the freight line was electrified, one of the Juice Jacks survives today out at Orange Empire. Passenger operations halted December 30, 1930; U.P. abandoning Glendale Avenue in 1956.

Panel Opposes Subway Route Under Ventura Boulevard

An L.A.C.T.C. transit panel recommended dropping a study of a proposed subway under Ventura Boulevard; one of three east-west San Fernando Valley rail routes under study. The 4to1 vote by the planning and mobility committee recommended instead the former P.E. right-of-way along Chandler Boulevard for a subway, or an elevated **monorail** or magnetic levitation line along the Ventura Freeway! *(The Ventura Boulevard route is a high density business district ideal for a subway, the other two are extremely low-density residential neighborhoods of single family homes. editor)*



Final Trackwork Completed

RTD's Metro Red line subway celebrated the completion of track for phase one; Union Station to Westlake Station. (at Wilshire Boulevard and Alvarado Street) The subway construction is in 780 foot sections at fifteen tons apiece. No trains are yet on the property; first operation is at least two more years away.

Substation Funds Increased

The City of Culver City has increased funding to oversee the renovation of the Ivy Substation. (former P.E.) The 84yr. old building will get 250 seats, restrooms, an elevator and a food preparation area.

Metro Rail Station Plans

Waxman Blocks Right-of-way

Preliminary work has begun for construction of the new Metro Rail station under the corner of Western Avenue and Wilshire Boulevard. Plans call for the demolition of an existing drugstore to make way for the station's public entrance. Rail Construction Corp. has established a new information office in the historic Wiltern Theatre building across the street: open Monday, Wednesday and Friday from 10A.M. to 2P.M. Along with another station at the corner of Wilshire and Normandie, this marks the beginning of a westward push off from the Red line to the San Fernando Valley. Rep. Henry A. Waxman (D-Los Angeles) has historically, (some might say finically), blocked a Wilshire route west; it appears at this writing that the line will drop down to Pico. Despite a barrage of last

minute calls from county supervisor Ed Edelman, Los Angeles Mayor Tom Bradley and Beverly Hills Councilman Allan L. Alexander, Waxman was adamant over his refusal to allow the Metro Rail tunnels through the Fairfax district. Local officials spurred by the hope that the fledgling subway system might reach La Brea Avenue within the decade and might one day reach Westwood, were hoping Waxman would soften his resolve. Metro planners, backed by local officials who want to serve the museums and high-rise office buildings along Wilshire Boulevard hoped to keep digging west along Wilshire. The new stations would include the corner of Olympic Boulevard and Crenshaw Avenue; the other at Pico Boulevard and La Brea Avenue. U.S. Rep Julian Dixon (D-Los Angeles) whose area suddenly appears to be receiving subway service, points out that the line could still serve Beverly Hills Century City and Westwood by traveling northward on San Vicente Boulevard. (former P.E.) The commission's action was prompted by the need to come up with a proposal before Congress reorders its priorities for mass transit spending. That will happen in the fall when the federal Surface Transportation Assistance Act comes up for renewal. West Hollywood officials were also upset that a Santa Monica Boulevard alignment wasn't given a push.

In praise of the Unsung Coopmaster (Continued)
such equipment became generically known at the museums as "chicken coops". Although chicken coops are always a source of political controversy at museums, they seem to keep coming, and offer the opportunity for some impressive restorations. Seashore's "City of Manchester" and Bay Area's No. 63 from the Petaluma and Santa Rosa are examples of the magnificent things that can be done with something that seems pretty far gone at first viewing. In Christchurch, New Zealand, not one of the entire six-plus car operating fleet of the local tramway museum was acquired complete. Every one of those splendidly

restored cars was a chicken coop. Interestingly, Seashore's restoration people now argue that, aside from the acquisition cost of totally missing major items (truck, motor; brake and control equipment, and seats are among the most often lost things in a chicken coop, it only costs about ten percent more to do a complete restoration on the most desolate chicken coop, than on a car that seems to be in pretty good shape. In either situation, of course, there is the danger of the "Julius Caesar's Axe Syndrome" (It's had three new handles and two new heads since he owned it). Omer S. A. Lavallee, Historian-General of the Canadian Pacific and a prime mover in saving many pieces of Montreal Tramways equipment, once mused that perhaps it might be better to skip the chicken coops and just build replicas. (In Canada, that's pronounced "reePLICas", making the thought even more quaintly intriguing; indeed, in Omer's honor, that pronunciation is usually favored worldwide in the discussion of that concept at railway museums.) But no, even the most awful wreck will contain substantial reusable content, which both reduces the cost and lends substantial authenticity, besides providing accurate patterns for those items that must be replaced. Every trolley fan knows what a "Peter Witt" is, and many even know that the name honors the Cleveland Transit commissar of the "1920's who designed the car with the center door so that passengers could pass the conductor, pay the fare, and then move both front and back for seats or standing space. What few know is that only the first order of 125 cars from the Cincinnati Car Company, plus another 50 piggybacked on the Cleveland order by Rochester, New York, conformed to Mr. Witt's original design - all others merely copied the general layout. None of these original cars were believed to have survived until Rochester No. 1213 was found in the suburban back yard of a former Rochester police chief, who had been granted an exception to the order that no junky car bodies should be scattered about the community. It's now at Seashore, desolate but restorable. Also at Seashore, even now the only surviving example of the widespread and unique standard Cincinnati "Curveside" car, Wheeling No. 39, is now nearing complete restoration. I'm going to be the motorman on its first trip, because in 1957, when I dragged it in, I got a lot of heat for

