

Dispatcher

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ISSUE 42

RAILWAY

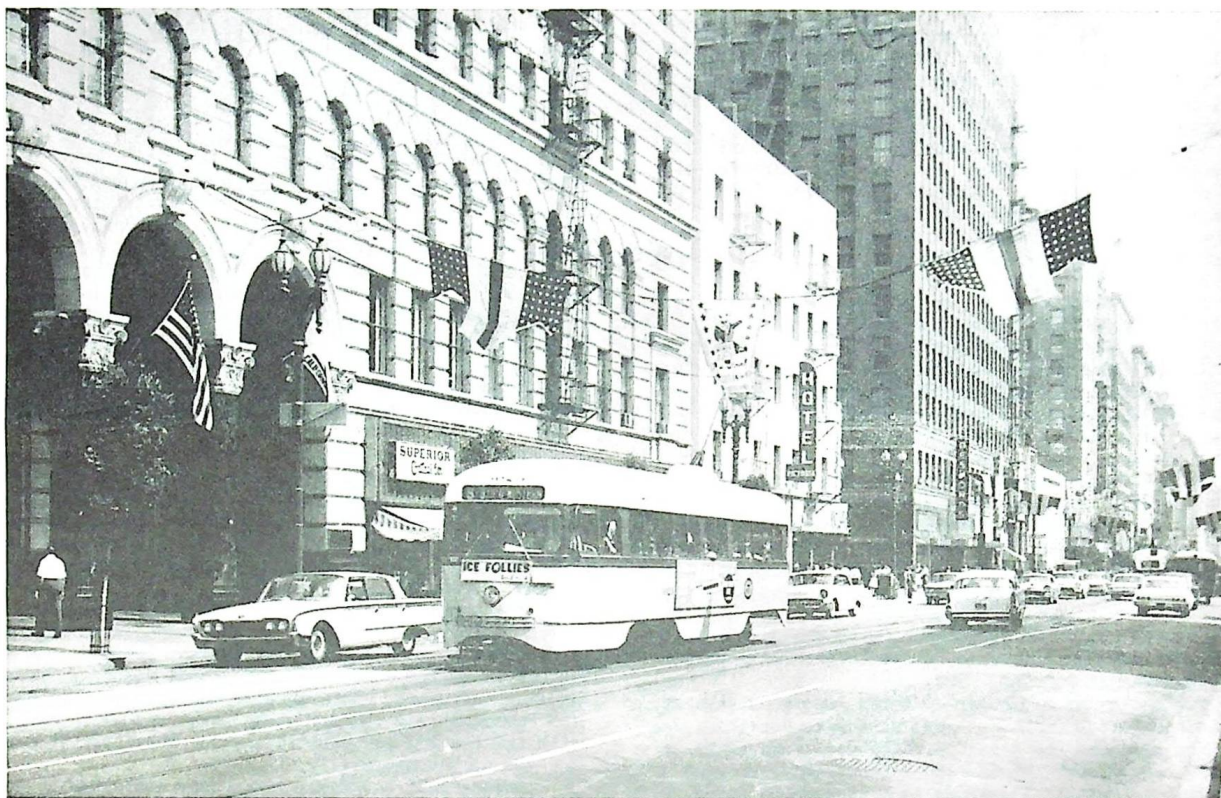
HISTORICAL SOCIETY OF SAN DIEGO, CALIF.

MARCH 3, 1963

LAST OF THE YELLOW CARS — PART ONE

by William Wootton

assisted by Allen Copeland, Joe Strapac, Douglas Duncan and Eric Sanders



Los Angeles Metropolitan Transit Authority street car 3023, S line, traveling west on Seventh Street to Eighth & Western terminus. Hope Street is in foreground; Grand is next. Summer 1962. (Eric Sanders)

The five remaining Los Angeles Metropolitan Transit Authority street car lines, only a remnant of a once sizable and far flung electric railway system, represented the ambitious efforts of one Henry E. Huntington and the Los Angeles Railway.

The narrow gauge Yellow Car System, which worked in the shadow of the vast and impressive Pacific Electric, received but scant attention from many railfans. After all, who would ride a little Yellow Car when he could take the Big Red Car to such far reaches as Sierra Madre, Whittier, San Bernardino, San Fernando, Venice or the Catalina Terminal? For photos a red tiled station of Spanish-Moorish architecture was a superior background to a city street. And then, the Pacific Electric was blessed with four track mains, supered curves, and two and three car trains. But the LARy was more than a prosaic street car system. It was hardly a "run of the mill" or center of the street operation.

Some lines, like the 5, claimed a highly varied and unique private right-of-way. Until comparatively recent times, there were Birney shuttles, and one can still spot rail once traveled by these little cars. There were funeral cars (the old Descanso now rests atop Cajon Pass), experimental cars, and various types and kinds of work equipment.

The LARy was steeped in history. Horse cars operated on the Agricultural Park Railroad, the cable cars crossed the Los Angeles River on their way to and from Boyle Heights, and an electric box motor pulled an open four wheel horse car out to Electric Homestead Tract. The Chicago loop on the P line was the site of a cable car power house (The last regular car to operate over this loop was the highest number-3165.).

Beside the well known Huntington Standards, there were Birneys, center entrance sowbellies, big steel cars that could and did operate Multiple Unit, and at the

end, three different types of PCC cars. Until fairly recent times, right-of-way was shared with a common rail and overhead with the Red Cars. Trolleys were built in the East, Mid-West, and in company shops. But soon, Southern California will be without electric railway service.

Vernon Yard will be the resting place for 162 cars. The South Park Shops have already been stripped of rail, and rubber tires tread where street cars by the hundreds were once built, rebuilt and refurbished. The clanging bell, the Clark resilient wheels thumping over a cross track, the whining of the air pump, and the singing tone of the slide moving along the wire will be but a memory. Track, wire, signals, crossing signs, poles, and the triangle "car stop" will all soon be gone from sight. Los Angeles—once a big city—will be just another town.

Background

Street railway service was first offered in Los Angeles on July 1, 1874 when horse cars of the Spring & West Sixth Railroad began operating from the Plaza, on Main, Spring, First, Broadway, Fourth, Hill and Sixth to Figueroa. Extensions took the line West on Ninth and East to Lincoln Heights. Boyle Heights (East First St.) on February 13, 1877 became the eastern destination of cars of the Los Angeles & Aliso Avenue Street Railroad Company. The two aforementioned companies on April 10, 1884 were legally consolidated under the name Central Railroad Company. The City Railroad was also affiliated with Central.

Another pioneer horse car company, the Main Street and Agricultural Park Railway, began operations on July 1, 1875. Within two years its cars were running on Main Street, Washington, Figueroa, Jefferson, and University to Agricultural Park (Exposition Park). Other horse car lines, including the Main and Fifth Street Railroad and the Los Angeles & Vernon, were also constructed.

Light rail laid on and literally in dirt streets provided the smoothest roadbed yet for the transport of the citizenry. Here was fast and efficient transportation for the Angeleno who did not own a buggy or carriage. Downtown buildings were no more than two stories high, many housing firms engaged in real estate promotion. The cars conveyed folk to new subdivisions, to baseball games and to the nearest park.

Central, City and another company, the East & West Street Railway Company, were deeded to the Los Angeles Cable Railway on July 30, 1887.

