

TIMEPOINTS

Volume 79

November 1991

Number 11

Angel's Flight Returns

Timepoints

November 1991

The Southern California Traction Review

produced monthly by the
Electric Railway Historical Association
of Southern California

Subscription included in membership. Non-member subscrip-
tions 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	1991
President	David G. Cameron
Vice-President	Alan Fishel
Treasurer	Jed Hughes
Secretary	Bill Smith
At-large	John Heller
	Jaune Smith
	Paul J. Ward, Jr.

Contributors



Leroy Demery
Harre W. Demoro
Ralph Forty
Jack Garcia
M.D. (Doc) Isely
Norman K. Johnson
Ralph Melching
Ben Minnich
Jeffery Moreau
Paul J. Ward

President's Column Angels Flight

The ERHA of SC has a special interest in Angels Flight, even though it is not a conventional electric railway. This interest was shown in 1969 when the Community Redevelopment Agency (CRA) announced that operation of the little railway to the top of the hill would be abandoned and its components placed in storage. The ERHA immediately requested and obtained permission for its members to occupy one of the Angels Flight cars on the final run up Bunker Hill. It was a sad occasion but the members present reconciled themselves to the situation, because the CRA had promised the people of Los Angeles that they would rebuild the railway on that same site within two years. Twenty-two years later, as you can see from the extensive coverage elsewhere in TIMEPOINTS that the CRA is finally fulfilling its promise. Special thanks are due to CRA Commissioner Dennis Luna and preservationist/attorney John

Welborne for advocating immediate reactivation of the Angels Flight project. Preservation architect Bill Ellinger, a long time friend of ERHA, has been investigating, under a CRA contract, the feasibility of using the original structures in a restored operating *new* Angels Flight as a part of Phase three of the massive California Plaza Development. We are excited to learn from Bill that the historic arch from the bottom of the hill and the head house from the top appear to be in sufficiently good condition for use in the revived Angels Flight.

In Memoriam

ERHA extends condolences to Alan K. Weeks, a founding member of our predecessor, SC-ERA and a past ERHA board member, on the death in October of his companion of 23 years, Victor M. Guerrero.

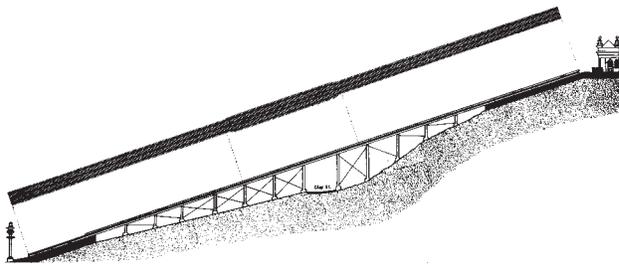
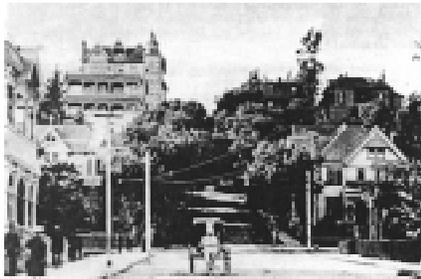
With Library Tower glowing in the background, the Archway arrives at 4th & Hill bathed in TV camera light as Bill Ellinger explains the plans for rehabilitation.





- (Top Left) Convoy heads north on Alvarado.
- (Top Right) The winch house festooned with running lights.
- (Middle Left) The Arch heads east on Slauson.
- (Middle Right) The convoy passes under Blue Line Station at Slauson.
- (Lower Left) Trickiest part was north-ward turn over tracks and between low hanging Santa Fe signals at Alameda.
- (Lower Right) Winch house turns into parking lot restoration site at Red Line's 4th and Hill Station.

Los Angelenos fondly remember Angel's Flight, the little railroad that ran up Bunker Hill until being dismantled by the City of Los Angeles in 1969. Now, 22 years later, the very same moving company that brought the winch house and lower arch to an auto salvage yard in Gardena, returned the buildings to Hill St. for restoration in public view. The cars will either be restored for public use, or if current safety codes won't allow it, replicants will run up and down Bunker Hill within two years.