(concluded next page)

saddling the organization with another worthless hulk. Similarly, Seashore's Bay State Street railway No. 4175, adjudged hopeless by the scoffers, was the subject of a substantial grant that will lead to its total restoration. The grant would never have been made if the car had not been brought in the first place. Orange Empire acquired San Diego "Exposition" class car No. 167 and wooden cars Nos. 88 & 93, also from San Diego. This "lost" class of cars was of a 1901 design built by the company in 1910, and operated only six years. Orange Empire also has Fresno No. 51, one of only two known survivors of the Hedley-Doyle stepless cars (that were popular during the 1910-20 "hobble skirt" era, not only in California, but all the way from New York to Perth, Australia. Perth's Tramway Museum has the other "dragon", as these cars were popularly called. Many other examples will come to the minds of others in the specific areas of familiarity. But, as Seashore's Fred Maloney has so succinctly observed, the era of the chicken coop is fast coming to a close. Many are being destroyed with changes of plans and social custom, and the rest will, without loving care, soon molder into the ground with the ravages of time and the elements. Accordingly, it's time that we identify and undertake to save those items that have some real architectural or historical merit for our collections, and cooperate with others wishing to do likewise; even so, most of what still exists will have to be foregone for want of space and resources. In this process, we need to acknowledge some important institutional individuals who have long gone unsung, the regional coop masters. In every railfan community, there is some one who knows the location, condition and status of every last chicken coop. Some are members of our organizations; others are dedicated but solitary researchers, but all are a resource to treasure when much of what we seek to preserve is rapidly vanishing. So, if you haven't already done so, identify and acknowledge your local coopmaster. Those of us that have a larger than regional interest will have to do the same for coopmasters of other localities. I was amazed to find that the dedicated coopmasters of the Rochester area had identified some 72 chicken coops still extant in their three-county area. Many, of course, are still in use for whatever secondary purpose there might be; some are so modified or deteriorated

that they are probably best written off, and many are duplications or of little historical significance. But the coopmasters know which are which. It's time to reward their long and faithful vigils and to honor them for the singular resource they represent; the hour of truth for the remaining chicken coops is here, or soon will be.



TIME TABLES

June

5, Wednesday. MOVIE, Last Remaining Seats, Orpheum Theatre, 842 So. Broadway, "The Kid Brother", Harold Lloyd, (w/Gaylord Carter at the Wurlitzer), (1927), 7:30 (213) 623-CITY

7, Friday. MEETING, Bay Area Electric Railroad Society regular monthly meeting, 8:00

12, Wednesday. MOVIE, Last Remaining Seats, Million Dollar Theatre, 307 So. Broadway, "The Three Caballeros", Donald Duck, (1943), 7:30 (213) 623-CITY for info.

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

19, Wednesday. MOVIE, Last Remaining Seats, Los Angeles Theatre, 615 So. Broadway, "Grand Hotel", Greta Garbo, (1932), 7:30 (213) 623-CITY for info.

21, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL SOCIETY regular monthly meeting. Palms Depot, Heritage Square. 7:30 Business Meeting, 8:00 Program George Garr, "Recollections of Toronto, 1950-1990"

26, Wednesday. MOVIE, Last Remaining Seats, Loew's State Theatre, 703 So. Broadway, "Gigi", (1958), 7:30 (213) 623-CITY for info.

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

July

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

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

9, Friday. MEETING, Pacific Railroad Society regular

August

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



23, Friday. MEETING, Walter Abbenseth's annual extravaganza, Sunset, slides of the Pacific Electric. Alpine St., Pasadena

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

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

September

20, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL SOCIETY regular monthly meeting. Palms Depot, Heritage Square. 7:30 Business Meeting, 8:00 Program Scenes of Highland Park/Eagle Rock, (possible meeting at Cypress Park Substation?).

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

15, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL SOCIETY regular monthly meeting. Palms Depot, Heritage Square. 7:30 Business Meeting, 8:00 Program South of the Border, (watch for de-

November

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