The cable car era began on March 1885 when cars of the Second Street Cable Railroad went into service. The line was extended and a resort, City Park, was built at First & Lake Shore. Floods and lack of funds brought a closedown on October 13, 1889, and, two months later, a large section of the line was completely washed out. Despite its early demise the SSCRCo. had helped promote the land sales.

The Temple Street Cable Railway Company opened a suburban line on July 14, 1886. Business remained good until the Los Angeles Cable Railway Company began offering competitive service on East First to Boyle Heights and then later on Grand Avenue and to Westlake Park. Although it lost patrons the Temple Street line continued to operate until 1901 when it was sold to Henry E. Huntington who proceeded to rebuild and electrify the system.

J. F. Crank and I. W. Hellman incorporated the Los Angeles Cable Railway Company on July 8, 1887. Plans were ambitious and track was built on East First, Broadway, Seventh and other streets. Three power houses were built including one at East First and Chicago. Because of the need for new capital the company on September 9, 1889 was deeded to the Pacific Railway Company. J. C. Robinson was a superintendent of the new company. Much building followed, including line extensions and many major construction projects. For the time being Pacific seemed secure.

Los Angeles' first electric railway, the Los Angeles Electric Railway Company, was not exactly an outstanding success. Service began on Pico Street on January 4, 1887 but after seventeen months operation the electric cars were forced out of service by power failure resulting from a boiler explosion in the powerhouse. Bankruptcy followed and the company was out of business. However, in March, 1890, the company's facilities were purchased by the Electric Rapid Transit Company. It must be noted, however, that the Pico Street line was the first electric car line on the Pacific coast. Each car was pulled by a dummy and following the Daft system power was supplied through a "trolley" which ran along a double overhead system.

After the March 1890 purchase ERTC began reconstruction of LAERCo.'s line and new cars were purchased. Moses H. Sherman took control but he then proceeded to direct his attention to the Belt Line Railroad Company, a newly-formed company which took a bonus away from the then-destroyed Second Street Cable Railroad Co. Belt Line, using the cable company's right-of-way, electrified the line and on July 1, 1891, cars began operating on Second, Spring and other streets to Westlake Park. The cars were Los Angeles' first real trolley cars.

While construction proceeded on a second line Sherman successfully took action which resulted in the passage of the Five-Block law. He also on November 12, 1890 incorporated the Los Angeles Consolidated Electric Railway Company (LACE). With the new law (providing for condemnation of one half of a competitor's five block track) he was able to use enough Pacific Cable Railway right-of-way to construct the University line. Horse car companies were purchased. The Vernon line opened and the Pico line was at long last reopened and this time as a LACE line. Most track was 3'6" gauge. All this occurred in 1891. Additional lines were opened in 1892, and a year later (July 13, 1893, to be exact) the Pacific Railway was sold to LACE. The latter company's headquarters was at Sixth and Central; Pacific Cable was at Seventh and Grand.

Sherman, associated now with E. P. Clark, dropped most city construction and gave his attention to interurban operation. The original Pasadena interurban line was opened and was operated by LACE until through service began. Then it became the Los Angeles and Pasadena Electric Railway. Sherman and Clark had also obtained control of Pasadena's local lines.

Sherman and Clark lost control of LACE in early March of 1895, and on March 19 the bondholders organized a new company, the Los Angeles Railway Company. On August 18 of the same year LACE itself was taken over. Sherman and Clark, who meanwhile had sold the Los Angeles and Pasadena to a Chicago group, then occupied themselves with the Los Angeles Pacific and the territory from Los Angeles to the beaches.

During 1896 the cable lines were converted by LARy to electric operation and the three power houses, located at Seventh & Grand, Boyle Heights and First and Chicago, were closed. The remaining horse cars were also retired in 1896. All electric power was distributed from Sixth and Wilde (Division One).

In September 1898 Henry E. Huntington and associates purchased LARy. In November the company began to remove cable railway trackage.

The Los Angeles Traction Company came into existence in 1895. The first line was opened that same year. Under owner William S. Hook's leadership the company constructed additional lines in the 1895-1903 period. The company developed into a major operation and its expansion was of considerable concern to the LARy management. Traction Company headquarters was at Georgia Street. Hook also organized the California Pacific Railroad Company in 1901 (3'6" gauge line to San Pedro via Torrance) and the Los Angeles, Ocean Park & Santa Monica Railroad Company in 1902 (bought out by the Los Angeles Pacific before completion). Other projects were also undertaken.

In 1903 Southern Pacific and E. H. Harriman assumed control of Los Angeles Traction.

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Map of rail facilities
operated Sept. 15, 1962
with corrections to
February 1, 1963