HAVE YOU VISITED *the*

“ANGEL'S FLIGHT?”

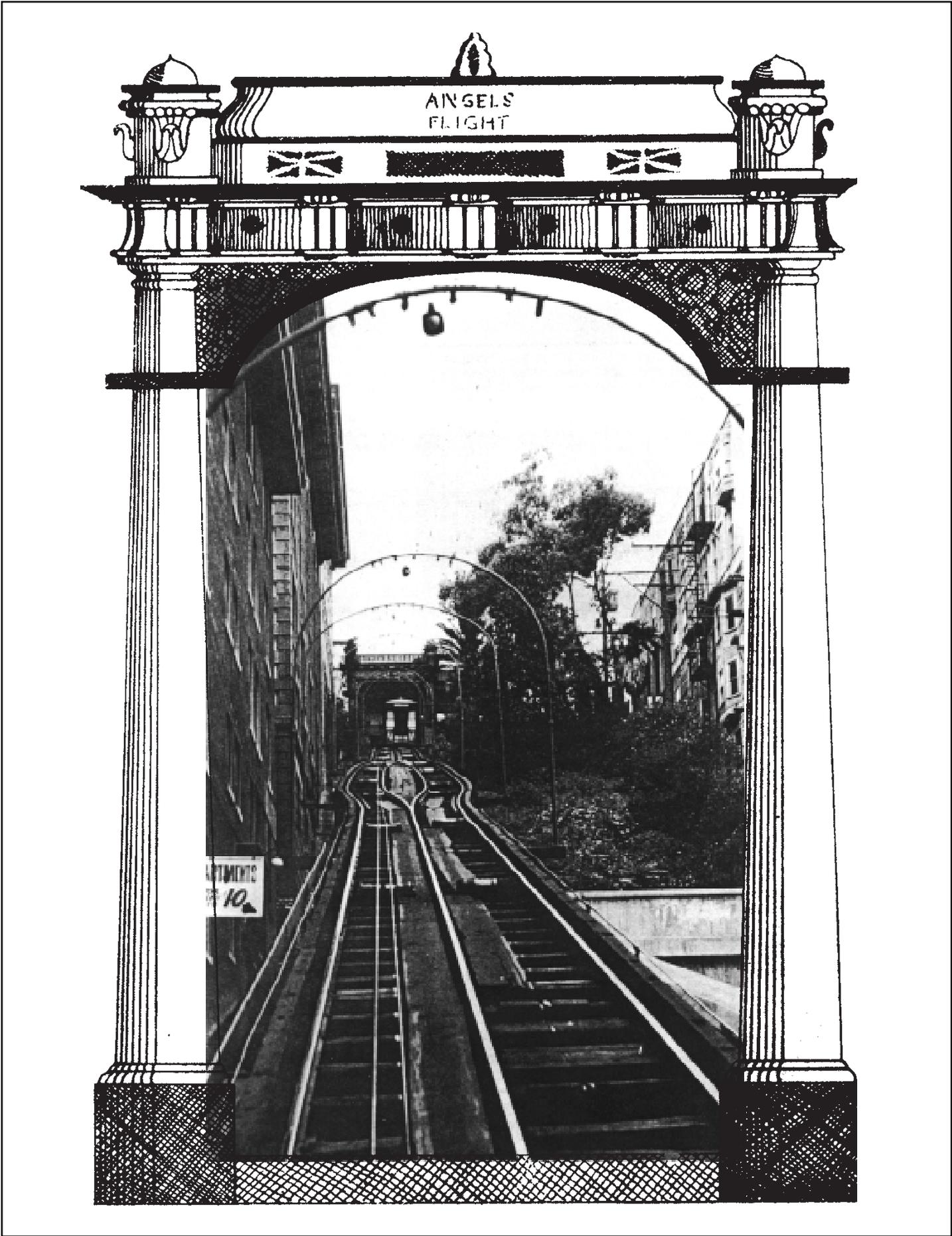
If not, why not?

