

# TIMEPOINTS

Volume 88 July/August/September 1995 Numbers 1, 2 & 3



# Timepoints

July/August/September 1995

## *The Southern California Traction Review*

*Always a Newsletter in sight*

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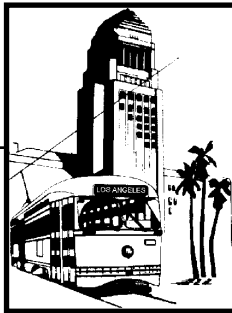
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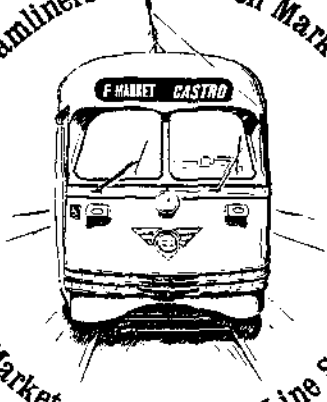
Paul J. Ward

Raymond Youngmans



(On the Cover) The Blackpool, England "boat" tram cues up to lead the parade up Market Street. In minutes the tram would be overflowing with very important persons. (Above Right) Market Street Railway Car #404 outbound on the '8' streetcar line passes the Castro Theater; c.1947. The '8' eventually gave way to the '8' trolleybus line, in July 1949, which is itself slated to fade quietly away; displaced by the new 'F' Line in an unusual instance of a streetcar replacing a trolleybus. (Middle Right) Looking up at Twin Peaks, upper Market Street near Castro; c.1937. (Right) Lower Market; c.1935, middle tracks were the Market Street Railway's and the outer tracks were the Municipal Railway's. (Above) From approximately the same location as our cover shot, c.1935, looking down to the Ferry Building.

The Streamliners are Back on Market Street!  
 ★  
 ★  
 Castro, Market and Ferries: F-Line Streetcars



Friday, September 1, 1995 was to have been the public preview day for the first new street-car line in San Francisco since the depression. Four city blocks of vintage iron and refurbished PCC's queued up along lower Market Street between Montgomery and Fremont. Second Street was closed off for the opening ceremonies, there were souvenirs to buy, a mobile Post Office was setup for first day cancellations and a continuous stream of historic trolleys headed down Market Street to take their places in the grand parade.

At 10:30<sup>AM</sup>, Director of Public Transportation Phillip Adams introduced Mayor Frank M. Jordan and Senator (and former Mayor) Diane Feinstein and the speeches were brief. The parade was headed up by the open topped Blackpool car followed by the an interlaced consist of the newly refurbished 'F' line PCC fleet with an ascending chronological run of the historic fleet. Just after Noon there was a formal ribbon cutting at the line's northern terminus at 17th and Castro followed by an afternoon of free rides on a mix of historic cars and PCC's. Saturday the 2nd was to have been the first day of regular service, and it *was* the first day of revenue service, but a funny thing had happened...

At the operator shift change around 5:30<sup>PM</sup> Friday afternoon, the last of the historic cars made the run back over the 'J' line into Geneva Carhouse and as the waning sun set behind twin peaks, regular service began in earnest. Sure the fare was free that one night, (many patrons paid anyway out of lifelong habit), but to the operators this was just another shift. Eventually the 'F' will run along the Embarcadero all the way to Jones and Beach at "touristy" pier 39, but for now the 'F' is really just one of many mass transit lines in a city that rides.



↑ Baltimore themed PCC #1063 take the non-revenue curve from the 'J' line onto the 'F' line southbound on Market Street to join the opening day parade. To the accompaniment of bright blue arcs of electricy, most of the PCC's "lost their poles" taking this curve.

➔ Trolleybus #776, Marmon-Herrington, GE equipped, saw regular service on the '8' trolleycoach line. As the '8' will quietly be replaced by the new 'F', it was only fitting that this restored trolleybus brought up the rear of the parade on opening day. In this view the streetcars are lined up before the parade starts behind the Blackpool car, and the #776 is still headed down Market to take station at the end of the line-up near the Transbay Terminal



↑ Car #578 is the oldest operating electric in North America, 100 years old this year. This now fragile and rarely seen car survived long after her sisters as the system's sand car. This old timer was built new in San Francisco in 1895, was restored in the late 1950s and features purely mechanical hand operated brakes of the lever type as used today only on the cable car fleet.



