

Dispatcher

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ISSUE 35

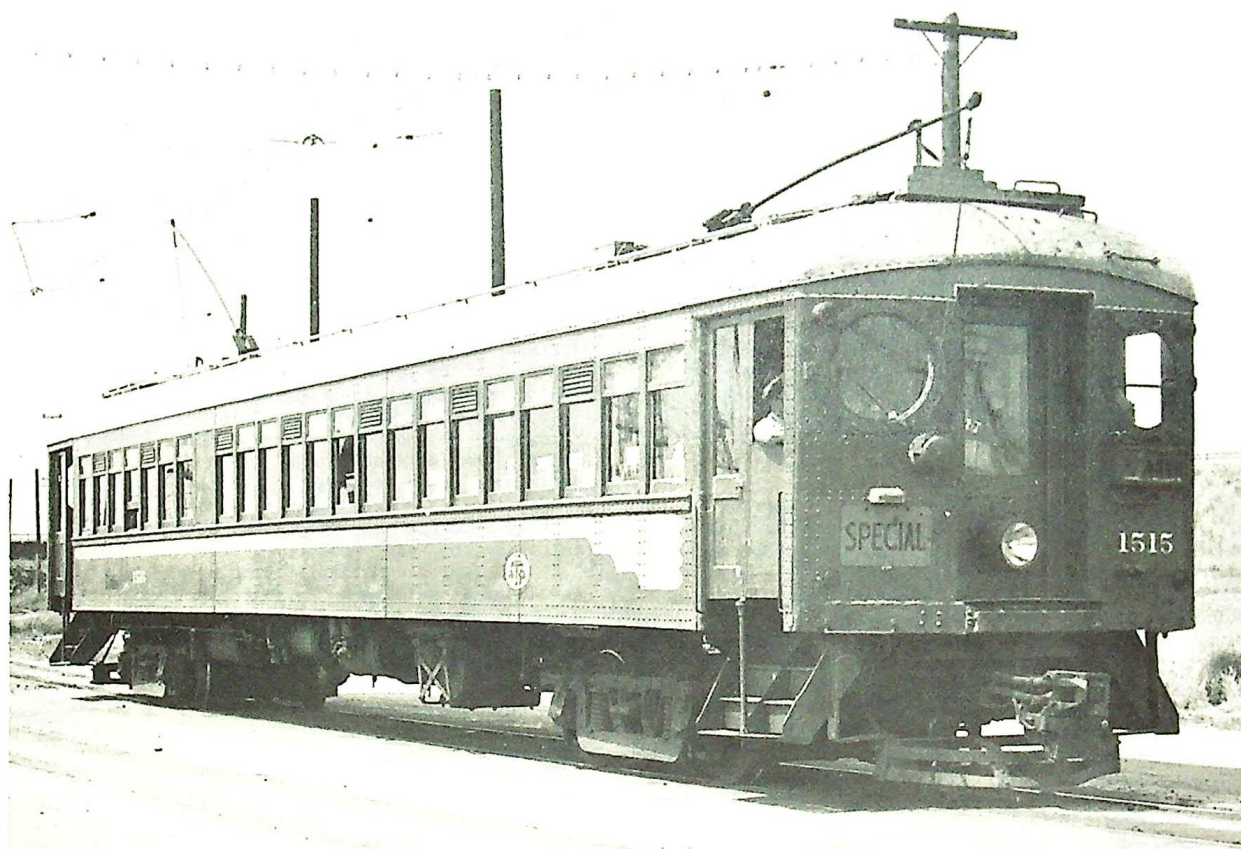
RAILWAY

HISTORICAL SOCIETY OF SAN DIEGO, CALIF.

MARCH 19, 1961

LAST WESTERN INTERURBAN

by ERIC SANDERS



Los Angeles Metropolitan Transit Authority car no. 1515 on the street outside Morgan Yard, Long Beach. Railway Historical Society of San Diego excursion. May 15, 1960.

LONG BEACH LINE EXPECTED TO CLOSE DOWN APRIL 8

The anticipated April 8, 1961 demise of the Long Beach electric interurban line signals the end of rail passenger service on the "World's Greatest Interurban." It also marks the closedown of the last electric interurban passenger railway west of Chicago.

When the final run has been made the Pacific Electric Railway Company will have cleared its tracks of all passenger service and it will have been transformed into a metropolitan area diesel-electric freight-only operation. Theoretically, this is what it has been since the remaining rail passenger lines were sold in 1953 to the Metropolitan Coach Lines, which company later resold the service to the Los Angeles Metropolitan Transit Authority.

(Continued on page 7)

FIRST THERE WERE MANY - THEN THERE WERE FEW

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."

And then again the Los Angeles interurban story is different. The line which is scheduled to close down April 8 is the sole remaining portion of an electric interurban railway passenger system that has included local street car lines in several cities, suburban lines, old time interurbans and semi-rapid transit - not to mention Railway Post Office cars, box motors, and electric,

diesel-electric, gas-electric, gasoline and steam locomotives. And, of course, there were buses, too.

This is the interurban that operated single and double truck Birney cars, standard type street cars, PCC's, and interurbans, large and small. On this system traveled cars which once operated in Portland, Oakland, San Jose, Stockton, Fresno and San Diego. Here is a railway system that transported 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, the Orange Empire Trolley Trip, and the "Commodore" and the "Alabama."

Even in faraway San Diego the never-completed Kaller-Kerckhoff line was said to be tied to Pacific Electric's expansion program.

Pacific Electric was organized in three districts which covered the main lines and the Eastern District which included local lines in the San Bernardino Valley area. All main line districts are still in existence in 1961 in varying degree. The South, which includes the Long Beach line, is discussed in an accompanying story.

Pacific Electric's North had a 5.365 mile four track main and a major repair facility at Macy Street. In downtown Los Angeles the North shared the Main Street station with the South. The district itself began to take shape in 1902 when the Alhambra line and the Pasadena Short Line went into operation.