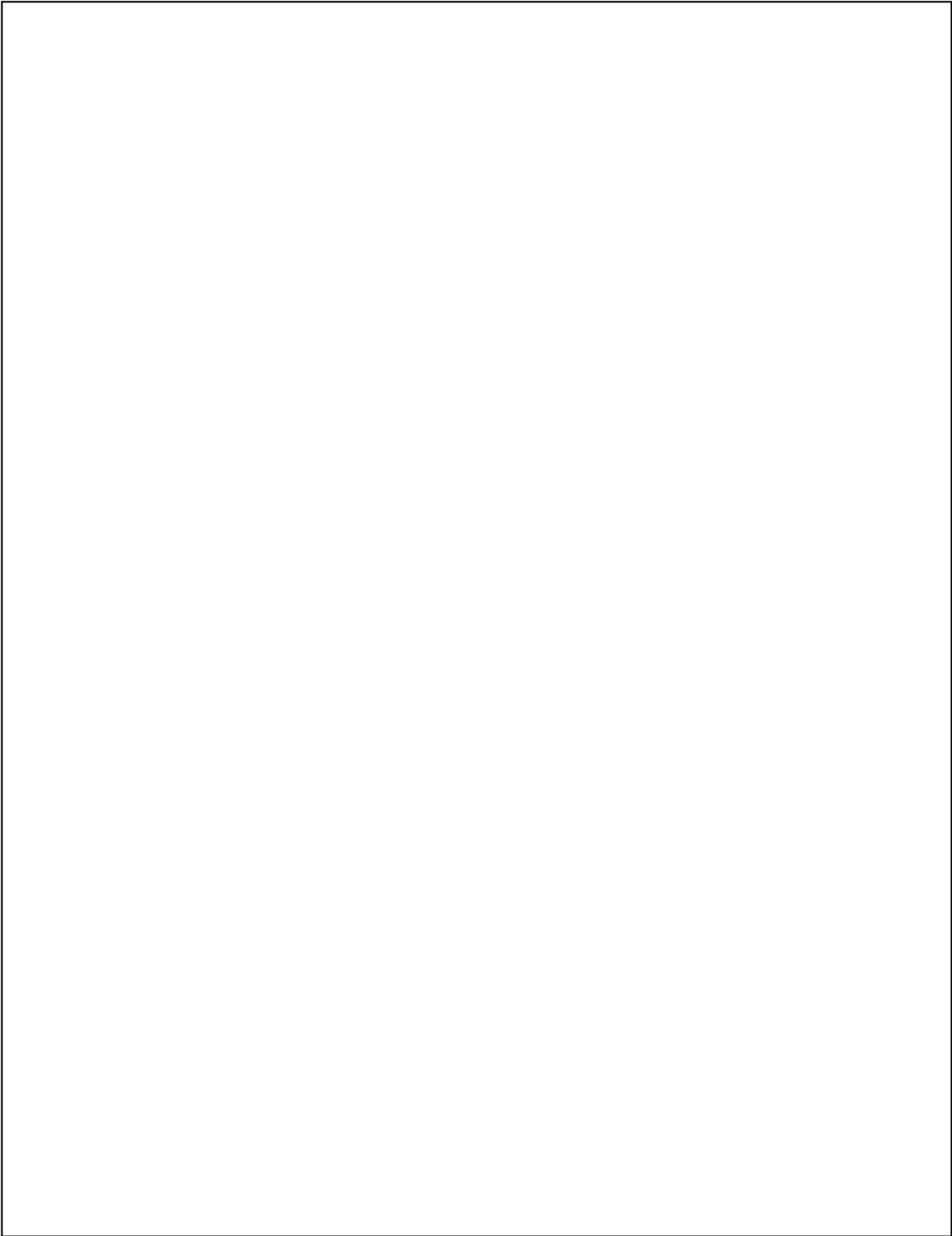
IT IS THE MOST UNIQUE, INTERESTING AND USEFUL INCLINED RAILWAY IN THE WORLD.