## 'F' Line along the North Embarcadero

For now the 'F' line terminates at the Transbay Terminal, but as these photos show, construction is well along on a three-mile extension of the line from the foot of Market at the Ferry Building all the way around to the north at the corner of Jones and Beach at Pier 39.



← The double track line splits off into an around-the-block loop here at Pier 37... which was also the first section of track into the ground.

→ Very clever track construction features cast-in gauge bars and pre-bolted hold-down clips. The bolt sockets will be trapped by the first concrete pour. A second ornamental slab with beach rocks will cover this construction completely. Should the track ever need replacement, the girder rails can be unbolted without disturbing the "ballast".



→ Approximately the same location a few weeks later, still looking north. The grade crossings are complete and divergent angle of the two routes of the loop can be clearly seen.



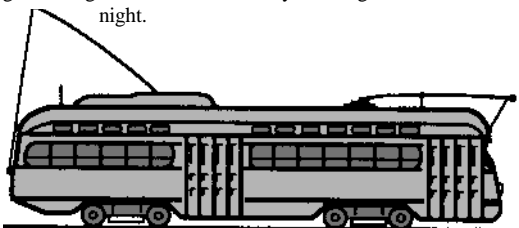
↓ Still looking north from 1/2 mile further down the Embarcadero; the Pier structures make a wonderful background for the railway.



↓ Halfway to Market Street, (looking south), the line passes in front of the State Belt Railroad's former roundhouse, now an upscale office building.



→ This grand Boulevard was the no man's land underneath a freeway just a few short years ago. Soon 'F' line PCC's will glide along this corridor from early morning until after midnight.



## 'E', 'J', 'K', 'L' and 'M' Lines along the South Embarcadero



↑ Right-of-way "ambiance" is similar to the newly rebuilt trackage on upper Market Street. Typical construction consists of retro street light/trolley support poles, mature palms, and beach rock track areas and rough concrete "cobblestones" to discourage wayward pedestrians.

➔ Last station on the line for now is this platform at 3rd Street. Freeway stub visible at the extreme left has been torn down since this photo was taken and the line will eventually be extended to 6th Street.

South of the Embarcadero from Market Street will be the domain of Muni's LRV fleet. Emerging from the existing beneath Market Street tunnel (on BART's mezzanine level), the LRV's will rise to the surface three blocks south of the Ferry Building at Folsom Street. (See the "Turnback Project" p.6) This three mile extension will eventually end at 6th Street at a new Muni Yard complex to be built.

← First Station (all are high platform) out of the tunnel portal is Folsom Street. Platforms will have to be modified or rearranged if a proposed 'E' Embarcadero line of renovated PCC's eventually share this right-of-way with the LRV's. Line passes Hills Brothers Coffee and then passes underneath the Bay Bridge. ➔



↙ Turning along the waterfront, the line serves a new residential community of low-rise apartments and condominiums that look out across the Bay towards the Oakland Hills.

↘ One cannot easily tell just by looking, but some of these buildings are subsidized low-income and some are free-market and rather upscale. All feature pedestrian oriented (streetcar users) ground floor retail businesses.

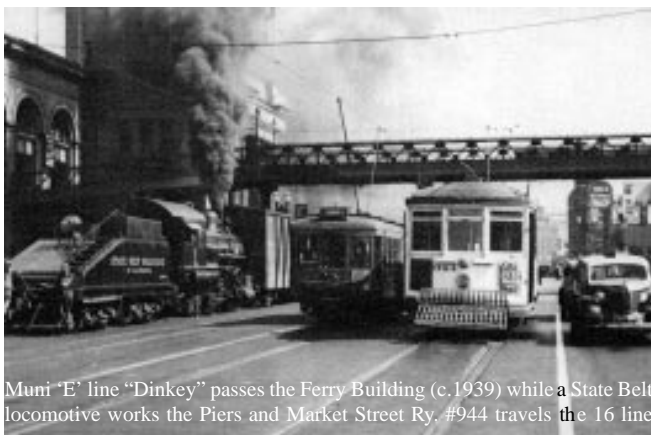


# The Muni turnback project



↑ Looking down at the foot of Market from the Bay Bridge. Market Street surface trolleys need a way to reach the north Embarcadero trackage detailed on page 4.