Those who rode Northern District trains recall the long slow drag along San Pedro Street, the congestion on Aliso Street and bridge, and then the plunge off the bridge on to private right-of-way past the Macy Street shops and yards, the many junctions, and, for most trains, the spectacular four track main on Huntington Drive. Traffic was heavy, speed was good, and there was much to see.

After the trains left the main line they traveled routes of varying contrast. The Pasadena Short Line and Alhambra-San Gabriel-Temple City cars quickly emerged - in later years at least - on to city streets. The San Bernardino run, on the other hand, was a true interurban which included some high speed and dusty miles through citrus and vineyard country. Pasadena via Oak Knoll and Sierra Madre were almost rustic in nature, while Glendora-Monrovia trains ran into foothill country.

As the writer recalls the glory of the North he remembers the General Hospital shuttle traveling the 1000' remnant of the original line to Pasadena. And that day the San Diego High School boys celebrated a victory over the Pasadena football team by rocking a four-wheel Birney in an attempted derailment. And how about that very pleasant out-of-this-world ride on the Riverside-Arlington train! And how one would take the local from Claremont to Pomona in order to attend to some errands. There was the nice fast trip along Huntington Drive - until a Sierra Vista Local slipped in ahead of the limited on the two track section. The writer never did see the variety of interurban equipment lining Pasadena's streets on New Year's Day but he does remember the cars jammed in on the sidings east of Santa Anita - these were the cars waiting for the patrons to board at the close of the last race at the popular San Gabriel Valley track. And he remembers the many extras which carried enthusiastic people to and from the County Fair at Pomona.

Freight operation continues today in the North. Main line is still the San Bernardino line but Huntington Drive is gone and most other lines have been abandoned or dismembered and are now attached to the San Bernardino line.

Pacific Electric's Western District story is complex as it covers much territory and many routes.

Most trains began their runs at the surface yard of the Subway Terminal (on Hill Street) or in the subway

itself. Originally narrow-gauge Hollywood cars used the old Fourth Street Station and the beach cars used the old Hill Street Station (built by Los Angeles Pacific in 1908). By 1909 the Hollywood line had been standard gauged and all cars were using Hill Street. Rebuilt in 1916 the building was replaced in 1925. Almost immediately it was closed and passengers gained access to its tracks from the spacious waiting room of the new Subway Terminal Building which was opened on December 1, 1925. The surface yard was abandoned on December 30, 1950, however, when the remaining Venice franchise train made its last run. And with the abandonment of the Glendale-Burbank rail service on June 19, 1955 the Terminal Building rail facilities and the attached subway dropped out of the transit picture. Today the terminal facilities and the mile-long double track bore sit unused.

The folk were different at the Subway Terminal. This was a commuter station. Excitement and enthusiasm was evident at Main Street. Here, patrons were business-like and speedy. Pace was slow during the day but very brisk during the rush hours.

Entrance to the modern-looking terminal was also via a marble lined corridor flanked on the right by a large drug store and on the left by specialty shops. Near the entrance to the concourse was one of those overhead projector type gadgets which flashed colored adds. Inside, as expected, was another central ticket area. Tickets, information and schedules were readily available. Close by was a large newstand, partly surrounded by glass. Other services were available on the right side. Rest rooms, elaborate and clean, were located below the concourse. To the left one could see the station gates. Passengers waited nearby leaning against the posts or sitting on the available benches. Calls came for the trains destined for Redondo or for Venice and Santa Monica on the Short Line.

Straight ahead were the turnstiles which admitted passengers to the two wide ramps which led to the lower lobby. Here were additional train gates. From this area three ramps led down to the platforms. Three sets (twin sets) of up-ramps led from three platforms to another separate mid-level lobby which in turn provided access to the main concourse.

