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Issue 31A

Railway Historical Society of San Diego, California

May 15, 1960

LAST OF THE RED CARS

WELCOME ABOARD THE LONG BEACH TRAIN

All aboard the RHSoSD Long Beach excursion train. Ride the only surviving rail passenger line of what was once the "world's greatest interurban system." Ride the last of the "red cars!"

It isn't what it used to be. Gone are the 1000, 1100, 1200 and 1222 class cars - and, for that matter, the 200 and 800 class cars also. Gone are the 600 class cars which until recently served the patrons of the Watts Local Line. Gone, too, are the many passenger lines which fed into the Long Beach main - lines such as Ascot Race Track, Santa Monica Air Line, Whittier-Yorba Linda, Santa Ana-Bellflower, Redondo-Torrance-El Segundo-San Pedro (via Gardena), San Pedro via Dominguez and Catalina Terminal, Newport Beach and the Long Beach-San Pedro Line.

Much remains, however. The freights, diesel-powered though they be, roll with increasing frequency; the four track main is still in place; and the former Northwestern Pacific and Interurban Electric cars (in use since World War II) still run MU.

The Long Beach Line even today is still quite a line. And as indicated in the accompanying story it may yet have a future. Not mentioned in the other story is the unverified report that the former Key System bridge units might yet find their way to the Long Beach line.

Built in 1902 the Long Beach Line, according to Interurbans, "was the first PE line to have been conceived, designed and constructed in its entirety by Henry E. Huntington and his organization. It was the first PE line to break away from the 3'6" narrow gauge which had been universally used previously in the Los Angeles area. It was the first PE line designed for high speed operation and laid out for such operation. Although numerous other lines were subsequently constructed branching out from it, the

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HISTORICAL SKETCH

by the editor

The Los Angeles interurban story is a story not unlike that of many another interurban. First there were many - then there were few. A Pacific Electric pamphlet noted there were "72 separately-owned rail lines, most of them short-lived, which sprang up from the time the first horse car franchise was granted in 1873 until the turn of the century."^A

And then again the Los Angeles interurban story is different. The line which excursionists ride today is the sole remaining portion of an electric interurban railway passenger system that has included local street car lines in several cities, modern suburban lines, old time interurbans and semi-rapid transit - not to mention R. P. O. cars, box motors, electric freight, diesel, gas-electric and steam locomotives. And there were buses, too.

This is the interurban that operated single truck cars, Birneys, PCC's and large interurbans. On this system traveled cars which once operated in Portland, Oakland and San Diego. Here is a railway system that once took Southern Californians to the mission at San Gabriel, the Inn at Riverside, the plunge at Redondo and the tavern at Mt. Lowe. Cars of this road traveled along Pacific shores, through citrus orchards and vineyards, amidst oil fields, in the mountains and along Hollywood Boulevard. This is the line of the Balloon Route Excursions and the "Commodore" and the "Alabama."

Pacific Electric cars never served the metropolitan area in the far south, the San Diego metropolitan area, but plans were drawn and roadbed was graded.

Not included in this discussion are the five narrow gauge street car lines which the Los Angeles Metropolitan Transit Authority inherited from the Los Angeles Transit Lines.

Our story begins with the incorporation on April 27, 1889 of the Pacific

Electric Railway Company of Arizona by Henry E. Huntington, famed Los Angeles railroad magnate. On May 2 of the same year the Main and Fifth Street Railway Company's line (which served Southern Pacific's Arcade Depot) was deeded to PE of Arizona. Cars were repainted and relettered with the new name.^B

"On February 28, 1902, the PE of Arizona secured its only other line, the Temple Street Cable Railway Company, deeded to it after being purchased by Huntington."^B

PE of Arizona was deeded on March 10, 1902 to PE of California, which had been incorporated Nov. 12, 1901. PE of California had previously taken over Los Angeles Railway's E 9th St. and Brooklyn Ave. lines. PE of California on the same day it took over PE of Arizona's line was deeded the Los Angeles & Pasadena Electric Railway Company, an interurban line. Thus Pacific Electric was born.^B