The “turnback project” is a tunnel under the Embarcadero (nearly complete as of this writing) to bring regular service ‘J’, ‘K’, ‘L’ and ‘M’ line Boeing (and soon Breda) LRVs to the surface for connection to Muni’s new yard at 6th Street. It is hoped that a track connection will be built that would allow the two halves of the Embarcadero to be through connected; creating another new line, the ‘E’ Embarcadero.



Muni ‘E’ line “Dinkey” passes the Ferry Building (c.1939) while a State Belt locomotive works the Piers and Market Street Ry. #944 travels the 16 line



Muni's next generation of cars



# SAN FRANCISCO MUNI'S 'F'-LINE FLEET



#1050



#1052



#1053



#1054



#1055



#1056



#1057



#1058



#1059





#1060



#1061



#1062



#1063

#1008 & #1200

#1007 (& #1015, #1010)



#1401 (& #1289)

#1010

## THE MUNI PCC FLEET

**PCC #1050 (SEPTA #2119): Painted for San Francisco, California** Green & Cream

In 1947, Muni asked San Franciscans to decide between blue and yellow and the then cable car green and cream as the paint scheme of the "new Muni". Muni altered the winning green/cream colors with the now famous "wings". By 1950 all non-cable rolling stock sported "wings". A simplified version began appearing in the mid-sixties on repaints. In 1969 General Motors motor-coaches ushered in a short-lived maroon era.

**PCC #1051 (SEPTA #2123): Painted for San Francisco, California** Green & Cream

In order to cut labor costs in the mid nineteen sixties, all accident damaged vehicles and repaints carried a simplified green and cream livery that eliminated the wings. Approximately one third of the PCC fleet were repainted in this manner.

**PCC #1052 (SEPTA #2110): Painted for the Los Angeles Railway, Los Angeles, California** Yellow & Chrome Yellow

These 163 standard-size cars were the only narrow-gauge (42" between the rails) PCC's built in the United States. They came in three batches: 93 "P1" prewar models, 30 "P2" wartime models and 40 "P3" postwar all electrics. Originally painted in this yellow and yellow color scheme, all received National City Lines "fruit salad" color schemes in 1946-48 when the railway was sold. Eventually the government run MTA I repainted a significant number again into its green, green and white scheme. After abandonment in 1963, six went to museums and private collectors, 20 or so went to Chile and the balance were sold to Cairo for its meter-gauge system. (a few were lost to wrecks)

**PCC #1053 (SEPTA #2721): Painted for Brooklyn, New York** Blue-green

Brooklyn was the first city on the East Coast to get PCC's, with 100 entering service in October 1936. One car was unique - Car 1000 had standee windows (the only prewar PCC to have had this feature). Had not politics intervened, BMT would have ordered 300 more, but these highly successful cars only saw service for 20 years. The original car was a copper brown and was later changed to NYCTS blue-green in 1946. Two cars are in museums.

**PCC #1054 (SEPTA #2121): Painted for Philadelphia, Pennsylvania** Silver

This car represents the first PCC's received by the Philadelphia Rapid Transit in 1938. None of the 20 cars (2001 - 2020) survive, but 1941 PCC 2034 (in the SEPTA collection) sports this silver paint scheme.

**PCC #1055 (SEPTA #2122): Painted for Philadelphia, Pennsylvania** Green & Cream

This car models the green and cream of Philadelphia Transit Company which lasted until Southeastern Pennsylvania Transit Authority (SEPTA) took over in 1968. The suspension of streetcar service on the remaining surface lines and the delivery of 112 Kawasaki subway service cars in 1981 meant retirement for almost all of the PCC fleet. Six are still in service on the historic Germantown Shuttle.

**PCC #1056 (SEPTA #2113): Painted for Kansas City, Missouri** Black & Cream

The first 24 black and cream PCC's arrived new in 1941 and after the war, an additional 160 cars (with rare non-standee windows) were received. In the early nineteen-fifties an all-cream color scheme was adopted and after abandonment the cars were scattered far and wide. The prewar cars were scrapped, 80 or so were sent to Brussels, Belgium for parts while others went to Philadelphia and to Toronto, Canada. The Toronto car were later sold to San Francisco, Tampico, Mexico and Philadelphia. At least four are in museums, including one at Rio Vista Junction as San Francisco Muni #1190.