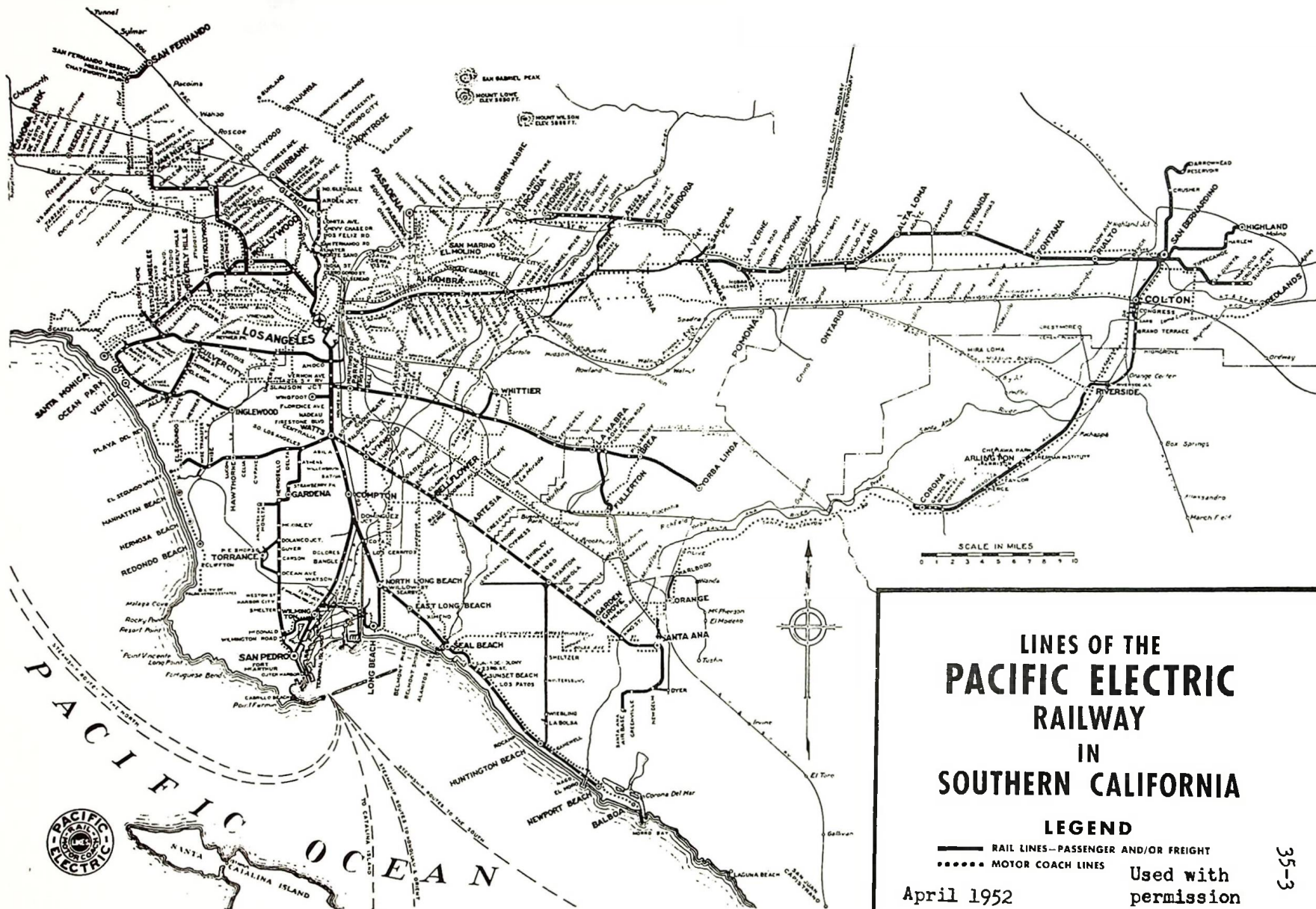
The ramps and six platforms provided both unloading and loading facilities for all five station tracks. Movements were controlled by signals operated from an interlocking tower located at the throat of the subway. Cars unloaded on one side and loaded on the opposite side.

One remembers hearing the rumble of an approaching train, the changing of trolleys and car seats, and the loading of a car two tracks away. Then came the roar and the clatter as the train sped down the subway - the safety lights recessed in the walls, the occasional block signal, the curve midway in the journey, and finally daylight way down in the distance. Then the train emerged, traveled up a "ramp" past the small Toluca storage yard and on to the city streets.

The West Hollywood facility (originally Sherman) was used by Los Angeles Pacific for heavy repairs but after acquisition by Pacific Electric it was limited to maintenance and storage. Repairs were shifted first to PE's 7th and Central shops and later to Torrance. Vineyard, a junction point, had a sub station and a storage yard.

Down through the years as the area became more and more urban the car lines were transformed from interurban and suburban status to local lines. Long street running on Hill Street and Venice Boulevard handicapped several beach lines. The opening of the subway and the continued use of much private right-of-way helped the Glendale-Burbank line maintain reasonably fast operation. But service on all lines routed through the Hollywood area was slow. Interurbans states that by 1942 many lines had become local lines.

For the most part, private right-of-way on the main routes began respectively at Vineyard, West Hollywood and Cahuenga Pass.



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At this point it seems appropriate to recount in brief form the history of the Pacific Electric.

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 rail magnate. On May 2 of the same year the Main and Fifth St. 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.

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

PE of Arizona was deeded on March 10, 1902 to PE of California, which had been incorporated November 12, 1901. PE of California had previously taken over Los Angeles Railway's East Ninth Street and Brooklyn Avenue lines. PE of California on the same day it took over PE of Arizona's line was deeded the Los Angeles and Pasadena Electric Railway Company, a Huntington interurban line. Thus Pacific Electric was born.

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 (built by LA&P), the Pasadena Short Line and the extension of the Venice Short Line from Vineyard to Santa Monica. Many of the system's other rail routes were built during the following decade.

Monrovia opened in 1903 and was extended to Glendora in 1907; Whittier was also opened in 1903 with an extension to La Habra in 1908 and to Stern in 1911. In 1904, Glendale opened and was extended to Burbank in 1911; Huntington Beach also opened in 1904 and was extended to Newport Beach in 1905 and Balboa in 1906.

Wilmington opened in 1904; San Pedro in 1905. In 1905 trains began operating to Santa Ana, and in 1906 service began to Sierra Madre and Pasadena via Oak Knoll (both Los Angeles Interurban lines). A line to Covina which was opened in 1907 was extended to San Dimas in 1910 and Pomona in 1912 and San Bernardino in 1914. Van Nuys opened in 1911 and was extended to Canoga Park in 1912 and San Fernando in 1913.

Many other lines had been opened earlier by predecessor companies.

The Huntington Building (the Main Street station) opened January 15, 1905 with a two-track stub-end concourse. Additional elevated track was added in 1910 and on December 3, 1916 trains ran through via the viaduct and ramp to San Pedro Street. Additional stub tracks were placed in service on February 11, 1917. In 1947 the terminal was modernized. Surface tracks of the

Seventh Street yard (including the old passenger terminal yard), which were below the elevated tracks, were also used for many years. Some partly covered track is still visible in 1961.

"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 Co. 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," the Los Angeles Pacific (Hollywood-Santa Monica-Venice and Redondo Beach via Playa Del Rey), the Los Angeles and Redondo Railroad (via Gardena), the Los Angeles Interurban (including San Pedro via Gardena and Torrance as well as lines in the West and North), and several smaller companies including the Riverside & Arlington, Redlands Central, San Bernardino Valley Traction, and San Bernardino Interurban. Pacific Electric rail service also included local street car lines in Los Angeles, Pasadena, San Bernardino, Riverside, Redlands, Pomona, Ontario, Upland, Claremont, Santa Ana, Long Beach, San Pedro and Santa Monica.