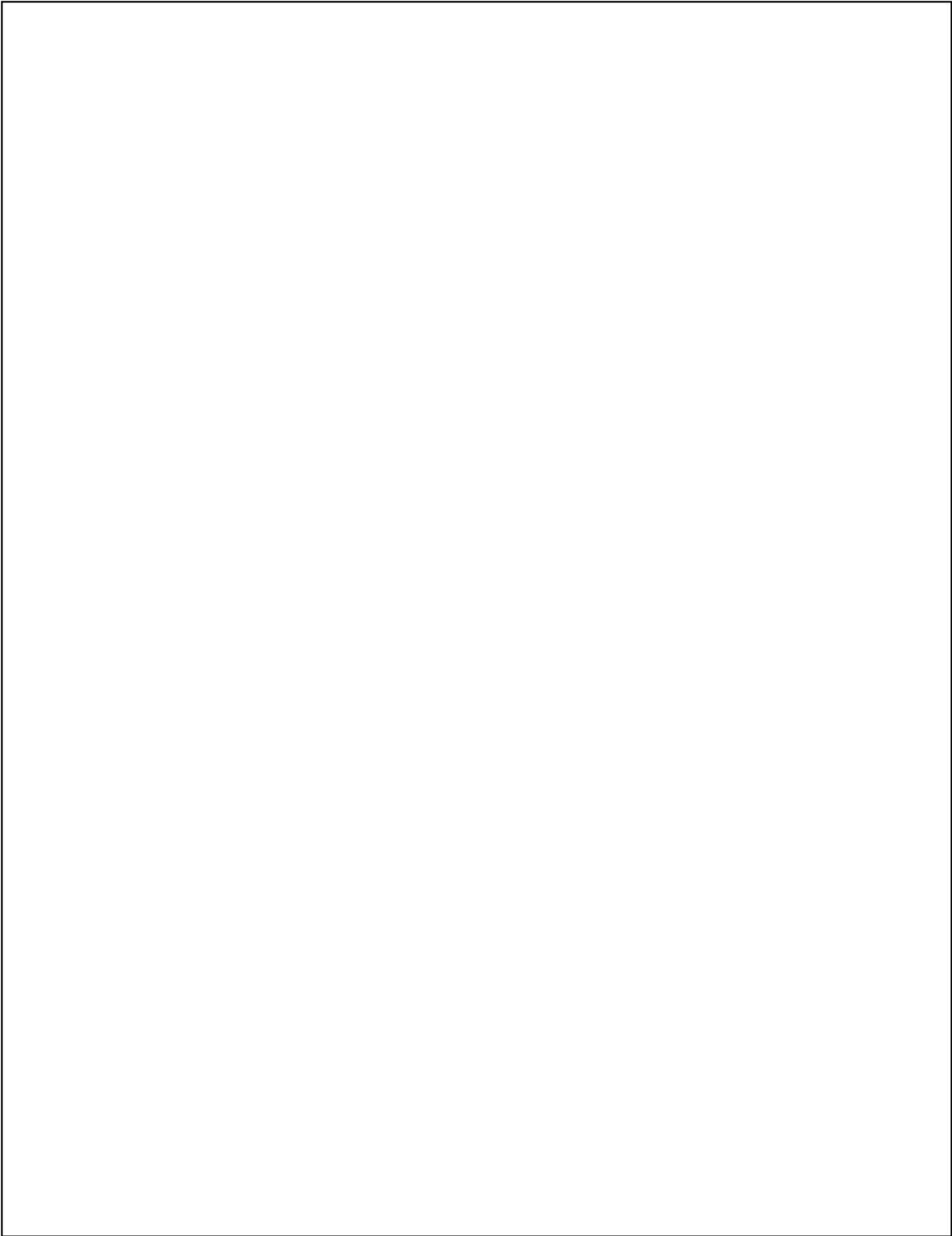
IT is in the heart of the city — Hill and Third Streets, Los Angeles, Cal. The ride is inspiring and perfectly safe. The view from the Tower — “Angel's View” — is grand, overlooking city and mountains. The camera obscura puts a beautiful living picture of Third Street and vicinity on canvas before you.