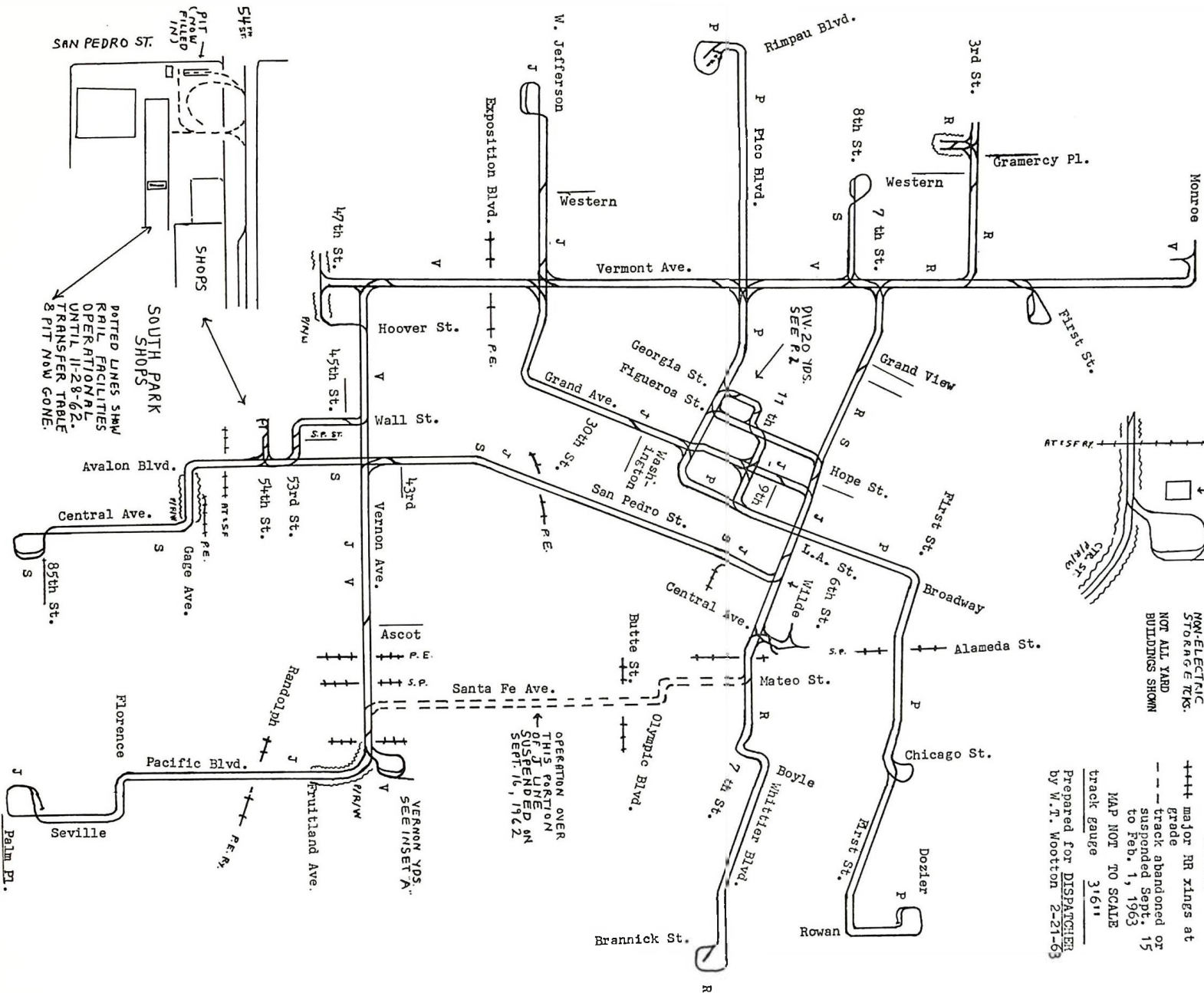
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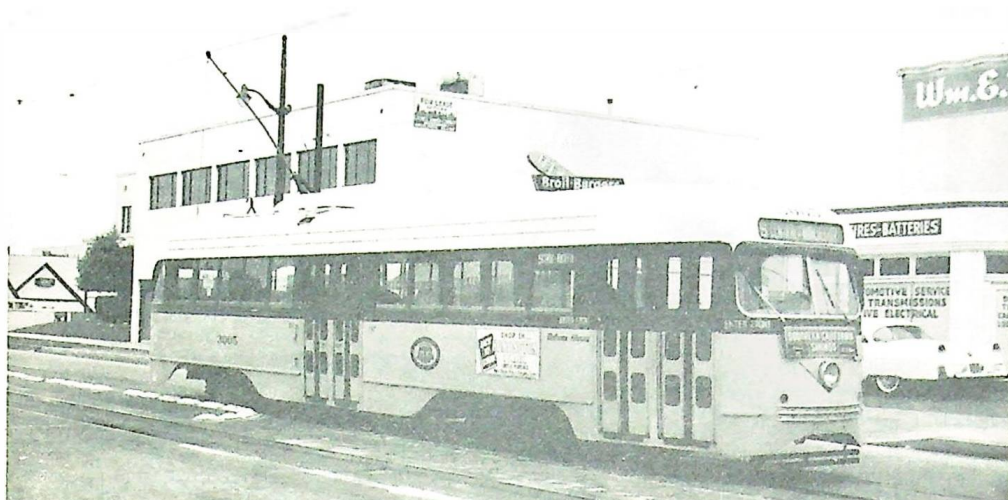
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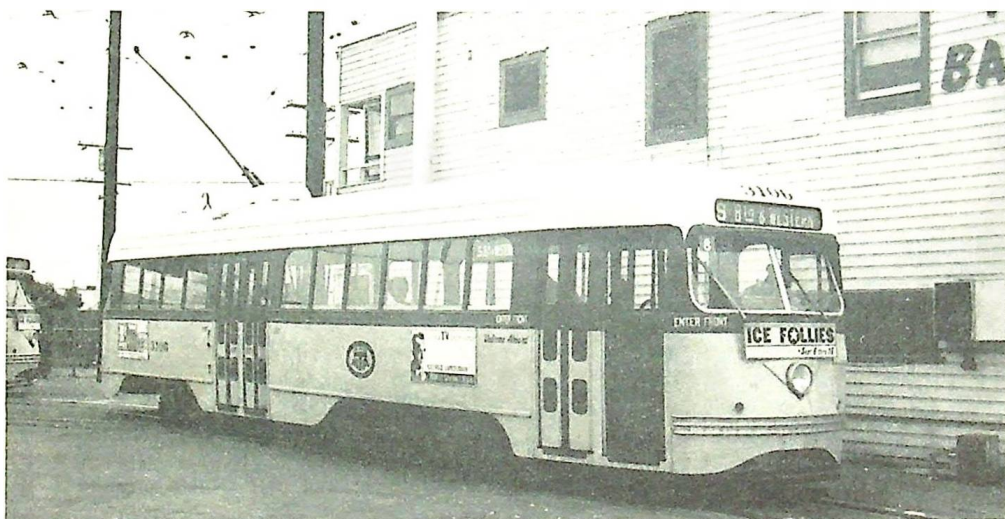
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MAP NOT TO SCALE
track gauge 3'6 1/2"

Prepared for DISPATCHER
by W.T. Wootton 2-21-63

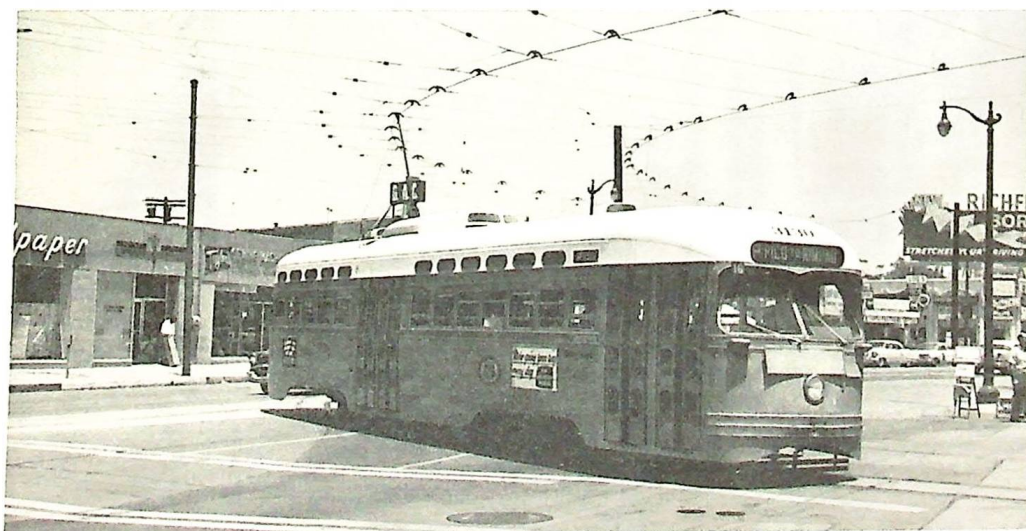




LAMTA 3005, type "P",
S line at 8th & Western
terminus. 9-10-62



LAMTA 3106, type "P-2",
S line at terminus Central
near Manchester.
9-10-62



LAMTA 3130, type "P-3",
P line, entering Pico &
Rimpau Loop. June 1961.

By 1901 Huntington controlled both Pacific Electric and the Los Angeles Railway. PE had taken over two small companies, the Los Angeles & Pasadena Electric Railway Company and two LARy lines.

(According to Interurbans, in 1901 it became clear that the Pacific Electric Railway Company and not the Los Angeles Railway Company would build and operate all the interurban lines.)

Thus we find the Huntington companies (LARy and PE) in 1903 facing formidable competition from the Los Angeles Traction. Interurbans reports that the situation became resolved in the memorable \$110,000 Sixth Street franchise clash. Harriman brought Huntington to terms, and the Hook system was turned over to Huntington in a deal which saw Southern Pacific gain a 45% interest in LARy and a 50% interest in PE. On January 2, 1904, Los Angeles Traction's "green cars" were taken over by the Huntington subsidiary Los Angeles Interurban Railway (now including the Traction Company, California Pacific, and newly-purchased Los Angeles & Glendale Electric Railway.)