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."

Passenger operation on the San Bernardino Line was cut back to Baldwin Park and Covina in 1941. That same year service ceased on the Alhambra-San Gabriel-Temple City line. Service on the Sierra Madre, Baldwin Park and Pasadena via Oak Knoll was discontinued on October 6, 1950. On September 30, 1951 with the closedown of the Pasadena Short Line, the Sierra Vista local and Monrovia-Glendale all passenger service ceased and the North was left as the exclusive territory of the diesel-electric powered freights.

Abandonments on the West included Redondo Beach via Playa Del Rey May 12, 1940; Venice Short Line September 17, 1950; Echo Park Avenue October 1, 1950; San Fernando Valley December 28, 1952; and Glendale-Burbank June 19, 1955 - to mention a few.

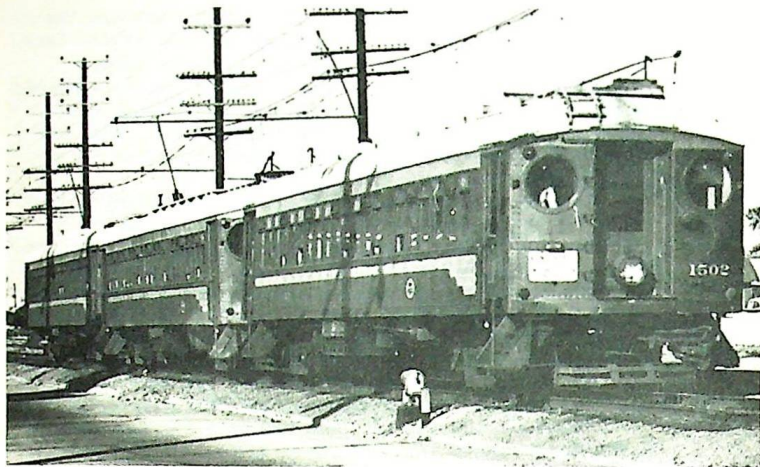
Passenger abandonments on the Southern District were: El Segundo 1930; Whittier-Fullerton-Yorba Linda 1938; San Pedro via Torrance 1940; Balboa 1941; Terminal Island-Calship 1945; Long Beach to San Pedro 1949; Santa Ana and Newport 1950; Santa Monica Airline (actually Western District) 1953; Bellflower 1958; San Pedro and Catalina Ferry Terminal via Dominguez 1958; Watts Local 1959; and apparently Long Beach April 8, 1961.

Rail passenger abandonments, particularly 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. Later MCL purchased cars, overhead and power facilities from PE.

Pacific Electric today is a substantial freight operation with trains powered by leased Southern Pacific diesel-electric locomotives.

The Los Angeles Metropolitan Transit Authority in March 1958 acquired and began operating the Metropolitan Coach Lines and the Los Angeles Transit Lines. That same year the Authority abandoned the Bellflower and



Long Beach train, car 1502 plus two, approaching Compton Station, December 12, 1960. Lead car is ex-NWP; others with more windows and wide trolley boards are ex-TER cars.



Interior of car 1706. In the rear is the smoking section. Fairbanks yard, December 30, 1960.



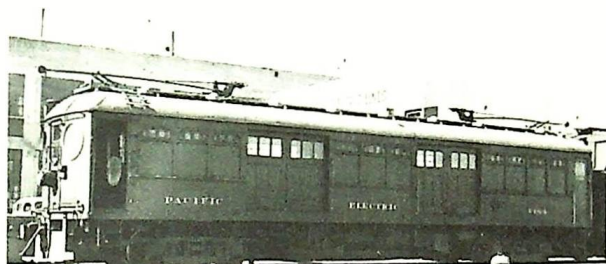
Venice Short Line train, 900 series cars, on Hill Street at 6th Street headed for the Subway Terminal surface yard, 1945.

35-5



Red car 1515 leaves Ninth St. and enters the four track main. Tracks on the right lead to 8th St. Yard.

All pictures from author's collection.



PE 1464, box motor (Express), at Santa Ana station, 1945. Ex-Portland passenger car rebuilt as motor.



LAMTA 1525 is Los Angeles bound as it passes beneath Amoco interlocking tower. To the right is line to Butte St. Yd. Ahead on left is Santa Monica Airline, connection to the West.

the San Pedro and Catalina Ferry Terminal lines. In 1959 the Watts local was dropped.

In 1960 LAMTA placed standard gauge trucks from a San Francisco street car under one of its own city PCC cars and made some test runs on the Long Beach line. Blimp No. 1543 was renovated and painted as another part of an experimental modernization plan. However, when the Authority was unable to obtain a long term track lease from the Pacific Electric, all plans for retention of rail service were abandoned.

As of February 22 little could be said about the future of suburban rail transit in the Los Angeles area. The Authority was continuing to advocate the construction of a rail rapid transit system. Most feasibility and financial studies have been completed. During recent weeks it had become obvious the Authority did not have the finances to construct needed facilities. City and transit officials are looking to the federal and state governments as well as to local taxing agencies for the necessary financial aid. No one at this time can foresee the outcome of today's study and negotiation.

On February 23 and 24 the California Public Utilities Commission was to hear the plea of the cities of Long Beach and Compton that service be continued. The Commission was asked to decree that the Pacific Electric Railway Company should grant a long term lease to the Authority or that Pacific Electric itself should offer rail passenger service. On its part the Authority indicated its willingness to continue rail service if it were guaranteed a five year lease, an option for an additional five year period, exclusive use of the two middle tracks of the four track main, and passenger train priority on the two track section.

Many months will pass before the rapid transit problem is resolved, but by the time subscribers read this story it should have become clear that the Long Beach line will close on April 8 or that the "red cars" will continue to roll for another indefinite period.