Pacific Electric dates its origin from 1902 because it was in the spring of that year that Huntington began construction of the Long Beach line, the Alhambra line to San Gabriel, the Pasadena Short Line and the extension of the Venice Short Line from Vineyard to Santa Monica. Most of the system's other rail routes were built during the following decade. Monrovia opened in 1903 and was extended to Glendora in 1907. Glendale, Newport Beach and San Pedro were opened in 1904. Whittier was also opened in 1904 with an extension reaching Yorba Linda in 1911. The Santa Ana line was opened in 1905; the Sierra Madre and Pasadena via Oak Knoll lines followed in 1906. A line to Covina, opened in 1907, was extended to Pomona in 1911 and San Bernardino in 1914. The Van Nuys line was opened and the Glendale Line was extended to Burbank in 1911. ^A

"Old P. E." gave way to present day P.E. in 1911 when the great merger took place. Lines of many companies were divided between the Los Angeles Railway and the "new" Pacific Electric. PE cars were soon operating over 1000 miles of rail lines.

Present day PE's main acquisitions were "Old PE," ^{Playa del Rey} the Los Angeles Pacific (Hollywood-Santa Monica-Venice and Redondo Beach via Gardena) and the Los Angeles Interurban (including San Pedro via Gardena and Torrance), and several smaller companies including Riverside & Arlington, Redlands Central, and San Bernardino Valley Traction. Pacific Electric rail service included local street car lines in Los Angeles, Pasadena, San Bernardino, Riverside, Redlands, Pomona, Ontario-Upland, Santa Ana, Long Beach, San Pedro and Santa Monica. ^{also LA Redondo RR (via Gardena)}

Other construction which followed the merger included the La Habra-Fullerton and San Gabriel-Temple City segments. During the 1950-51 period a non-electrified freight by-pass between Azusa and Baldwin Park was constructed.

"Motor coaches were introduced by Pacific Electric in 1917, on the San Bernardino-Highland-Patton Line. In 1923, Pacific Electric and the Los Angeles Railway set up a joint operation known as the Los Angeles Motor Coach Co., which was split between the two companies in 1949. In 1930, Pacific Electric bought a two-thirds interest in the interurban Motor Transit Co., and in 1936 purchased the other third interest from Greyhound. In 1939, these lines were wholly merged with P.E."^A

Rail passenger abandonments, particularly of local lines, came early. However, wholesale interurban abandonments did not come until 1950-51. Even as late as World War II years rail passenger operation continued on a large scale both in passengers carried and routes operated.

Metropolitan Coach Lines, sister company to the San Diego Transit System, took over Pacific Electric's passenger service in 1953. Ownership of all buses, bus servicing facilities and certain stations was deeded to MCL. Rail cars were leased and PE granted trackage rights. More recently MCL purchased cars, overhead and most electric power facilities from PE.

Pacific Electric today is a rapidly expanding freight operation. Busier than ever all freight service is now diesel powered with leased SP locomotives.

Passenger abandonments on the Southern District were: Santa Monica Air Line (actually Western District)-1953; Whittier-Fullerton-Yorba Linda-1938; Santa Ana-1950 and Bellflower-1958; El Segundo-1930; Redondo via Gardena-1940; San Pedro via Torrance-1940; Watts Local-1959; San Pedro and Catalina Ferry Terminal via Dominguez-1958; Balboa-1941 and Newport-1950; Terminal Island Calship-1945; and Long Beach to San Pedro-1949. Also long since gone are the local lines in and near San Pedro, Long Beach and Santa Ana.

The Los Angeles Metropolitan Transit Authority in March 1958 acquired and began operating the Metropolitan Coach Lines and the Los Angeles Transit Lines. The Authority currently operates the Long Beach interurban line and street car routes J, P, R, S, and V in Los Angeles proper. The street car lines are narrow gauge.

A few weeks ago LAMTA placed standard gauge trucks from a San Francisco street car under a PCC street car from the narrow gauge city street car lines and made some test runs on the Long Beach line. Officials were reported to have been pleased with riding qualities. It appears now that the days of the lumbering red cars are numbered and that replacement by buses or second hand PCC equipment is in the near future. And, the "red cars" will be no more.