LARy's South Park Shops and Division Two car house adjoining were placed in service in 1903.

In 1906 the East Seventh Street franchise (today's R line) went to LARy and the installation of eclipse "lifeguards" was begun on the cars.

Division 3 (Pepper Street on the 5 line) opened in 1907. Service on East Seventh began in 1908 and in 1909 funeral car "Paraiso" was placed in service and PAYE started.

The Great Merger, completed on November 1, 1910, called for Southern Pacific to take the Pacific Electric and all interurban service, Huntington to operate LARy and all city routes. The new Los Angeles Railway Corporation acquired all local PE lines in Los Angeles, all LATU's (LA Traction) local lines, and the Los Angeles & Redondo lines north of 116th Street.

LATU's Georgia Street facility became Division 4. Many standard gauge Traction Company and Pacific Electric cars were converted into narrow gauge (some already were narrow gauge). In 1911 Southern Pacific took over LARy's space in the Main Street building.

The first center entrance car went into service in 1912. Crosstown Vernon Avenue service began a year later and in 1914 the crosstown cars also began operating on Vermont. That year also saw the inauguration of Owl Service and the use of safety zones. A major rerouting occurred in 1915.

In Los Angeles as in many other cities 1920 was a year of change. Much rerouting occurred on May 9. Birneys were placed in service and Johnson fare boxes supplanted registers on all except the Eagle Rock-Hawthorne line.

LARy's building at 1020 Broadway opened in 1921, and also that year LARy's "interurban car" 1201 made its first test runs as did the first two car MU train. Addition of the steel cars was a major change in equipment as the "Standard-type" car had been dominant for many years. Standards were of wooden construction and they boasted the famous five-window front, including two elegant curved windows.

The early twenties saw the continued addition of steel cars and two-car trains. Homemade 1500-series cars appeared in 1923 as did the motor buses of the PE-LARy jointly-owned Los Angeles Motor Bus Company (later the Los Angeles Motor Coach Company). LARy also inaugurated its own bus service. Experimental car 2501 with its variable load brakes arrived in 1925. (To the south the City of San Diego was being served by the Class 5 cars which were equipped with upholstered seats and were completely enclosed. However, Los Angeles patrons continued to sit on wooden seats in California type cars.)

In 1927 the P line was extended to a new terminal at Pico and Rimpau. Henry E. Huntington passed away and at a designated moment all cars ground to a halt for a one minute memorial.

1928 was the year when basic fares jumped from five to seven cents. Cars 2601-2602, Peter Witt-type cars designed and built by LARy, went into service in 1930.

In the 1929-1931 period H-class cars 1416-1450 were rebuilt into H-3 class cars. Many improvements were instituted including the enclosure of the open sections and the installation of upholstered leather seats. The cars for a time sported a green and cream paint job. In the 1934-1936 period cars 1201-1415 were rebuilt into the H-4 class for one man-two man operation. A new color scheme of yellow and silver with a black dividing strip was adopted. Old colors were yellow and brown.

Like the San Diego Electric Railway Company the Los Angeles Railway was actively engaged in working through the Presidents' Conference Committee to develop the modern streamlined PCC car. Both companies were among the first to receive delivery of these cars. 3001-3060 were delivered in 1937 and 3061-3095 in 1938. Lines 3 and P were all-PCC during base hours by the end of 1937.

Railroad Boosters ran the last two-car train (1421-1432) on January 15, 1939. Union Station and its street car loop opened in May.

Los Angeles short wooden cars went out of service for good in October 1939 when rail service was discontinued on Route I, West First Street line. This line featured cars with magnetic brakes operating on steep hills.

Other abandonments included L in 1940, and 2, 4, K, M and the 39th Street branch of the U in 1941.

Cars 3096-3125, the improved but less luxurious war-time PCC cars, were delivered in 1943. A year later the carbon insert trolley shoes were introduced.

The American City Lines, subsidiary holding company of National City Lines, took possession of the Los Angeles Railway Corporation on January 10, 1945. New name tag was the Los Angeles Transit Lines. Sweeping changes were instituted including streamlining of all phases of operation. Vernon Yard and South Park were reduced in size, all service facilities were painted and put into spotless condition, and rolling stock deemed to be surplus was disposed of. Efficiency was the watchword and the NCL yellow, green and cream appeared throughout the system on cars, buses and buildings.

In 1946 the A line, the Edgeware, Griffith, Gage, and Evergreen shuttles, and the East Fourth leg of the F line went out. At this time the Birneys were retired. On August 20 fares went to 10¢, three tokens for 25¢. Ways and structures moved from Vernon to Division 3. The 16th Street bus garage became Division 2. Eclipse fenders disappeared. Rail lines 3, D, H, O and U went out on August 3, 1947. Line 3 street cars were replaced by LATL's first trolley coaches. Abandonment of the aforementioned rail lines created Los Angeles' biggest traffic jam yet.

Sowbellies were retired in 1947 after they were pulled off D and V. Car 90 made a final run on Line U, a line, according to Interurbans, "to which all sowbellies had been strangers since their experimental days."

The turnback at First and Chicago was constructed in 1948. Division 5 became all rail while the bus area in the same facility became Division 6. The first of the all-electric PCC cars appeared that same year. They were placed on the P line while the older cars went to R. Last two-man standards were then running on V. Line B street cars gave way to trolley coach line 2.

Los Angeles Motor Coach Company was divided between co-owners Pacific Electric and Los Angeles Transit Lines on May 1, 1949.

Division 1's rail space became storage only on January 1, 1950. Carbon insert shoes, which first appeared in 1944, were 100% in 1950. On September 10, Line N and the 3rd and La Brea portion of S were abandoned.

The BGs, 1100s, 2501, and 2601-2602 went into dead storage. H-4s were placed on V.

Los Angeles' last two-man street car ran (on the V) on July 25, 1954. On February 16, 1955 basic fare of 15¢ jumped to 17¢, seven tokens for \$1. Abandonments on May 22, 1955 were F, 5, 7, 8 and portions of W and 9. (Remaining segments of W and 9 survived as the "new" W.)

W went out November 18, 1956. Remaining H-3s and

ROSTER

LOS ANGELES METROPOLITAN TRANSIT AUTHORITY
NARROW GAUGE RAIL CARS

Compiled by ALLEN COPELAND
Assisted by JOE STRAPAC

Date: fourth quarter, 1962

MTA's present day roster of equipment includes three distinct types of PCC cars and three work cars that see very little service.

Class P

3001 - 3020	St. Louis Car Co., 3-9/37	West. elec.eq.
3021 - 3034 &	St. Louis Car Co., 3-9/37	GE elec. equip.
3036 - 3060*		
3061 - 3095	St. Louis Car Co., 10/38	GE elec. equip.

Westinghouse cars have four 1432 motors (55-hp), while the GE cars use four 1198 motors (55-hp). Car 3035 was scrapped May, 1956 because of accident damage that occurred when it was struck by a Santa Fe locomotive. These cars were operated with two men from May, 1939 to August, 1941 and were known as class P-1 when Los Angeles voted for two-man operation on all local street car lines. This was later invalidated and the cars resumed one-man operation.