LONG BEACH LINE CLOSES DOWN (Continued)

ity. Pacific Electric discontinued electric freight operation and all interurban cars and electric facilities except track signals were sold to MCL. MCL - and later LAMTA - was granted operating rights over PE's track by lease arrangements. It was LAMTA's failure to obtain a long term lease renewal that brought about the cancellation of a car modernization program and the decision to close down the Long Beach line. Abandonment was planned even though the Authority had considered retention of rail service on the Long Beach line at least until a rapid transit program was formulated.

The Los Angeles Metropolitan Transit Authority, present operator of the Long Beach line, planned to replace the rail service with local and express buses operating over several routes. Because the Authority was continuing operation of the five former Los Angeles narrow gauge street car lines, it was not actually eliminating all rail passenger service. Indeed the local street car lines would undoubtedly receive more attention from the general public, railfans and the Authority itself once the red cars were gone. LAMTA was also continuing its studies of rapid transit needs, construction and financing.

Let's take a look at the Long Beach line as it was in early 1961. Things aren't what they used to be. Gone are the 1000, 1100 and 1200 class cars - and, for that matter, the 500 and 800 class cars also. Watts Local passengers are now transported on buses instead of on 600 class cars. No longer operating are the many passenger lines which fed into the Long Beach main - lines such as the Ascot Race Track, Santa Monica Air Line, Whittier-Yorba Linda, Santa Ana-Bellflower, Redondo-Torrance-El Segundo-San Pedro (via Garena), San Pedro via Dominguez and Catalina Terminal, Calship, Watts Local, Newport

Beach and the Long Beach-San Pedro. Also gone are the Long Beach and San Pedro local lines as well as the Santa Ana-Orange and Santa Ana-Huntington Beach lines.

Much remains, however. The freights, diesel-powered though they be, continue to roll; 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 in one, two and three car trains.

Built in 1902 the Long Beach Line, according to Interurbans, "was 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 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. From Watts to Morgan Yard the line is double-tracked except for single track on the Los Angeles River bridge.

Freight trains at one time operated into the Long Beach freight houses, first at 5th and American and later at 11th & American. From 1925-26 for some years the freights traveled into Long Beach via Daisy Avenue. Box motors and RPO cars until a few years ago did operate into downtown Long Beach on the main line. Today, freights travel to Long Beach Harbor via the San Pedro and harbor area track. They also travel on the main line to North Long Beach and then out the former Newport Beach line as far as East Long Beach. (Pacific Electric calls the Harbor route the "Long Beach Branch" and the Dominguez-North Long Beach-East Long Beach route the "East Long Beach Branch.")

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 nine separate trains (1-3 cars) are on the line simultaneously. Service varies from two minutes (a local following a limited) 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.

Base hour service requires a minimum of six one-car trains. During one rush hour period the writer noted at least 16 cars in service during a one hour period.

Long Beach passengers view a variety of scenery, none of it inspiring. From the viaduct and ramp trains swing on to "below Main Street" city streets. Then comes the four track main from Ninth & Hooper to Watts. Stops are few and running time is relatively fast. Bordering the right-of-way are older residential districts, industries and business. Streets sometimes parallel the track but for much of the distance passengers look into homes and back yards. Street crossings are few.

Two tracks begin at Watts. From there to Compton one sees more homes and some industry. Neighborhood is somewhat improved in appearance here. From Alondra, about one mile below Compton, to North Long Beach passenger stops are again fewer and the running is faster. Now it's open country broken by truck farms, an oil field or two, an isolated factory, a few industrial tracts (these are increasing in number), some railroad branches, and main highways. Top speeds are 40 to 50 m.p.h. From North Long Beach it's a long slow many-stop run down Long Beach Boulevard to Ocean Avenue. After more street running on Ocean there's the now abandoned Morgan Yard, some private right-of-way and then Fairbanks Yard.

Stations are maintained at Main Street, Watts, Compton and Long Beach (latter is a middle-of-the-block ticket office and small waiting room. One also sees dilapidated unpainted shelters. At Los Cerritos, however,

there's a train station reminiscent of San Diego's Balboa Park station. (See trip log for other line highlights.)

On November 10, 1957 a Railway Historical Society of San Diego excursion train (car 5119) traveled the Bellflower, San Pedro, Catalina Terminal and Long Beach lines. On May 15, 1960 when the Society ran its second "red car" excursion (car 1515) only the Long Beach line was still in service. The third (and last?) RHOsfSD excursion is set for March 19, 1961. RHOsfSD plans a two car train.

Golden West Railfans of Los Angeles and the Friends of the Red Cars will run a five car train, also on March 19. The Electric Railway Historical Association of Southern California (Los Angeles) plans an early morning excursion which will run immediately after the last regularly scheduled train. As part of a 25th Anniversary celebration members of the Pacific Railroad Society (Los Angeles) will charter a special train on April 8. The return trip is scheduled to run about 11 p.m. Other fan trips may also be run.

So, whether it's on a regularly-scheduled train or on one of the "farewell" trips it's all aboard for your last ride.

The Dispatcher staff dedicates this issue to the red cars and to the "World's Greatest Interurban." The cessation of Long Beach rail service may only be temporary. Only time will tell. But surely the close down of the Los Angeles-Long Beach interurban line marks the end of an era in Western transportation history.

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. Entry to the concourse is via a marble lined corridor banked on both sides by many elevators which serve offices including those of LAMTA, PE and Southern Pacific. Entry is also possible from Sixth and Los Angeles Streets and from the Los Angeles Street motor coach terminal. A spacious waiting room complete with concessions and a central ticket area will be little changed when the rail lines go. Train gates on the right lead to the main bus loading area which now occupies space once used by trains on the through tracks. In the rear - straight ahead - is the upper concourse which serves the trains - and the buses which load down below at Los Angeles Street.