NOTE: "A" references in the above story refer to material in two booklets, "This Is Pacific Electric," dated 1945 and 1952. Portions were quoted by permission of Pacific Electric. "B" references are from Ira Swett's "Interurbans" publications. "Lines of the Pacific Electric - Southern District" is particularly recommended. This volume, Volume 17 No. 1, may be obtained from "Interurbans," 1416 South Westmoreland Avenue, Los Angeles 6, California, for \$2.00 per copy. Several comprehensive Pacific Electric references may also be obtained from "Timepoints," P.O. Box 3292, Terminal Annex, Los Angeles 54, California. For other material write the "Pacific Railway Journal", 2304 Melville Drive, San Marino, California.

WELCOME ABOARD (Continued)

Long Beach line has remained the backbone of the Southern District."

"When constructed the line had only six curves and a maximum grade of 1%. Cuts were up to 17' high and the longest fill was a half mile long."

The first passenger train ran on July 3, 1902. In 1907 the line was four-tracked from Ninth and Hooper to Watts.

Freight trains at one time operated into the Long Beach freight houses, first at 5th and American and later at 14th & American. From 1925-26 for some years the Long Beach freights traveled into Long Beach via Daisy Avenue. Box motors and RPO cars until recently did operate into downtown Long Beach on the main line. Today, freights travel to Dominguez Junction and the line to San Pedro and the harbor area, and to North Long Beach and the Newport line.

As compared to other lines the Long Beach line has generally been the most heavily patronized and the most profitable.

During the early morning peak period (Continued in next column, please)

nine separate trains (1-3 cars) are on the line simultaneously. Service varies from 2 minutes to 110 minutes (Owl) headway. Base service is generally every 30 minutes. Running time varies from 57 minutes (Owl) and 60 minutes (Express) to 68 minutes (rush). Generally it is 65 minutes. One express and three limited schedules are run each way weekdays.

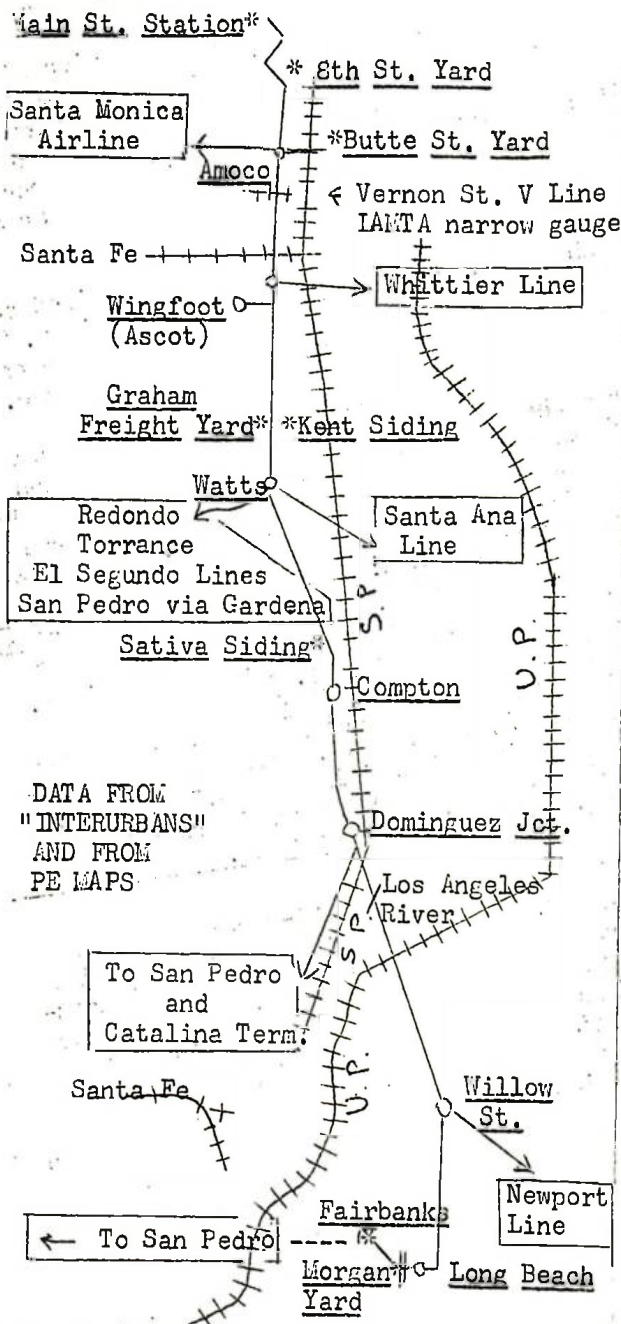
This then is the Long Beach line. Wally Duthie, excursion director, and Tommy Mann, RHSofSD president, welcome you aboard for what may be the last "red car" trip to be sponsored by the Society.