Fare 5 cents, three for 10 cents, ten for 25 cents, 100 for \$1.00. Angel's View with Camera Obscura, 5 cents; three for 10 cents. Rest Pavilion, “Angel's Rest,” overlooking city, Eddy Park and Fountain FREE. Easy Chairs. Come and bring your friends and enjoy yourselves.

PHONES: Home 2013, Main 1314









Couple Killed in Auto-Train Crash

'Red Reaper' Hits Motor Car at Crossing Near Hermosa Beach

(UNITED PRESS LEASED WIRE)

HERMOSA BEACH, Cal., July 11. --William Billings, 37 and his wife, 30, were killed instantly today when a Pacific Electric interurban struck their automobile at a grade crossing here.

Billings apparently failed to see the approaching train according to the crew, although he had an unobstructed view of the crossing.

The couple was dead when the train crew stopped to investigate the accident.

Dynamite Blast Shakes Trolley

Explosive On Rails Nearly Wrecks Pasadena Street Car

(UNITED PRESS LEASED WIRE)

PASADENA, Cal., July 11. --Several street-car passengers had narrow escapes here when three mysterious men placed dynamite on the rails and attempted to wreck the car.

The dynamite exploded as the car ran over it, lifting the coach two feet in the air. It landed upright and was stopped by the motorman, J.E. Gray, before any damage resulted.

Passengers for a while were panic-stricken.

Three men were seen to flee from the scene in an automobile.

It was the second attempt to dynamite Gray's streetcar.

(Both items Hollywood Citizen 07/14/25)

Mayor Bradley Reverses Green Line

A heavy constellation of lobbyists and lawyers including former Governor Deukmejian swarmed around the high-stakes decision this week by Los Angeles transit officials to press ahead with driverless

train technology on the third leg of the county's new mass transit system.

Citing limited benefits and soaring costs, the staff of the county Transportation Commission had recommended that officials abandon automated cars on the proposed \$866-million Norwalk-to-LAX Green Line-- which has been touted as the first system of its kind in the United States.

But Mayor Tom Bradley on Wednesday personally intervened to rally commission supporters of the driverless vehicles; and the panel, by an 8-3 vote, reaffirmed its commitment to the pioneering technology, despite warnings that a \$67-million cost overrun could jeopardize construction of other transit lines.

Lobbying hard to keep the driverless system alive with an array of well-connected consultants and law firms were the two finalists bidding for the \$120-million rail car contract-- Sumitomo Corporation of America and Morrison Knudsen Corporation.

First-ranked Sumitomo's team includes Deukmejian, who monitored the commission debate from the audience Wednesday; consultant-lobbyist Fran Savitch, a former City Hall aide and longtime confidante of the mayor; consultant Barna Szabo who served 14 years on the commission, and city parks commissioner Dominick Rubalcava.

Morrison Knudsen's team included lobbyist Maureen Kindel, Bradley's leading political fund-raiser; attorney George Kieffer, of the prominent Democratic firm of Manatt Phelps Rothenberg & Phillips, and Peter Uberroth, a Morrison Knudsen director and czar of the 1984 Los Angeles Summer Olympics.

"It was sort of the day of heavy hitters," said commission member Gerry Hertzberg, representing county supervisor Gloria Molina.

The meeting was the culmination of weeks of

maneuvering by the two firms and their representatives to gain the upper hand in what could be a crucial contract that would give car suppliers an advantage in hundreds of millions of dollars in future contracts.

The phone calls and meetings with commissioners intensified after the staff, several days ago, made a surprise reversal and recommended dropping the high-tech rail car proposals. They also urged the commission to cut costs by seeking new bids for manually operated trains such as those on the Los Angeles-to-Long Beach Blue Line, which opened last year.