Stub-end tracks are Tracks 4, 5, and 6. The former through tracks, now also stub-end are Tracks 7 and 8. Underneath is the location of the former Seventh Street passenger terminal and yard area. Station, which begins above and on the SW side of Los Angeles Street, viaduct and ramp are protected by dwarf signals. Trains remain on the viaduct as they cross Maple, Wall and San Julian to the ramp which leads down to San Pedro Street. Our train then turns right (SW) off the ramp to San Pedro St. Northern District trains used to turn left (SE).

On San Pedro Street between 7th and 9th Streets Long Beach trains share dual gauge track with narrow gauge LAMTA street cars. Trains then run down 9th Street to the four track main. Here on the left we find:

8TH STREET YARD. The freight house is located here. It is the center for perishable freight and there is a SP interchange. On the main line there is no signal control except that which is described in this "log."

WASHINGTON STREET Maintenance of way yard is now being closed.

AMOCO MP 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. A manned tower provides protection, distant and home signals.

Dispatcher page 35-7

To the left is the track to PE's principal interchange, Butte Street Yard.

VERNON AVE. MP 3.19 Here's a crossing over the narrow gauge "V" line. Flagman is usually on duty.

SLAUSON JUNCTION MP 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 the AT&SF crossing and the manned tower which controls traffic.

WINGFOOT JUNCTION To the west a short freight only line shared with the Santa Fe. Formerly Ascot Race Track cars.

FLORENCE AVE. MP 4.74

GRAHAM YARD About MP 6.0. Much used PE freight yard to your right (west).

WATTS MP 7.40 The end of the four track main. Look for two stations, a sub-station, a car shed and a diesel locomotive or two including No. 1647.

Straight ahead and later veering to the right is a line which branches out to El Segundo, to Torrance (site of PE's famous shops), 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 passenger trains to operate were the shop trains. Until November 2, 1959 (early morning hours) the Watts Locals terminated here. On your left you'll see the line to Bellflower and Santa Ana.

COMPTON MP 10.88 Station building here.

DOMINGUEZ JCT. MP 13.28 San Pedro line to the right and Long Beach to the left. Look for a siding (on the San Pedro line), a sub-station, a portable sub-station, a manned signal tower and crossing gates. San Pedro passenger service ceased the early morning of December 8, 1958. Look also for the Southern Pacific crossing.

COTA MP 10.88 Dominguez Tower protects the UP crossing. Look for the Los Angeles River bridge. Block signal protects the single track on the bridge.

LOS CERRITOS MP 16.00 Daisy Ave. freight line took off at this point. Commuters abound here.

NORTH LONG BEACH MP 17.48 The passenger line veers right and down Long Beach Boulevard to Ocean Ave. Continuing straight ahead is PE's freight line to East Long Beach. Line once ran through to Newport and Balboa. "Commodore" once rode these tracks.

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. In earlier years PE also operated local lines in Long Beach. Union Pacific also loaded passengers here.

MORGAN YARD MP 20.98 Freeway killed this yard. Cars lay over here or at Fairbanks.

FAIRBANKS This is the major repair and storage yard for LAMTA's interurban equipment. At one time the Daisy St. line ran north from here to Los Cerritos on the main line. Nearby there's a connection to the Harbor area track.

SAMPLE SCHEDULE AND MILEAGE

	L.A.	Amoc	Slau	Wat	Comp	Dom	N.LB	LB	Morg
M.P.	0.00	2.47	4.25	7.40	10.88	13.28	17.48	20.39	20.98
OutBd.	8.00			8.22	8.30	8.35	8.44	9.00	9.05 am
InBd.	9.07			8.45	8.37	8.32	8.21	8.05	8.00 am

ROSTER

LOS ANGELES METROPOLITAN TRANSIT AUTHORITY
STANDARD GAUGE RAIL CARS

Compiled by
ALLEN COPELAND

35-8

PASSENGER CARS: 1500 CLASS (All cars modernized 1946-47)

1500	St. Louis, 1929	ex-MCL 300, PE 300-4514, NWP 252	ex-tlr.
1501	St. Louis, 1929	ex-MCL 302, PE 302-4515, NWP 253	ex-tlr.
1502	St. Louis, 1929	ex-MCL 303, PE 303-4516, NWP 254	ex-tlr.
1503	St. Louis, 1929	ex-MCL 304, PE 304-4512, NWP 250	ex-tlr.
1507	St. Louis, 1929	ex-MCL 310, PE 310-4513, NWP 251	ex-tlr.
1510	St. Louis, 1930	ex-MCL 313, PE 313-4517, NWP 255	ex-tlr.
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 (reblt.), 1938	ex-MCL 405, PE 405-4647, USMC 386, IER 386, SP 386-460	ex-tlr.
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 (reblt.), 1920	ex-MCL 411, PE 411-4625, USMC 371, IER 371, SP 371-618	ex-combo
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 (reblt.), 1920	ex-MCL 420, PE 420-4624, USMC 370, IER 370, SP 370-617	ex-combo.
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 (reblt.), 1920	ex-MCL 428, PE 428-4629, USMC 375, IER 375, SP 375-622	ex-combo.
1538	SP (reblt.), 1938	ex-MCL 429, PE 429-4643, USMC 382, IER 382, SP 382-438	ex-tlr.
1539	SP (reblt.), 1938	ex-MCL 431, PE 431-4645, USMC 384, IER 384, SP 384-457	ex-tlr.
1540	AC&F, 1911	ex-MCL 432, PE 432-4635, USMC 330, IER 330, SP 330	
1541	SP (reblt.), 1938	ex-MCL 433, PE 433-4641, USMC 380, IER 380, SP 380-437	ex-tlr.
1542	AC&F, 1911	ex-MCL 434, PE 434-4636, USMC 331, IER 331, SP 331	
1543*	SP (reblt.), 1938	ex-MCL 435, PE 435-4640, USMC 379, IER 379, SP 379-436	ex-tlr.
1544	SP (reblt.), 1920	ex-MCL 436, PE 436-4628, USMC 374, IER 374, SP 374-621	
1545	SP (reblt.), 1938	ex-MCL 437, PE 437-4639, USMC 378, IER 378, SP 378-435	ex-tlr.