**PCC #1057 (SEPTA #2138): Painted for Cincinnati, Ohio** Yellow w/Green stripes

The Cincinnati Street Railway had 53 PCC's, 28 delivered in 1939-40 and 25 more delivered in 1947. Their numbers were 1100-1127 and 1150-1174. They were the only PCC's to have two side-by-side trolley poles (as seen on Muni's trolley buses) due to Cincinnati's ungrounded rails. 52 cars were sold to Toronto in 1950, and Toronto then sold five of these to Tampico in the early 1970s, while the rest served in Toronto until 1980. Cars #1114, #1138 and #1166 are known to survive.

**PCC #1058 (SEPTA #2124): Painted for Chicago, Illinois** Green & Cream

The Windy City and its "Green Hornets" are represented here by Car #1058. Chicago Surface Lines sported 683 PCC's, the largest fleet in the United States. 83 of the cars were built in 1936 and the balance in 1947-48. Many were utterly rebuilt in the nineteen-fifties into elevated trains. Car #4391 was sold to the Electric Railway Historical Society, Car #4021 went to the Chicago Transit Authority collection, and the remaining PCC's were scrapped.

**PCC #1059 (SEPTA #2099): Painted for Boston, Massachusetts** Orange

Boston had 346 PCC's, of which ten rebuilt PCC's are still in service on the isolated Mattapan Line. (All but one having a left side door added for use in the subway.) A record number (over 24) of Boston's PCC's have been preserved. In 1931 MTA bought the only "picture window" PCC's built in the U.S.

**PCC #1060 (SEPTA #2715): Painted for Newark, New Jersey** Gray & Blue

This car is painted in the Public Service of New Jersey's gray and blue scheme of 1934. Of the 30 cars that were purchased from Minneapolis, Minnesota, four were wrecked and two were sold to Cleveland. The other 24 are all still in service! (Making Newark the only all PCC system in America.) In January 1994 these well maintained PCC's will see their 40th year of service in Newark, a tribute to their solid construction.

**PCC #1061 (SEPTA #2116): Painted for Los Angeles, California** Red, Orange & Silver

Commemorating the Pacific Electric's unique spin on the PCC car. These Pullman built cars were the first double-ended PCC's and the first to run in multiunit trains. Stored in the abandoned Pacific Electric subway for three years after service ceased, these cars were then sold to Argentina in 1958. They weren't too successful on the rough track there, and were replaced by 1961. There is some idle railfan speculation that one of the yet to be restored double ended Muni cars (1009 or 1011) will be painted into the Pacific Electric's colors scheme and that #1061 would then receive another city's scheme.

**PCC #1062 (SEPTA #2101): Painted for Louisville, Kentucky** Green & Black

This car carries the colors of the 25 cars that Louisville ordered in 1946. Although all were delivered to Louisville, none were ever placed into service in Kentucky because the Louisville Railway management underwent a change in policy. All of this fleet went to Cleveland in exchange for buses and cash. In 1952 Cleveland sold them to Toronto where they ran until the 1980s. Car #509 has been preserved.

**PCC #1063 (SEPTA #2096): Painted for Baltimore, Ohio** Yellow & Gray

Baltimore had one of the widest streetcar gauges in the U.S. - 64½"; yet the bodies of their PCC's were the same size as the 42" gauge Los Angeles Railway cars. BTC numbered their cars to indicate the car's electrical equipment supplier: General Electric equipped cars were numbered from #7001 and Westinghouse equipped from #7301. Originally these PCC's were blue and cream, but after National City Lines takeover they were repainted in all yellow. Due to their age and wide gauge, none survived except #7407 which is in the all-Baltimore city streetcar museum, and #7078 which went to Costa Rica.

