

Addendum Two

to the

Travel Town Master Plan

of September 1987



March 1998

Prepared by Griffith/Metro Administrative Services
in cooperation with the Travel Town Museum Demonstration Railroad Task Force

On June 18, 1997, the Board of Recreation and Park Commissioners appointed a Task Force to study the routing of the standard gauge demonstration railroad in Griffith Park, described generally in the Travel Town Master plan to connect the Travel Town Museum to the Los Angeles Zoo/Autry Museum parking lot. This Task Force included a member of the Recreation and Parks Commission, Department management and staff, representatives from Travel Town's support groups and the Los Angeles Live Steamers club, the Planning Deputy from Council District 4, representatives from the Mayor's Office and the Los Angeles Zoo, and others. Much of the initial work of this Task Force concentrated on the challenge of how to route the Demonstration Railroad out of the Travel Town Museum with minimum impact to the neighboring Los Angeles Live Steamers club. This second Addendum to the Travel Town Master Plan is the consensus solution of the Task Force and represents an exciting interpretive and recreational improvement for Griffith Park's visitors when executed.

Construction subjects:

Railroad

The conceptual route discussed in general terms in the First Addendum to the Travel Town Master Plan suggested keeping the route of the demonstration railroad, identified as the Crystal Springs & Cahuenga Valley Railroad, against the hillside, along an old Griffith Park roadway alignment. However, upon completion of a lengthy study process, this route concept in relation to the Los Angeles Live Steamers (LALS) has been abandoned and superseded by a new and more detailed route alternative. Specifically, the Demonstration Railroad will exit the Travel Town Museum perimeter fence near the hillside, in an alignment that matches a current plan for repair track, then will curve out from the hillside, cross the picnic area, and reach the curb of Zoo Drive in the vicinity of a small dirt parking lot. From that point the track will take an easement from Zoo Drive, which can readily be accommodated by designating a short no-parking segment, to bypass the LALS main compound, then will return to the south side of the curb after passing LALS. To allow LALS continued access to their West-End Bridge and Loop, the LALS scale track will depart their main compound from existing tunnels in a northwesterly direction from the hillside, dropping an elevation of 7 feet from the tunnels or 1.75 feet below street level at Zoo Drive, so that it can pass under the standard gauge track; in order to reach the elevation of the existing West End Loop bridges, the LALS track will need to make a complete loop, not unlike the famous Southern Pacific Tehachapi loop. This realignment by LALS to accommodate the Demonstration Railroad shall be known for purposes of clarification as the "Bypass Route." This construction will augment the experience of riders aboard both the scale and full-size railroads.

In order to execute these plans, and prior to any construction and relocation, the Department will determine, based on a civil engineering analysis, the extent by which the LALS permitted premises shall be augmented to accommodate the Bypass Route. When construction is imminent, further analysis will also be made to develop alternative flat green spaces in exchange for picnic area used by the LALS Bypass Route.