*Modernized, LAMTA, 1960 All passenger cars known colloquially as the "blimps."



PASSENGER CARS: 1700 CLASS (Modernized 1946-47; can MU only with cars of class)

1700**	SP (reblt.), 1938	ex-MCL 450, PE 450-4646, USMC 385, IER 385, SP 385-458	ex-tlr.
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 (reblt.), 1920	ex-MCL 456, PE 456-4626, USMC 372, IER 372, SP 372-619	ex-combo
1707	AC&F, 1911	ex-MCL 457, PE 457-4637, USMC 332, IER 332, SP 332	
1708	SP (reblt.), 1920	ex-MCL 459, PE 459-4627, USMC 373, IER 373, SP 373-620	ex-combo

**Retired and used for parts



MAINTENANCE OF WAY EQUIPMENT

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 00186	PE, 1943	ex-MCL 00186, PE 00186	(stationed at Dominguez)
Portable sub-station 00187	PE, 1943	ex-MCL 00187, PE 00187	(stationed at North Long Beach)

DIMENSIONS

1500-1503, 1507, 1510: 80 seats, L 72'4", W 10'6", H 13'1/2", Baldwin trucks 7'wb., Wt. 122,500#, 4 GE 207a motors, 18:59 gear ratio, GE M control, USA brake valve,
1515, 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 control** USA brake valves. (*1518, 1538-9, 1541, 1543, 1545 have cast steel trucks, ** 1518, 1538, 1539, 1541, 1543, 1545 have PCL control)
1701, 1702, 1705-1708. Same as 1516's but have L3G brake valve and cannot MU with 1500's. 1700 has PCL control and cast steel trucks.

Note: All passenger cars have West. Automatic air and electric couplers.

9223: wt. 79,020#, L 48'10", W 9'4 1/2", H 12'8 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, Blt. as express motor.

00186-00187: wt. 126,000#, L 41'11", W 8'5 1/2", H 13'7", freight tr. (arch bar or Andrews), West. freight brakes.

ACKNOWLEDGMENTS: To Allen Copeland for the roster of equipment and other data. To H. Brad Atwood, manager, public relations department, Pacific Electric Railway Company, and the company itself for the map and historical data which were published 1945 and 1952 in the booklet, "This Is Southern Pacific." Other data came from the "Interurbans" series, published by Ira Swett. Still other data came from Trains, Railroad, Dispatcher, and editor's files.



News releases in the Los Angeles newspapers today indicated that the red cars will make their last runs on April 8. "Unless --- There's still a chance - a slight chance, according to those most interested -- that the old cars won't stop running." The final PUC ruling is expected March 28 or April 4. If the PUC rejects the plea of Compton and Long Beach that service be continued an appeal can go to the Supreme Court. The Los Angeles Examiner reporter concludes, however, that the end is in sight and that service will probably cease on April 8. So goes the news in the Examiner and other Los Angeles newspapers. Better take that last ride.

Pacific Railroad Society's excursion and 25th Anniversary Dinner is still scheduled. Bay Area Electric Railroad Association, 2119 Marin Avenue, Berkeley, will run an April 8 trip. Write Horizon Travel, Inc., 9538 W. Pico Blvd., LA 35 if you're interested in a trip on Pacific Electric parlor car 1299. The very last excursion and final final run (except for work car service?) will be run by the Electric Railway Historical Association of Southern California. This train will follow the last regularly scheduled train and will run in the early morning hours. ERHA invites one and all. Write for information to ERHA, 939 S. Genesee Ave., LA 36 or telephone WE 1-9236. (That's a Los Angeles number.)

Your editor is planning his own excursion on April 8. His wife, the two little ones and himself - we'll be aboard a regular train during the day. Maybe we'll see you.

For a moment let's change the subject. Attached to this issue is a brochure for the Orange Show excursion. If this RHSofSD excursion folds forget about US mainline trips. Fellows, let's make this a must. Support the Society and the excursion director. Join the gang in what will be a real speed run. All aboard for the Orange Show. April 23 is the date. Don't let us down. Wally states that if this trip is successful there'll be more. And he'll also be more favorable to another FSBC excursion - perhaps as far as El Doctor. If ever you should support RHSofSD - this is the time.

Issue 36 will be general in nature. It'll include some Santa Fe data for April 23 excursionists. It'll also include current rail news and RHSofSD museum news. The story of the closedown

of service on Chula Vista's Third Avenue line will be included. Issue 37 may be in the form of a booklet devoted to the story of San Diego's cable cars.

Now back to the red cars!

Approximately 90 people rode the March 19, 1961 RHSofSD excursion train to Long Beach. Lead car outbound was the "modernized" green and cream 1543; second car was red car 1529. Preceding the RHSofSD train was the Golden West Railfans special. Two (?) sections were coupled as a five car train on the private right-of-way from 9th and Hooper to Willow St.

The RHSofSD special made stops at the ramp and San Pedro, 9th and Hooper, the viaduct near Graham Yard, Watts, Dominguez (where it pulled on to the San Pedro line), and the Los Angeles River crossing. On this trip the special operated only to Morgan Yard, which yard at the time however, held the Golden West trains, a regular one car train and the RHSofSD train.

Return trip time was 48 minutes from Ocean Avenue to Main Street, a non-stop run.

Your editor would like to note a correction or two to the main feature. First, Main St. lobby details were inaccurate. In the entrance lobby elevators line the left side only - they're shops on the right. The central area ticket office space now houses the information booth, an Army Recruiting Office and the LAMTA ticket office. Catalina Ferry tickets and others may be obtained in a Travel Center on the left (NE) side of the waiting room. On the same side there's also a Buffet Room, a newstand and a restaurant. A lunch counter is right across from the information booth. The vast waiting room with its two levels, many shops and the loading doors with easy-to-read destination signs still makes an impressive appearance.