Length: 46'; Truck centers: 22'9"; Truck wheelbase: 6'; Height to top of roof: 10'11/8"; Rail to step: 15"; Rail to floor: 32"; Height of steps: 8 1/2"; Width of double seats: 35"; Width of aisle between stanchions: 21"; Width of car over-all: 100"; Weight: 34,000-lbs.; Car body: 16,250-lbs.; Weight of trucks: 15,000-lbs. (with motors); Weight of controls: 2,400-lbs.; Weight of air brake equipment: 1,100-lbs.; Weight per seat: 558-lbs.; 61-seats; 25" wheels; 7.17 to 1 gear ratio; WAB Air Brakes. Clark special PCC trucks.

* 15 cars of this series are now in dead storage.

Class P-2

3096 - 3125	St. Louis Car Co., 11/43	GE elec.equip.
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Same as type P except center doors are one window-width nearer the rear.

Class P-3

3126 - 3165	St. Louis Car Co., 9/48	West. elec.eq.
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These cars are equipped with standee-windows, are all-electric and are eight inches wider than the other PCC's.

Length: 46'5 3/8"; Truck centers: 22'9"; Truck wheelbase 6'; Height to top of roof: 10'2 7/8"; Rail to step: 15"; Rail to floor: 32"; Height of steps: 8 1/2"; Width of double-seat: 35"; Width of aisle between stanchions: 21"; Width of car over-all: 108"; Weight: 37,600-lbs.; Weight of car body: 20,600-lbs.; Weight of trucks: 17,000-lbs.; Weight of control equipment: 1,750-lbs.; 58-seats; 4 West. 1432J motors; 25" wheels; 7.17 to 1 gear ratio; West. ABS control; Clark special PCC trucks.

Work Cars

9225	Los Angeles Ry. (South Park Shops), 2/12
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Double-truck derrick car. Length: 40'; Width: 8'1 1/2"; Height over all: 14'; Weight: 61900-lbs.; 4 West. 38B motors (50-hp); 1 West. K-35JJ controller; West. D3EG compressor; Crane capacity: 5-tons; MCB 3/4 couplers; LARy. T-3 trucks (5'3" wheelbase).

9310	Los Angeles Ry. (South Park Shops), 7/25
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Single-truck rail grinder. Weight: 23320-lbs.; 2 West. 306L motors; West. K-11 control; LARy. T-24 truck (8' wheelbase).

9350	Los Angeles Ry. (South Park Shops), 12/07
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Double-truck tower car. Length: 30'4"; Width: 7'8"; Height: 12'12"; Weight: 42020-lbs.; 4 West. 38B motors (50-hp); 2 West. K-28A controllers; West. D1EG compressor; MCB 3/4 couplers; LARy. T-3 trucks (5'3" wheelbase)

Note: These cars are kept at South Park Shops and have seen very little service in the past few years.

EDITOR'S NOTE: As of February 24, 1963 the above roster of equipment should be corrected as follows:

1. Orange Empire Trolley Museum, Perris, California, has signed a long term lease with LAMTA for passenger cars 3001 and 3100 and for all three remaining pieces of work equipment. All cars are now on OET property.
2. All passenger equipment listed in dead storage is now located on temporary track at Vernon Yard. All cars will be stored at Vernon after March 31. South Park is now an all-bus facility.

LOS ANGELES METROPOLITAN TRANSIT AUTHORITY TROLLEY COACHES

8001 - 8040	ACF-Brill, 1946-7	44 seats
9001 - 9040	ACF-Brill, 1948	44 seats
9101 - 9130	ACF-Brill, 1948	46 seats (standee wind.)

Note: Many of the above coaches are in dead storage. "Timepoints" reports 9109 was wrecked and dismantled.

STREET CARS FOR KOREA

Many of LAMTA's older cars were sold and shipped to Korea. "Timepoints" lists 3007 and 3008 as sold to an equipment broker and awaiting shipment to Korea.

LAMTA 9114 on the
#2 line. 9-10-62



LAMTA 8036. #3
line at 6th & Wil-
ton Pl. Aug. 1947

H-4s were assigned to S and all other lines were PCC.

By July 1958 only two divisions remained. PCCs and trolley coaches were stored at Division One and all active street car operation was out of Georgia, now known as Division 20.

Los Angeles Metropolitan Transit Authority on March 3, 1958 took over the Los Angeles Transit Lines as well as Metropolitan Coach Lines (formerly Pacific Electric). On September 14 with the assignment of PCCs to Line S the rail system was completely PCC. A final run with an H-3 car (1450) was made May 9, 1959 by a special excursion group.

Fares went from 17¢ to 20¢ in February 1960.

During the final years of street car operation most but not all PCC cars have been painted the official two tone green color scheme adopted by the Los Angeles Metropolitan Transit Authority. This color scheme came from Metropolitan Coach Lines which in turn had adopted it from its sister system, the San Diego Transit Lines.

A network of car lines operated in 1935 in the downtown area. North-south downtown streets served totally or in part included Figueroa, South Grand, Hill, Broadway, Spring, Main and Maple. Car lines operated in varying degree on the following east-west streets: 11th, 9th, 7th, 5th, East 3rd, East 2nd, and 1st.

In 1962 street car service was offered only on South Grand, Seventh, Broadway and East First. Service track remained on Figueroa and 11th.

The Final Years

Now follows a description of the five street car lines which remained in operation during the final years:

J West Jefferson-Huntington Park

From 10th Ave. loop via Jefferson, Grand, Seventh San Pedro, Avalon, Vernon, Pacific, Florence, Seville to Palm Place loop in South Gate

The J line connects W. Jefferson Blvd., downtown Los Angeles and the Cities of Vernon, Huntington Park and South Gate via an indirect route, made even more so by the "temporary" rerouting of the J line from its former route via Seventh, Mateo, Olympic and Santa Fe Avenues. Rerouting occurred on September 16, 1962.

At the Tenth Street loop on the west end J cars connect with the buses of the No. 38 line for points west on Jefferson. East from the loop the line passed through an older residential neighborhood which gradually phases out and east of Vermont businesses and other buildings predominate. Grand Avenue for the most part is lined with offices and apartments intermingled with small businesses.

The heart of downtown Los Angeles is passed on Seventh Street which is shared with the R and S lines. Seventh is rather narrow for the amount of traffic it carries, and movement during the rush hours is rather slow. Broadway is the main streetcar transfer point and always there will be a small crowd waiting to board the cars.

Most of San Pedro Street is lined with businesses, and Vernon with older residences. East of Alameda Street is the city of Vernon, where most of the "residents" are industries. Fewer stops for passengers are made through this section except during the rush hours. Just west of Vernon Yard is the crossing with the AT&SF Ry.'s Harbor Branch, where a collision between LATL PCC 3035 and switcher 2602 on April 4, 1956 resulted in that car being the first and only Los Angeles PCC car to be junked. (After abandonment many may be junked!)

After leaving a half mile of center-of-road private right-of-way between Malabar and Fruitland Avenue, the J line passes through the central business district of Huntington Park on Pacific Boulevard, which is an extra wide street due to the fact that the car tracks all the way along Pacific were on prowl at one time. Entrance to the City of South Gate is gained by way of Seville Street. One block after crossing the city line, the cars

turn into Palm Place loop, end of the line and transfer point for Hollydale, Manchester Ave., and South Gate local points.