Times do change. The last (and first) trip was run on November 10, 1957. On that day the Railway Historical Society of San Diego joined with the Pacific Beach Model Railroad Club in sponsoring a trip on the Bellflower, San Pedro and Long Beach lines. The "red" car was 5119 and the connection was by bus rather than by today's Santa Fe "San Diegan."

Next RHSofSD rail trip - electric railway, that is - will probably be an excursion over the narrow gauge "yellow" car street car lines of the Los Angeles Metropolitan Transit Authority. (Some data from "Interurbans: Southern District").

THE LAMTA LONG BEACH LINE

DISPATCHER Page 4



TRIP LOG

The nine-story LAMTA MAIN STREET STATION was erected by Henry E. Huntington in 1905 for "Old P.E." at a cost of \$600,000. It remained all-rail until 1942 when buses began using the depot. The stub end tracks are Tracks 4, 5, & 6. The former through tracks (now stub end also) are tracks 7 and 8. Underneath the track area is the location of the former Seventh Street yard and street level loading area used when the building was

first erected. Box motors once operated out of the lower track area. Cars also used Hill and Sixth Streets surface tracks. (Interurbans Supplement Two to Special Sixteen gives the complete story.)

END OF RAIL AND SAN PEDRO STREET

Our train turns right (SW). Cars formerly also turned left (SE) for Northern District lines which included South Pasadena, Pasadena-Alhambra-Lt. Lowe, Alhambra-San Gabriel-Temple City, Sierra Madre, Monrovia-Glendora, Covina-Pomona-San Bernardino-Riverside-Redlands, and the Sierra Vista Local. The "North" now extends from the State Street Yard (where the San Bernardino Freeway crosses the Los Angeles River) to Covina, Pomona, San Bernardino, Riverside and Redlands. (Western Division trains formerly operated from the Subway Terminal Building at 5th and Hill. The terminal and subway are now closed.)

On 9th Street (after the next turn) LAMTA Long Beach trains share one rail with LAMTA narrow gauge cars of the S line.

8TH ST. YARD is for storage, H.H. and freight house use. It is a perishable freight interchange and it has an SP interchange on Alameda Street.

AMOCO (LP 2.47) To the right (W) is the Santa Monica Airline, at one time the home of the long-lasting commuters' one round trip special. Also the Culver City locals. Now it's an important diesel freight branch and PE's only connection with the Western District. Main interchange, Butte St. yard, is to left.

VERNON AVE. (LP 3.19) Here's a crossing over the narrow gauge "V" line.

SLAUSON JUNCTION (LP 4.25) To the east is the Whittier-Yorba Linda-Fullerton diesel freight line. Walker locals and infrequent interurbans once served the line. Look for AT&SF Xing.

WINGFOOT JUNCTION. To the west a short freight only line shared with the Santa Fe. Formerly Ascot Race Track cars. FLORENCE AVE. (LP 4.74)

GRAHAM YARD (About LP 6.0) Freight yard to your right (west).

(Continued page six, column one)