Doing so, the staff said, would keep the project within budget.

Among those working the commissioners were Szabo, Kindel and Morrison-Knudsen CEO William Agee. Agee said he believed Uberroth had been very helpful, although he was not sure whom he may have contacted.

"Clearly there was lots and lots of lobbying," Hertzberg said.

Deukmejian and Kieffer said in interviews that they handle only legal work and did not lobby any commissioners.

Commissioner Jacki Bacharach said the growing presence of lobbyists and high-powered lawyers in transit politics is an unwelcome trend for the agency, whose multi-billion-dollar, 30-year mass transit program is among the largest public works projects in U.S. history.

"It's becoming more and more intense," she said. "I don't think they are needed....I'd like to get back to hearing" from the bidders themselves.

Both of the lawyer-lobbyist teams praised Bradley's intervention.

"We were very pleased with that," said Szabo, of the Sumitomo side, who had discussions with Deputy Mayor Mark Fabiani before the mayor's statement.

Agee, of Morrison Knudsen, said he had met Bradley and spoke with him personally.

Bradley's aides said the mayor was primarily concerned about two issues: creating rail system manufacturing jobs in Los Angeles and preserving the state-of-the-art technology previously approved.

In unusual moves Wednesday, the mayor is-

sued a press release praising an 11th-hour commitment by Morrison Knudsen to set up a rail car assembly plant in Los Angeles, possibly at a closed General Motors plant.

Sumitomo later followed suit with a similar commitment and Bradley, a commission member, made an unusual personal appearance at the Wednesday meeting to lead the fight to keep driverless cars.

In a partial victory for second-ranked Morrison Knudsen, the commission agreed to have another final round of negotiating before the contract is awarded.

Bradley aides said the press release and the mayor's action, while appearing to boost Morrison Knudsen by giving it a second chance, was not intended to favor either bidder.

Bradley told reporters Wednesday that "it's a question of having the finest technology....I don't want people in the year 2000 to be riding the train and wondering what the commission did and why didn't they get the latest."

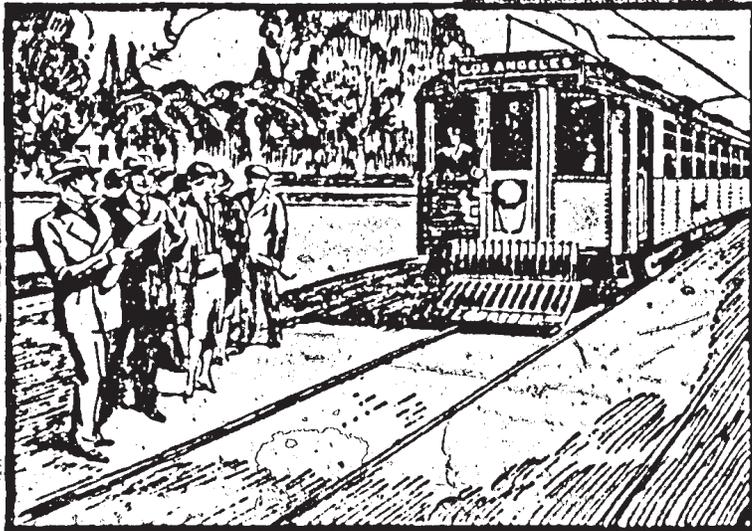
But others, including Hertzberg, said the high costs of the driverless trains are simply not justified.

"To the average Joe Rider who gets on automated or non-automated trains, they will not know the difference," he said, adding that the trains will not run noticeably faster or more frequently.

As for the increased trend in lobbying, Bacharach said commissioners are discussing ways to control it, including possibly establishing lobbying regulations like those approved for L.A. City Hall.



The
SOUTHERN CALIFORNIA
FORWARD MOVEMENT
\$1,000,000 Budget
will Help Everyone in
the Southland.
Support it!



Their Way to Town

—Bankers, Professional Men, Business Men

Men who must keep up with the times use the Big Red Interurban Cars.