Turnbacks weekdays on the J line include Sixth and Wilde and the Vernon Yard. Cars enter and leave service at 7th and Figueroa and 11th and Grand.

Grade crossings with railroads on the J line are as follows: 7th & San Pedro, PE enters from north; This is part of the former interurban line to Long Beach, retained for use in reaching a freight spur at Fourth St; 9th & San Pedro, PE leaves to east; San Pedro near 30th, PE protected by flagman; Long Beach Ave. & Vernon, PE protected by flagman; Alameda St., SP protected by flagman; Malabar (between Vernon Yard and Santa Fe Ave.), AT&SF; 46th St., spur track; Randolph, PE.

On the route over Seventh, Olympic and Santa Fe Aves. formerly traversed by the J line, grade crossings were as follows: 7th & San Pedro, PE; 7th & Alameda, SP-flagman; Violet & Mateo, AT&SF; Sacramento & Mateo, AT&SF; 15th & Santa Fe, spur track; Butte & Santa Fe, protected by crossing gates. These tracks are one of the entrances to the Santa Fe's Butte Street yard; 30th & Santa Fe, spur.

The following is a table of headways (number of minutes between cars) on the J line:

				Motor Coach Shuttle			
Owl	M-F base	Sat	Sun	Owl	M-F base	Sat	Sun
60min	15	20	30	60	15	30	60 min.

After the rerouting of the J line, a motor coach shuttle was instituted beginning at Vernon Yards, via Pacific, Santa Fe and Seventh to Grand. This shuttle continues in service and will become part of the permanent bus line which will replace the J line at the time of conversion, with the original routing back in use.

P West Pico Blvd. - East First Street

From Pico and Rimpau loop via Pico, Broadway, First, Rowan to loop at Dozier

The P line is one of the only two remaining lines that have not seen major changes in route in recent years. It connects the vast area west of the central Los Angeles district with Boyle Heights. Part of its route on Pico Blvd. witnessed Los Angeles' first electric street car, and East First St. as far as Evergreen was once a cable car route. Today the P line is not without distinction as it is the heaviest traveled of the five car lines and it is the only line to enjoy Los Angeles' newest cars, the all-electric 3126-65 class.

At the line's western terminal at Pico and Rimpau, P cars connect with the two-tone blue buses of the Santa Monica Municipal Lines for points west such as Santa Monica, Ocean Park, Robertson Blvd., Cheviot Hills, and the Veteran's Hospital. Fares are collected at a platform booth at most hours. Passengers from western points are conveniently let off at the rail line loading platform, and bus passengers are picked up on the opposite side of the loop.

Older residences lining Pico Boulevard gradually are replaced by businesses as Broadway is approached, where the line turns north to First Street passing at 11th St. the LAMTA headquarters (originally LARY) and the hub of the car system at 7th. Not too many years ago Broadway was an all-rail thoroughfare, but today the P line is the one and only survivor.

Several interesting districts are passed on First. The first of these is the vast City Hall-civic center complex north of First between Broadway and San Pedro. Here are located many city, state and Federal office buildings. Just east of civic center is the area known as Little Tokyo, the location of many Japanese-American businesses, shops, and restaurants.

Soto Street in the Boyle Heights section is always a heavy transfer point, especially in the rush hours when small armies of commuters push aboard the already

crowded cars.

At First and Rowan, connection is made with the little buses of the Eastern Cities Lines, whose two short routes branch out into East Los Angeles. Three blocks north at Dozier Street the P line enters its eastern terminal and passengers transfer to buses for Los Angeles State College or Brooklyn Avenue and Atlantic Square.

The P line is the heaviest traveled, and consequently the headways on this line are much better than the others.

<u>Owl</u>	<u>M-F base</u>	<u>Sat</u>	<u>Sun</u>
60 min	6	7-8	12

During the Monday-Friday peak periods, especially the afternoon, some cars of this line turn back at the First and Chicago loop. Others originate or terminate at Pico and Georgia.

Until 1950 P line cars shared First Street between Main and Los Angeles Streets with the PE red cars. This was one of the several dual gauge sections formerly operated by the two companies.

R Whittier to Brannick - W. Seventh and Third Sts.

From Brannick Street loop via Whittier Blvd., Boyle, Seventh, Vermont, and West Third to an off-street terminal just west of Gramercy Pl.

The R line is a through line traveling in a general northwest-southeast direction connecting East Los Angeles and Boyle Heights with downtown Los Angeles, West Seventh and West Third Streets.

Down through the years several different routings have been in effect on the R line's western end. Formerly, the cars have terminated at such varied locations as First and Vermont (a few still do), Third and La Brea, and Larchmont and Melrose. Today's routing was adopted when the R line was cut back from Larchmont & Melrose to Third & Gramercy on May 22, 1954.

Whittier and Brannick is the line's eastern terminal, and there connections are made with the buses of the Eastern Cities Lines and Montebello Municipal Bus Lines. Cemeteries surround the loop on three sides, and no doubt in former years the R line saw one of LARY's funeral cars on many an occasion.

Whittier Boulevard for the most part is lined with residences, a few businesses mixed in here and there. West of Indiana Street the line passes through a hilly section where the passengers at times get a fast and exciting ride when no stops have to be made along the way.

After passing to the north of the interchange between the Santa Ana and Santa Monica freeways (latest place in Los Angeles to get lost) the R line passes over the Los Angeles River bridge with its railroad yards below and through the wholesale produce district. Part of the district around Central Avenue south of Seventh was the site of the old P.E. Ry. shops, in use years before Torrance Shops were built. Just north of Seventh on Central is Division One where Los Angeles' trolley coach fleet is based.

Between Alameda and Main Streets on Seventh the R line formerly shared its right-of-way with the standard gauge P.E.Ry. cars, but the last of these operations (between Los Angeles and San Pedro Streets) was abandoned in 1952.

Passing through downtown Los Angeles, the line travels in a westerly direction, skirting MacArthur Park in the Westlake section. Along this part of the R line tracks are shared with cars of the S line which turns south at Seventh and Vermont, while cars on the R line turn north on Vermont to West Third Street, where they turn west and traverse a pleasant district to a terminus on private track just west of Gramercy Place.

The last car stop, which is also the pick-up point for inbound passengers, is located on the r/w where cars

lay over between runs. There are two tracks in the terminal, one of which is in constant use, while only the southern half of the other is used in regular operation. Cars run forward into the terminal, let off any remaining passengers, and run to the end of the track until time to leave. The cars then run backward out of the terminal onto Third Street, reversed and ready for their run back to Brannick Street. To assist in this operation, the only trolley activated signals remaining in Los Angeles are employed. Actually the "signals" are ordinary traffic signals located across Third Street from the entrance to the terminal. When the operator is ready to leave, he actuates the signal by means of a mechanism on a pole located between the two tracks half-way back to the rear of the r/w. The car is then backed up, any waiting passengers taken aboard, and the car backed into the circuit, changing the signal for street traffic on Third Street to red, permitting the car to back out of the terminal safely. When the car is half-way out into the street, the trolley pole passes another contactor and the signal is changed back to green for Third Street, allowing both the car and waiting street traffic to proceed. A short distance west of the terminal there is suspended over Third Street a sign warning motorists to "look out for the street cars."

The R line has longer headways than several of the car lines. Much of its western route tracks are shared with other lines: the J and S downtown, the S as far as Vermont, and the V between Seventh and Third on Vermont.