LOS ANGELES METROPOLITAN TRANSIT AUTHORITY
STANDARD GAUGE RAIL CARS

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PASSENGER CARS 1500 CLASS

1500	St. Louis, 1929	ex-MCL 300, PE 300-4514, NWP 252
1501	St. Louis, 1929	ex-MCL 302, PE 302-4515, NWP 253
1502	St. Louis, 1929	ex-MCL 303, PE 303-4516, NWP 254
1503	St. Louis, 1929	ex-MCL 304, PE 304-4512, NWP 250
1507	St. Louis, 1929	ex-MCL 310, PE 310-4513, NWP 251
1510	St. Louis, 1930	ex-MCL 313, PE 313-4517, NWP 255
1515	Pullman, 1913	ex-MCL 402, PE 402-4619, USMC 349, IER 349, SP 349
1516	Pullman, 1913	ex-MCL 403, PE 403-4618, USMC 348, IER 348, SP 348
1518	SP(rebld.), 1938	ex-MCL 405, PE 405-4647, USMC 386, IER 386, SP 386-460
1519	AC&F, 1911	ex-MCL 407, PE 407-4601, USMC 321, IER 321, SP 321
1520	Pullman, 1913	ex-MCL 408, PE 408-4623, USMC 345, IER 345, SP 345
1522	SP(rebld.), 1920	ex-MCL 411, PE 411-4625, USMC 371, IER 371, SP 371-618
1523	Pullman, 1913	ex-MCL 412, PE 412-4611, USMC 341, IER 341, SP 341
1524	Pullman, 1913	ex-MCL 413, PE 413-4617, USMC 347, IER 347, SP 347
1525	Pullman, 1913	ex-MCL 415, PE 415-4612, USMC 342, IER 342, SP 342
1528	Pullman, 1913	ex-MCL 418, PE 418-4614, USMC 344, IER 344, SP 344
1530	SP(rebld.), 1920	ex-MCL 420, PE 420-4624, USMC 370, IER 370, SP 370-617
1533	AC&F, 1911	ex-MCL 424, PE 424-4602, USMC 317, IER 317, SP 317
1535	AC&F, 1911	ex-MCL 426, PE 426-4609, USMC 339, IER 339, SP 339
1536	Pullman, 1913	ex-MCL 427, PE 427-4616, USMC 346, IER 346, SP 346
1537	SP(rebld.), 1920	ex-MCL 428, PE 428-4629, USMC 375, IER 375, SP 375-622
1538	SP(rebld.), 1938	ex-MCL 429, PE 429-4643, USMC 382, IER 382, SP 382-438
1539	SP(rebld.), 1938	ex-MCL 431, PE 431-4645, USMC 384, IER 384, SP 384-457
1540	AC&F, 1911	ex-MCL 432, PE 432-4635, USMC 330, IER 330, SP 330
1541	SP(rebld.), 1938	ex-MCL 433, PE 433-4641, USMC 380, IER 380, SP 380-437
1542	AC&F, 1911	ex-MCL 434, PE 434-4636, USMC 331, IER 331, SP 331
1543	SP(rebld.), 1938	ex-MCL 435, PE 435-4640, USMC 379, IER 379, SP 379-436
1544	SP(rebld.), 1920	ex-MCL 436, PE 436-4628, USMC 374, IER 374, SP 374-621
1545	SP(rebld.), 1938	ex-MCL 437, PE 437-4639, USMC 378, IER 378, SP 378-435

PASSENGER CARS 1700 CLASS (Can MU only with cars of class)

1700*	SP(rebld.), 1938	ex-MCL 450, PE 450-4646, USMC 385, IER 385, SP 385-458
1701	AC&F, 1911	ex-MCL 451, PE 451-4631, USMC 323, IER 323, SP 323
1702	AC&F, 1911	ex-MCL 452, PE 452-4633, USMC 328, IER 328, SP 328
1703*	AC&F, 1911	ex-MCL 453, PE 453-4634, USMC 329, IER 329, SP 329
1705	AC&F, 1911	ex-MCL 455, PE 455-4630, USMC 322, IER 322, SP 322
1706	SP(rebld.), 1920	ex-MCL 456, PE 456-4626, USMC 372, IER 372, SP 372-619
1707	AC&F, 1911	ex-MCL 457, PE 457-4637, USMC 332, IER 332, SP 332
1708	SP(rebld.), 1920	ex-MCL 459, PE 459-4627, USMC 373, IER 373, SP 373-620

MAINTENANCE OF WAY EQUIPMENT (standard gauge only)

Line car 9223	PE, 1925	ex-MCL 00161, PE 00161-1734
Line car 9224	PE, 1912	ex-MCL 00164, PE 00164-1414
Portable sub-station 00182	PE, 1908	ex-MCL 00182, PE 00182-1753
Portable sub-station 00186	PE, 1943	ex-MCL 00186, PE 00186
Portable sub-station 00187	PE, 1943	ex-MCL 00187, PE 00187

DIMENSIONS

1500-1503, 1507, 1510: 80 seats, L 72'4", W 10'6", H 13'1", Baldwin trucks, Wt. 122,500#, 4 GE 207a motors, 18:59 gear ratio, GE M control, USA brake valve, Converted from trailers

1516, 1516, 1518-1520, 1522-1525, 1528, 1530, 1533, 1535-1545: 80 seats, L 72'4", W 10'6", H 13', Baldwin trucks, wt. 125,660#, 4 GE 207a motors, 18:59 gear ratio, GE M and PCL control, USA brake valves

1701, 1702, 1705-1708. Same as 1516's but have L36 brake valve and cannot MU with 1500's.