**PCC #1007: San Francisco** Muni Gray & Red **PCC #1008: San Francisco** Muni Orange & White

**PCC #1010: San Francisco** Muni Blue & Yellow **PCC #1015: Illinois Terminal** Olive & Cream - Visible peeking out from behind #1007

**LRV #1200: San Francisco** Muni Orange & White **LRV #1401: San Francisco** Muni Gray & Red

The PCC double-enders were part of an order of ten delivered new to San Francisco in 1948. These were San Francisco's first true PCC's. When the current fleet of Boeing built Light Rail Vehicles arrived in the early nineteen-eighties, #1012 and #1013 were scrapped. Subsequently, car #1006 went into the historic fleet, #1014 went to Sydney, Australia, #1008 is a work car (see) and numbers 1009 and 1011 await restoration. Car #1015 made transit history in 1948 by being the last car to run on Sloat Boulevard and by running over the entire '2' Line (Sutter-Clement) from the Ferry Building all the way to the Sutro Baths. In these photos, cars #1007, #1010 and #1015 have just returned from a complete rehab at Morrison-Knudsen's facility in Hornell, New York.

*Shots of cars #1050-#1063 (except for #1058) were taken by M.K. engineers at their upstate New York facility before the cars were delivered to San Francisco Muni, c.1993. Note ample snow on the ground and the third rail power and other gauges in evidence to service other M.K. customers. All color schemes were rendered as faithfully as possible to the originals, but with the additional constraint that all colors used across the fleet were rationalized so as to share as many hues as possible. Thus, for example, 1061's "PE Red" is actually the new "Muni Red" from the upcoming Grey and Red color scheme!*

\* Southeastern Pennsylvania Transit Authority (SEPTA)



← Gliding through the mist, initiation of 'F' line service means that railfans can enjoy night operations on legacy equipment somewhere west of New Orleans.

↓ An inside joke for railfans, the chance to ride a PCC painted up for St. Louis, since they never got a chance to ride them in that city.



↙↘ New high-platform stations on the 'M' line; Stonestone Mall and San Francisco State University.

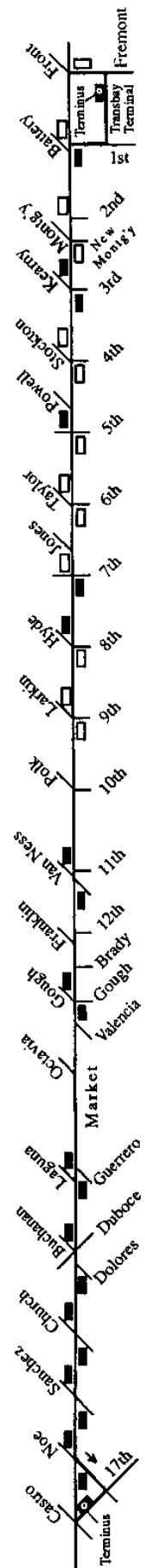
Following the trend of new, *from scratch*, light-rail systems around America... at these two stations, unique on the Muni, patrons purchase tickets from fare machines at the base of the station entry ramps and are on the "honor system" for having valid proof of fare. These interesting free-form copper roofed new stations will serve as the model for the three new stations on the Embarcadero South line.

Display cases built into the roof supports as wind screens double up to advertise upcoming community events and to exhibit historic photos from the Muni's own Transit Archives.



↓ Cincinnati #1057 heads down Market while Kansas City #1056 heads up Market in the background.

↓ (Bottom) Newark #1060 poses in front of the United States Mint on its way up Market Street.



# CalTrain Extension Project

*This project would bring the peninsula commuter train, "CalTrain" further into downtown San Francisco to make the service more attractive to riders.*

## Alternative 1 "No Build"

CalTrain continues to terminate at 4th & Townsend with connecting service via new LRV Embarcadero extension.



## Market & Beale Streets

### Both Alternatives 2

CalTrain would be extended to an underground station at Market and Beale streets. The station would be adjacent to and connected with the existing Embarcadero BART/Muni Station.



Alternative 2A Cut and Cover; CalTrain would operate underground directly below Townsend, Embarcadero and Beale streets using cut-and-cover construction.



Alternative 2C Mined Tunnel; CalTrain would travel through a mined tunnel from 3rd and Townsend streets to Harrison and Beale streets, passing deep under many private properties in the South Beach/Rincon Hill area, with cut and cover from there to Market Street.



## New Transbay Terminal at historic location

### All Alternatives 3

A new Transbay Terminal would replace the existing one, with a CalTrain Muni streetcar and bus connections.