<u>Owl</u>	<u>M-F base</u>	<u>Sat</u>	<u>Sun</u>
60 min	15	15	30

Monday through Friday some cars of the R line have terminals other than the regular ones. Cars turn back at Sixth and Wilde, reached by Seventh and Central on eastbound trips. First and Vermont is in occasional use by cars of this line. Cars also leave and enter service at Seventh and Figueroa and Seventh and Vermont, seven days a week.

During Owl operation, cars of the R line do not run the full length of the line. Cars departing Whittier and Brannick at 12:35, 1:35, 2:33, 3:33 and 4:31 A.M. operate to Seventh and Figueroa only. Passengers for points west of Figueroa Street transfer at Broadway to an S car. Arriving at Figueroa Street, the Owl proceeds out-of-service to Georgia Street (Division 20) to lay over, while the second Owl car assigned to this line goes into service for the return trip to Whittier and Brannick.

S Central and Manchester - Eighth and Western

From 85th Street loop via Central, center-of-street p/r/w on Gage between Central and Avalon, Avalon, San Pedro, Seventh, Vermont, and Eighth to Western.

The S line had the distinction of being the last of the narrow gauge lines to have non-PCC equipment. The changeover, which occurred in mid-September of 1958, required the building of loops at both ends of the line, as the older equipment was double-ended and loops were then unnecessary.

This line, like the R, has had several changes on its western end in past years. Cars of this line terminated at such places as Santa Monica and Western, Third and La Brea, and Larchmont and Melrose. When the N line was abandoned in 1950, cars of the S line were routed out that portion of the N line between Vermont and Western on Eighth, where they still run today.

Cars of this line connect South Los Angeles points with downtown, and West Seventh and Eighth Streets. On Seventh Street this line shares its tracks with the cars of the R line, and between Vernon and Avalon and Seventh and Grand with the J cars. Since the "temporary" rerouting of the J line residents and businesses north of Vernon have enjoyed double the normal amount of service.

At Manchester and Central the line connects with the

No.54 Manchester Avenue crosstown bus, and also with the buses of the South Los Angeles Transit-Atkinson Transit company.

Central Avenue passes through residential districts, then the Wingfoot industrial section north of Florence where the Goodyear rubber plant is located. One of the two p/r/w sections in daily service is located on the S line between the two roadways of Gage Avenue.

South Park Shops, now all bus, were entered off this line at 54th Street, and tracks from the seldom used Wall Street enter at 53rd Street.

San Pedro Street is mostly lined with businesses. Between Seventh and Ninth Streets cars of the S line formerly vied for space with the standard gauge cars of the P.E. Ry. and its successors. This was the last section of dual gauge streetcar operation left in North America and it lasted until the demise of the Long Beach line on April 9, 1961.

Downtown and Westlake districts are passed on Seventh. At Vermont, the line turns south one block to Eighth, where it turns west along Eighth to Western, end of the line.

The Western Avenue loop is formed around a little triangle of ground bounded by Western, Eighth and Eighth Place. Connections are made here with buses on the No.84 Western Avenue, one of the longest, and certainly the straightest of the central Los Angeles crosstown lines.

Monday through Friday, cars of this line also operate east on Seventh to Central, and then north to the Sixth and Wilde wye. Cars enter and leave service at Seventh and Figueroa, and at Eighth and Vermont. Headways are as follows:

Owl	M-F base	Sat	Sun
60 min	15	15	30

Running time, Monday through Friday base periods is approximately 49 minutes. During Owl operation cars of the S line provide service over that portion of the R line west of Seventh and Figueroa. Cars leaving Central and Manchester at 12:41, 1:41, 2:41 and 3:41 a.m. operate over the regular S line route, then out Seventh, Vermont, and West Third to Gramercy. Last car for 8th and Western leaves Central and Manchester at 11:41 p.m., and no Owl service cars operate to Eighth and Western, the only portion of the five car lines which does not have twenty-four hour service.

Crossings with railroads at grade are as follows: San Pedro near 30th, P.E. Ry. air line, protected by flagman; Slauson & Avalon, AT&SF harbor branch protected by flagman; Gage and McKinley, AT&SF RR. Full stop before crossing required.

V Vernon & Vermont Avenues

From Vernon Yard loop via Vernon, Vermont, and Monroe to New Hampshire

This is Los Angeles' crosstown line linking the City of Vernon with west-central Los Angeles and the Los Angeles City College. Formerly there were two branches of the V line on the eastern end, one to Leonis and Downey, the other to Slauson and Santa Fe, both abandoned on May 22, 1954.

The line begins today on the site of what is left of the once vast Vernon Yard, and proceeds west along Vernon, a rather narrow street where street car speed is limited because of traffic congestion.

At Hoover Street one entrance to the 48th Street right-of-way is passed. A bakery, formerly located at the southwest corner of Vernon and Hoover, on more than one occasion saw a street car crashing through its front window. Latest accident of this type occurred in January 1957 when car 3118 hit a faulty switch and jumped the tracks. Thirty-seven persons were injured.

Exposition Park with the Coliseum, sports arena, museums, and other attractions is passed between Santa Barbara and Exposition. All the way up Vermont the V car crosses the east-west car and bus lines and passengers

are constantly leaving and entering, as opposed to some of the other lines, where only a few points see more than a few people leave the car. Between Eighth and Third the V line shares its tracks with the S and R lines, and between Beverly and Monroe the Sunset Boulevard bus competes with the V cars for passengers.

At Monroe Street is located the Los Angeles City College, another source of passengers for this busy line. Here also passengers can transfer to northbound buses for Sunset Boulevard, the zoo and Griffith Park, or at certain hours the Planetarium and Greek Theater.

Despite the fact that the V line does not reach the downtown area, it carries heavy crosstown traffic, and during the rush hours it has a fairly frequent headway.

Owl	M-F base	Sat	Sun
60 min.	12	15	15-20

Running time, Monday through Friday base is approximately 41 minutes. Cars of this line enter service from Division 20 at Pico and Vermont. In addition to regular through service and short-turns at Pico and Georgia, a few cars use the loop at First and Vermont, among them runs 79 and 51 at 5:47 and 6:06 a.m. respectively.

For events at the sports arena or the Coliseum tripper cars on the V line are run down to the 48th St. r/w and lay over until needed. Also on school days, several morning and evening tripper cars operate from Pico and Vermont to the p/r/w and Vermont, where they use the wye in preparation for the return trip up Vermont.

The p/r/w near 48th Street on the V line was formerly a part of the 9 line until that line was abandoned in 1955. Now it is a favorite spot for railfans and many fan trips in recent years have included this location.

Grade crossings with railroads on the V line are: Exposition Boulevard, P.E. Ry., protected by flagman; Alameda and Vernon, S.P., protected by flagman; Long Beach & Vernon, P.E. Ry., protected by flagman; Malabar, AT&SF Ry., full stop before crossing required.

CENTRAL LOS ANGELES

For the most part the five street car lines serve what is now the inner city. On the east and south sides the homes are those of the "less privileged." On the east side the P and R car lines serve a large population of Mexican ancestry. Thousands of Los Angeles' Negro population live on the south side. Other racial groups live within the central area. Generally, residences and businesses are more modern in the west. The only street car line which serves a more "exclusive" type residential area is the R. This is on the western end of the line. The northern terminus of the V line brings the street cars within sight of the Hollywood area.