*Retired

(Continued page six, column one, please)

ROSTER OF EQUIPMENT Continued

- 9223: wt. 79,020#, L 48'10", W 9'4 $\frac{1}{2}$ ", H 12'8 $\frac{1}{2}$ ", PE 'A' trucks, 4 West. 76 motors, 28:54 gear ratio, West. Unit Control, West. auto. & straight air, MCB couplers
- 9224: wt. 56,470#, L 44'8", W 9', H 12'2", PG "A-1" trucks, 4 West. 38B motors, 28:54 gear ratio, West. K-14 control, West. auto. & str. air, MCB couplers
- 00182, 00186-00187: wt. 126,000#, L 41'11", W 8'5 $\frac{1}{2}$ ", H 13'7", freight tr. (arch bar) or andrews, West. frght. brakes.

Roster compiled by
Allen Copeland
Staff writer

TRIP LCG Continued

WATTS (MP 7.40). The end of the four track main. Look for service equipment, a car shed, and a diesel locomotive or two including #1647.

Straight ahead and later veering to the right is a line which branches out to El Segundo, to Torrance, Gardena and San Pedro. At one time the El Segundo line branched out to Redondo Beach. This is old Los Angeles & Redondo territory. Passenger service was operated to all points. The old Los Angeles Interurban operated over Gardena-Torrance-San Pedro track. Last PE trains to operate were the shop trains to Torrance Shops and Yards, now closed.

Until a few months ago Watts was the southern terminus of the Watts Local Line. (Closed down early morning of Nov. 2, 1959.

COMPTON (MP 10.88)

DOMINGUEZ JUNCTION (LP 13.28)

San Pedro line to the right and Long Beach to the left. Look for one siding, a sub-station and a portable sub-station. San Pedro passenger line closed down early morning hours of December 8, 1958.

COTA (MP 14.95)

LOS CERRITOS (MP 16.00) Daisy Ave. freight line took off at this point. Now gone.

NORTH LONG BEACH (LP 17.48) The main line veers right and down Long Beach Blvd. Continuing straight ahead is the freight line to Huntington Beach and Newport, over which once operated the interurban cars including the club car, "Commodore." Sub-station off to left.

OCEAN AVE (MP 20.39). Look for the station on the ocean side. Until 1949 passengers destined for the harbor area could board the Long Beach-San Pedro locals. Pacific Electric in earlier years operated several local street car lines in the Long Beach area.

MORGAN YARD (MP 20.98) Long Beach trippers are stored here. Between here and Fairbanks Yard is the turnoff for the Harbor area. San Pedro locals also left the line near this point on a turnoff now abandoned.

FAIRBANKS (Not visited by the excursion train). This is the major repair yard for LANTA's interurban equipment. At one time the Daisy line ran north from here to Los Cerritos on the main line.

FROM THE TIMETABLE

Station	M.P.	Sample OutBd	Sample InBd.
Los Angeles		8.00 am	9.07 am
Amoco	2.47		
(PEXing)			
Slauson	4.25		
(AT&SFXing)			
Watts	7.40	8.22	8.45
Compton	10.88	8.30	8.37
Dominguez	13.28	8.35	8.32
(SPXing)			
Cota	14.95		
(UPXing)			
N. Long Beach	17.48	8.44	8.21
Long Beach	20.39	9.00	8.05
Morgan Ave.	20.98	9.05 am	8.00 am

DISPATCHER

This edition published for the RHSofSD Excursion to Long Beach via the Santa Fe "San Diegan" to Los Angeles and the Los Angeles Metropolitan Transit Authority "red cars" to Long Beach. Published at 7861 Normal Avenue, La Mesa, California. This issue: 10¢. Official publication of the Railway Historical Society of San Diego, Inc. Write for sample copy of the quarterly issue.

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