Signaling system details were also incorrect. On the four track main and on the streets signals are limited to those which protect curves, junctions and crossings. On the two track private right-of-way between Watts and Willow St. (North Long Beach) block signals and interlocking protects the trains. Protection is also provided Main Street station, the viaduct and ramp. Most - if not all - signals are the dwarf type.

In the main feature time and space did not allow for comments about the cars. Allen Copeland has provided us with a sim-

35-10

plified list. Here it is:- (1911-1953)

01-025 Deluxe cars
 1-99 Non-standard city cars
 100-179 Miscellaneous city cars
 200-299 DT, wood, Calif. cars
 320-388 ST Birneys
 300-318 See 4500-4518
 400-499 DT, wood, misc. suburban cars
 400-430 etc. See 4600, 4700, 5000 cars
 500-599 DT, wood, stan. suburban MU
 600-759 DT, steel, suburban, MU
 800-929 DT, wood, MU, interurbans PE
 950-999 DT, wood, MU, interurbans LAP
 1000-1057 DT, wood, MU, interurbans
 1100-1149 DT, steel, MU, interurbans
 1200-1263 DT, steel, MU, interurbans
 1299 DT, steel, parlor
 1300-1381 DT, miscellaneous combines
 1400-1499 Box motors
 1500-1565 Steam locomotives, gas-elec-
 trics and light elec. locos.
 1590-1654 Heavy electric and diesel
 locomotives
 1700-1975 Work cars, flats, cabooses
 2000-2899 Box cars
 3000-3763 Flat cars
 4000-4419 Gondolas
 4500-4518 DT, steel, MU, interurbans NWP
 4600-4647 DT, steel, MU, interurbans IER
 4700-4703 DT, steel, MU, interurban IER
 5000-6249 Dump cars and gondolas
 5000-5029 PCC cars, MU
 5050-5181 See 600-689
 7000-7314 Tank cars
 8500-8509 Stock cars
 10000-10399 Box cars
 20000-20599 Gondolas
 Added: 400-430 etc. are: 400-430;
 450-459 and 496-499

Allen Copeland also gives us the following data:

PE 100-114 are in use at Vera Cruz,
 Mexico as 200-214 (DT, steel, light
 city cars)
 PE 5000-5029 are in use at Buenos Aires
 as 1500-1529 (PCC cars)
 PE 1100-1149 Buenos Aires 1100-1149 (DT,
 steel, MU interurbans)
 PE 1590-1593, 1599 Buenos Aires same
 numbers, elec. locomotives
 PE 732-759 Buenos Aires 1732-1759 (DT,
 steel, MU, suburban cars.

It is understood that most of the
 blimps now in service on the Long Beach
 line will also go to Buenos Aires.

EVERY MEMBER A SALESMAN!
 ALL ABOARD FOR THE ORANGE SHOW

PARTIAL LIST PE, ICL AND LAITA
 STANDARD GAUGE CARS BEING PRESERVED

PE 1299 Pullman, 1913, DT steel parlor,
 ex-SP 477 at Pomona
 PE 151 St. Louis, 1925, DT steel, light-
 weight city car, ex-Fresno Trac-
 tion 182, body only, OET
 PE ? Same type as above, Bill Wootan
in San Diego
 PE 538 St. Louis, 1909, DT wood, MU,
 int., ex-PE 238 at OET
 PE 994 St. Louis, 1907 DT wood int ex-
 LA-P 900, PE 021, movie studio
 PE 1001 Jewett 1915 DT wood MU int OET
 MCL 314 St. Louis 1930 DT steel MU int
 ex-PE 4509, NWP 384 at OET
 PE 498 Pullman 1913 DT steel MU int-
 combine ex-ITA 1546, PE 4702 OET
 PE 1498 St. Louis 1904 DT wood MU box mot.
 (for pass car 831) Travel Town
 PE 1544 North Shore 1902 DT steel, elec.
 loco, ex-CP 201, NS "Electra"
 at Travel Town
 PE 1624 PE-Beth, steel 1924 DT steel,
 elec. loco, at OET
 ICL 00150 LA-P 1899 DT wood, line car, flat
 bed, ex-LA-P 3, PE 1710, at OET
 ICL 00157 PE 1915 DT wood, enclosed line
 car, ex-PE 1730 at OET
 PE 00190 PE 1902 ST wood flat bed crane
 car ex-PE 1700 at Temple City
 PE 1840 Bldr ? DT wood air compressor
 car at OET
 MTA 1801 St. Louis 1922 DT steel MU sub.
 ex-PE 5112-637 at OET
 MTA 1812 St. Louis 1922 DT steel MU sub.
 ex-PE 5123-626 at OET
 MTA 1814 Brill 1925 DT steel MU sub.
 ex-PE 5166-716 at OET
 MTA 1815 Brill 1925 DT steel MU sub.
 ex-PE 5167-717 at OET
 PE 1045 ACF 1908 DT wood trl. ex-VE 301
 (body only) at OET
 four cabooses at OET
 three box cars at OET

Editor's note: while much of the material
 has come from sources other than Inter-
 urbans it has all been checked against
 data in Interurbans. And some has come
 directly from that publication. For those
 interested here's Interurbans information:
 Address: Ira Swett, 1416 South Westmoreland
 Avenue, Los Angeles 6, Calif. Available:
 PE Northern Dist. #1; Eastern Dist. #1;
 Western Dist. #1; Southern Dist. #2; Supp.
 #1 Northern Dist. #1; Supp 2 same #1; Supp
 3 Western #1; LA & Redondo #2; PE pass.ser.
 #3. Others coming. Add sales tax.