Alternative 3A-1, 3B-1 CalTrain would operate underground directly below Townsend and Kelly/Essex streets to Folsom Street. From there, CalTrain would either begin ascending to the second level station (3A-1) or continue traveling underground to the subsurface station (3B-1). This alignment would combine cut-and-cover with tunneling.



Alternative 3A-2, 3B-2 CalTrain would travel through a mined tunnel from 3rd and Townsend streets to Folsom and Essex streets, passing deep under private properties. From there, CalTrain would either begin ascending to the second level station (3A-2) or continue traveling underground to the subsurface station (3B-2), using the cut-and-cover construction technique.



Additionally the Joint Powers Board must decide:

Should the first half of the tunnel follow Townsend or King streets?

Should underground portions be cut-and-cover or tunneled?

What type of propulsion should be used to move consists through the tunnels, diesel, liquefied natural gas or electricity?

For Alternative 2, should the terminal follow a deep three level design or a shallower two level design?

For Alternative 3, should the terminal be located above or below ground?

*Comments can be mailed to: Peninsula Corridor Joint Powers Board, 1250 San Carlos Avenue, PO Box 3006, San Carlos, CA 94070-1306*



Electric Railway Historical Association  
of  
Southern California's  
Annual Banquet  
at the  
Ivy SubStation

(A restored 1904 Los Angeles Pacific Railway power conversion station in the Mission style)

**"Pacific Electric Days  
on the Westside"**

**Saturday, September 30, 1995**

Social Hour: 6:00<sup>PM</sup>; Dinner: 7:00<sup>PM</sup>; Program: 8:00<sup>PM</sup>  
9070 Venice Boulevard

\$20 donation in advance, \$25 at the door (space permitting)

Checks to be made payable to: Culver City Historical Society, PO Box 3428, Culver City, CA 90231

plus, silent auction of collectors' memorabilia

ERHA of SC presents...

**"PACIFIC ELECTRIC**

*Remembering the Red Cars*

Volume I"

See it on the big screen at the  
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Volume I:

Pacific Electric's lines to Long Beach/San Pedro, Newport Beach, Santa Ana and El Segundo/Torrance. The classes of cars serving the south, plus RPO's, express motors and electric, steam and diesel powered freights; plus maintenance-of-way and carload freight operations.

*Don Olsen in person to introduce his masterwork and sign tapes.*

Doors open: 7:00<sup>PM</sup>, Program: 7:30<sup>PM</sup> - 9:00<sup>PM</sup> **(310) 322-2592**

140 Richmond Street, El Segundo, CA

\$5 in advance, \$7.50 at the door (space permitting)

Checks to be sent to and made payable to: ERHA of SC  
send a S.A.S.E. for tickets by mail, or tickets will be held at the door