This is "their way to town" because it gives them *extra time* to read the morning news—the news they need to know—or to plan their days to insure *full efficiency*, for they are not haphazard men.

They know, too, that they arrive at their offices fresher and better-fitted for their busy days when the Pacific Electric motorman does the driving for them.

You will make it "your way" when you know how

much it saves—in time, in money and in effort.

Through the use of commutation tickets passengers receive this service at a cost of only a trifle more than 1c per mile.

Try it for ten days, and learn. * * * *

\$110,000,000 are invested in "this service to you." 7000 people on salaries and wages amounting to \$10,000,000 a year are employed to operate it. It pays \$1,200,000 annually in taxes to your communities. And it serves 115,000,000 passengers per year. Let it serve you also.



Pacific Electric Railway

Largest Interurban Electric System in the World

Passengers, Freight, Express

D. W. PONTIAC
Vice President and General Manager

O. A. SMITH
Passenger Traffic Manager

T. J. DAY
Freight Traffic Manager

Don't Forget!
ERHA Annual Banquet

November 15 at the Pepper Mill Restaurant in Pasadena
Don Olsen will show ultra rare 16mm color movies of Muni, S.P.
Red Electrics in the East Bay til 1941 and the Illinois
Terminal Railroad. (one of the great midwestern interrurbans)

These movies are not scheduled for release on video!
The banquet menu will consist of the following:

Entree: Top Sirloin Steak
 Tossed Green Salad
 Baked Potato
 Broccoli Mornay w/Cheese
Dessert: Crepe filled w/ French Vanilla Ice Cream w/ Black Cherry Sauce
Beverage Coffee, Tea or Milk your choice

The Peppermill Restaurant \$29/person
795 East Walnut Pasadena, CA \$24/person early registration price for ERHA
members

Mail-in coupon was in your September issue. If you don't have a coupon, you can still
come! Just as long as you send in your check by the early bird deadline of
Friday November 1, 1991. Please mail your check, the names in your party, and a tele-
phone number where we might reach you if there are any changes to: ERHA of SC, c/o
Jed Hughes, Treasurer, 550 Orange Ave. #230, Long Beach, CA 90802

TIME TABLES

November

8, Friday. MEETING, Pacific Railroad Society regular monthly meeting, 7:30 PM at Joslyn Recreation Center, Alhambra Program: slides of Eastern European Railways, Russ Davies

8,9,10 F,S,S. CONFERENCE, TRAC @ the Biltmore Friday reception (no host bar)
 Saturday conference Union Station plans, Commuter rail, State rail, AMTRAK, reception & banquet, Arthur Lloyd of AMTRAK.
 Sunday S.C.R.T.D rail tour

9, Saturday. MEETING, San Diego Electric Railway Association regular monthly meeting, 7:30PM at SDG&E Co. 1st & Ash Sts., Corky Thompson, Super 8 sound train and trolleys

Annual Banquet!

15, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION ; very short regular monthly business meeting to nominate 1992 officers, 7:00 PM. Annual Banquet at the Peppermill Restaurant.

**7:00 PM to 8:00 PM Social hour,
 8:00 PM to 9:00 PM Dinner,
 9:00 PM to 11:00 PM Program & coffee:
 Ultra rare color movies of Bay Area Traction**

December

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

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., Ed Berger, Far East Steam & Electric

20, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION regular monthly meeting. in the Church, Heritage Square. 7:30 PM Business Meeting, 8:00 PM Program: South of the Border, Traction in Mexico, Ken Douglas slides from 50's & 60's

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

17, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION regular monthly meeting in the Church, Heritage Square. 7:30 PM Business Meeting, 8:00 PM Program: the LARy funeral car Descanso, restoration presentation by the "Irish Tram Team"

February

21, Friday. MEETING, Electric Railway Historical Association regular monthly meeting in the Church, Heritage Square. 7:30 PM Business Meeting, 8:00 PM Program: Dick Reynolds 16mm movies of PE in 30's & 40's

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

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