**Visit** the Pacific Railroad Society's San Dimas Railroad Museum

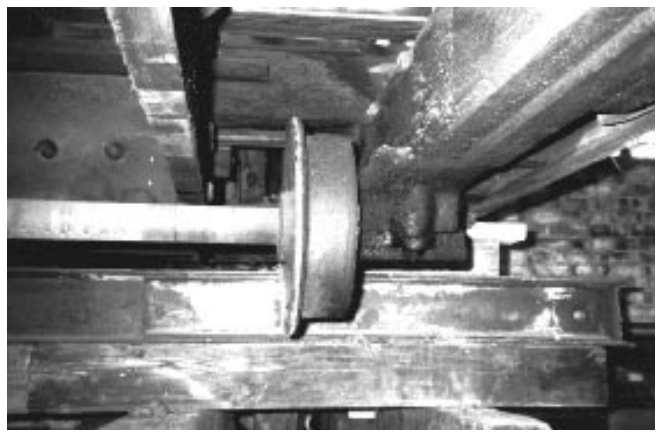
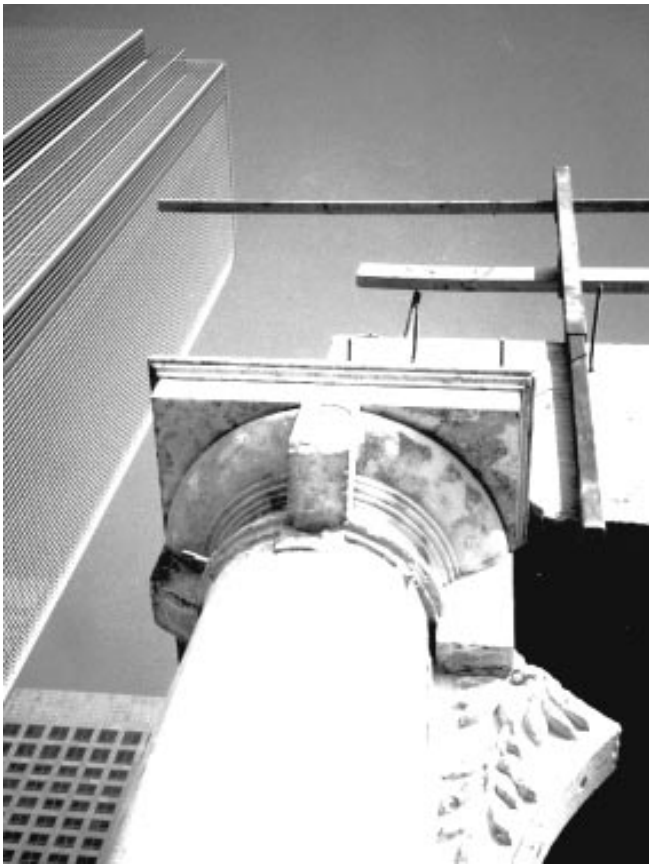
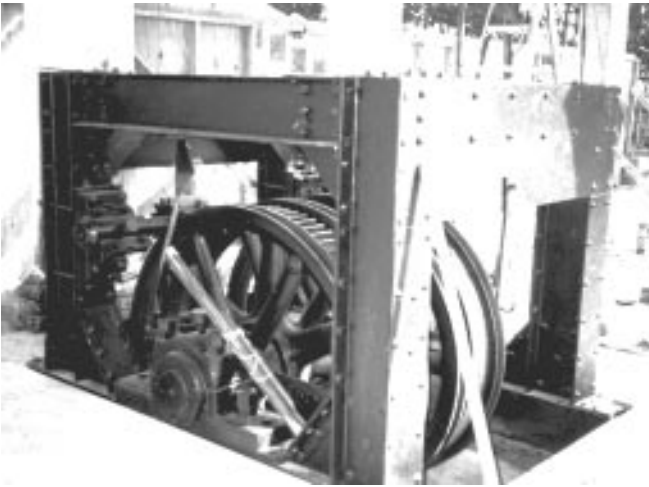
(former San Dimas Santa Fe Depot)

210 W. Bonita Avenue (909) 394-0616

Pre-opening now through end of November, Saturdays 10:00<sup>AM</sup>-3:00<sup>PM</sup>



*For more great PE coverage, including the Western and Northern Districts, local lines, RPO/express operations and New Years Day/Santa Anita Specials, look for PACIFIC ELECTRIC, Volumes II & III.*





## Angel's Flight Progress Report

↖(Opposite page, clockwise from upper left) Winch House columns and wooden roof have been restored and reassembled atop their new base on California Plaza. (Next) Winch House is just visible at the top of this new structure that juts out from the exiting plaza so that Angel's Flight will have the same length of run and angle of ascent as it did historically. The real power mechanism is to be installed at the level visible just below the Winch House. ←(Next) Olivet and Sinai have also been stripped down to the bare frame. Surprisingly the cars of entirely wooden construction unlike wooden streetcars of the same era which at least feature some steel undercarriage members. A small amount of termite damage was uncovered during this work, so master carpenters will splice fresh timber of a matching type into the existing fabric. ↘(Bottom) Typical "wheelset", a rigidly mounted axle with 10" flanged wheels trapped by friction bearings. (Left) A detail of the Winch House columns. Ultra soft pre-cast concrete elements were simply stacked together and held by gravity. In the rebuild, hidden steel re-bar and hi-strength grouting help to hold the structure together. (Far Left) Original winch mechanism and bull wheel have been stripped and powder coated black. Historic mechanism will be visible to all who ride the

Flight, but the wheel has not been set-up to turn while the cars are in motion. ↑(Above on this page) When hundreds of LATL streetcars went to scrap at Terminal Island in the late 1950's, the owners of Angel's Flight made the best of a bad situation by salvaging this pile of St. Louis Car Co. wooden seats for re-use in Olivet and Sinai.



## ERHA Green Line and San Diego Fan Trips

↗(Top Right) The SDERY hosted us August 12th (Opening Day on the Green Line) for a most wonderful day on the MTDB's newest series of cars (car #2001 of the new SD-100 type) and a trip over the entire system including the new Santee extension and the new shops complex. Here #2001 poses on the Bayside line in front of the new high-rise hotels of the Convention Center district.

↗ Two views of the Marine Station from our Green Line fan trip two weeks before the line opened to record crowds. The barrel vaulted station canopy is of deep blue glass giving everyone on the platform an interesting blue glow.

← At the left, this is the non-revenue connection track that leads up from the northbound Long Beach Blue Line to the Norwalk bound Green Line.

# TIME TABLES



**ELECTRIC RAILWAY HISTORICAL ASSOCIATION meets on the 3rd Friday of every month at the South Pasadena Library Community Room 1100 Block of El Centro Street between Diamond & Fremont Avenues 7:00PM Mixer, Program & Meeting 7:30 PM**  
 Pacific Railroad Society meets on the 2nd Friday of every month at the Joslyn Recreation Center in San Gabriel.  
 San Diego Electric Railway Association meets on the 2nd Saturday of every month 7:30 PM at the Fire House Museum, 1572 Columbia St. @ Cedar Street, San Diego.

## July

14, Friday. MEETING, Pacific Railroad Society, Ted Creveling, SP video, Inter Modal Freight Systems, Colton  
 15, Saturday. MEETING, San Diego Electric Ry Assoc. 4:30 FANTRIP on North Island Ferry, + reg. meeting  
**21, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Program: Walter Abbenseth, LATL and Pacific Electric images.**

## August

11, Friday. MEETING, Pacific Railroad Society, Elec. Traction  
 12, Saturday. MEETING, San Diego Electric Railway Assoc., Historic and modern slides of Balboa Park.  
**18, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Program: Don Brown presents slides of Washington D.C., Baltimore and Kansas City.**

## September

8, Friday. MEETING, Pacific Railroad Society, Korea, Taiwan  
 9, Saturday. MEETING, San Diego Electric Railway., TBA.  
**15, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Program: No meeting this month.**

**30, Saturday. BANQUET, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Program: "The Pacific Electric in West Los Angeles", rare stills documenting the world class service of the PE's Western District, Prizes, Chicken Dinner, Silent Auction, \$20**

## October

7, Saturday. ANNUAL MEETING, OERM, 9AM-Swap Meet, 3PM-Meeting, 4PM-Tours, 6PM-BBQ Dinner & 8PM-Night Operations  
 13, Friday. MEETING, Pacific Railroad Society, Photo contest  
 14, Saturday. MEETING, San Diego Electric Railway., TBA.  
**20, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Program: *Truely wonderful video*, "Street railways of South America". Lots of second hand American equipment in full color including former Pacific Electric equipment.**  
 22, Sunday. ART FAIR, Railroad Art at Bergamot Station, end of Michigan Ave from Cloverfield Blvd, Santa Monica  
 22, Sunday. WORLD PREMIERE, Don Olsen's "Remembering the Red Cars, Volume I", at the Old Town Music Hall, El Segundo. 7:30PM \$5.00 in advance, door prizes, (310) 322-2592

## November

10, Friday. MEETING, Pacific Railroad Society, Potpourri  
 11, Saturday. MEETING, San Diego Electric Railway., TBA.  
**17, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Program: Bruce Frenzinger presents the Magna collection: Ira Swett's images of traction in America, 1950s**

## December

9, Saturday. MEETING, San Diego Electric Railway., TBA.  
 10, Sunday. BANQUET, Pacific Railroad Soc., San Dimas \$38 "Coast Line Depots" of the Santa Fe, Lee Gustafson, Phil Serpico  
**15, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Program: Dick Burns collection, Los Angeles Transit Lines plus the LATL recruitment movie "It's a big job".**

## January 1996

12, Friday. MEETING, Pacific Railroad Society,  
 13, Saturday. MEETING, San Diego Electric Railway., TBA.  
**19, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, Program: George Geyer's "San Francisco Muni."**

**February 16    March 15    April 19    May 17  
 June 21    July 19    August 16    September 20**

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