The western terminus of the P line is located in the middle of a shopping center and is immediately adjacent to a large Sears-Roebuck store.

LINE TERMINALS

Line	Loop	Wye	Extra Track	LAMTA Land	Partly street	Restaurant in lot or nearby
J w	X		X	X		X
J s	X		X	X		X
P w	X		X(2)	X		X
P e	X		X	X		news stand
R w		X	2 tr.	X		
R e	X		X	X		X
S w	X		X		X	X
S s	X		X	X		X
V n		X			X	X
V se	X		X	X		

Operations

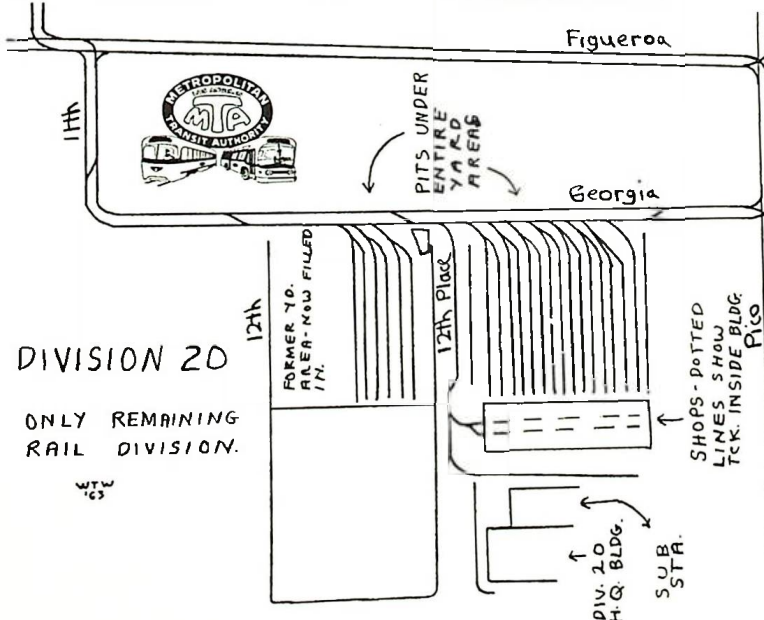
The number of cars used on each line on a given day in general reflects the traffic pattern on the five lines. At any time the P line will have more cars than the others (except on Owl schedule, when each line has two). The S line is next in the totals, with the others trailing behind.

	<u>M-Fri</u> <u>base</u>	<u>A.M.</u> <u>swing</u>	<u>P.M.</u> <u>swing</u>	<u>A.M.</u> <u>total</u>	<u>P.M.</u> <u>total</u>	<u>Owl</u>
J	11	12	14	23	25	2
P	22	13	18	35	40	2
R	9	9	12	18	21	2
S	10	21	12	31	22	2
V	10	9	10	19	20	2
Total	62	64	66	126	128	10

Explanation: Base period is between 9 a.m. and 3 p.m. approximately. The A.M. and P.M. swing totals are the number of cars added to the line during the rush hour periods. The A.M. and P.M. totals are the total number of cars that are in service at any one time. The total number of cars considered available for service at the time this table was prepared was 147 (February 16, 1963). The above totals are for weekdays other than holidays; the following table gives the totals for Saturdays and Sundays:

	<u>Sat</u>	<u>Sun</u>	<u>Owl</u>
J	8	5	2
P	19	11	2
R	8	4	2
S	10	5	2
V	8	7	2
Total	53	32	10

There are several sections of track over which cars do not regularly operate. Other than sections used by the various lines as turnback loops in the rush hours, etc., these are: (Cont'd next column)



- 11th St. Broadway to Grand; emergency movements only.
- 11th St. Grand to Georgia; regularly in use for cars to enter and leave Division 20
- Figueroa. Seventh to Pico; in regular daily use for cars coming to and going from Division 20.
- Wall St. & 53rd St. Emergency movements only.
- 48th St. r/w. Used for layover of tripper cars and emergency movements.

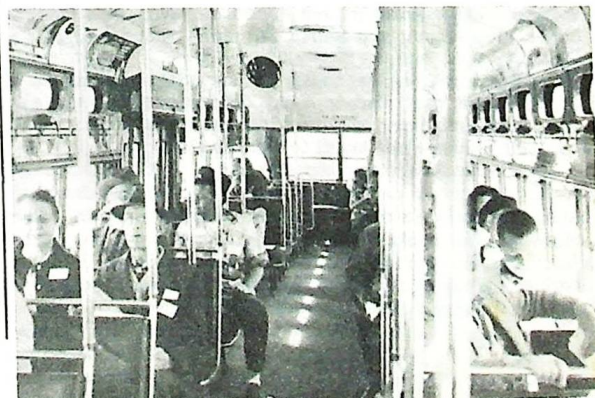
Continued next page

Credits

Division 20 shops (Georgia St.). 3106-3100-3040. November 18, 1962. (Bill Wootton picture)

LAMTA 3102, P2 type, J line. March 1963. (Eric Sanders picture)

LAMTA 3146, P3 type. San Diego County Railway Museum Association excursion, March 3, 1963. (E.S.)



54th St. Formerly used to reach South Park Shops. Still electrified but will never be used again.

All other sections of tracks and loops have been covered in the section on lines.

The remaining five car lines have numerous grade crossings with railroads. Some of the heavier ones are protected by MTA flagmen. These crossings are:

- J - San Pedro near 30th (PE Ry.), Long Beach Ave. (PE), Alameda St. (SP)
- P - Alameda St. (SP)
- R - Alameda St. (SP)
- S - San Pedro near 30th (PE), Slauson & Avalon (AT&SF).
- V - Alameda St. (SP), Long Beach Ave. (PE), Exposition Blvd. (PE).

At all these guarded crossings a full stop is required. One bell is then sounded and the operator waits for the signal to proceed, at which time he sounds two bells before starting out. If the flagman is off duty, a full stop is required in order that the motorman may ascertain if the tracks are clear. At other crossings, the tracks must be clear before the car proceeds across the track. On the old route of the J line there were no crossings protected by flagmen. Butte Street crossing was protected by crossing gates.

During the heavy rush hours sidewalk conductors are stationed at heavy loading points along car and bus lines as additional measures to keep the heavy rush hour traffic moving. The conductors collect fares and issue transfers and zone checks. When a car pulls up the conductor activates the rear doors by way of a special valve. While the conductors are on duty, passengers enter through both the front and rear doors. This speeds up the loading considerably. Sidewalk conductors' portable fare boxes have a pole attached. This pole rests on the ground and provides support for the fare box.

During the hours of Owl operation a unique operational feature occurs - the "one o'clock meet." All cars on the J, P, R and S lines converge on Seventh and Broadway at the same time in order to transfer passengers between them. Then all the cars depart at the same time along their respective routes. This operation reduces considerably the chance for missed connections. Outer lines are coordinated as much as possible for transferring purposes.

SOUTH PARK

South Park Shops until recently were a major part of Los Angeles' narrow gauge rail system. All major repairs to the cars (class "C" repairs), major overhaul, painting, and reconstruction of cars were carried on here. In yesteryears South Park built many new street cars for the Los Angeles Railway.

Today all major repairs to MTA buses are performed here, and essentially the same functions that the shops had in reference to rail vehicles in recent years have been carried over into the present all bus facility.

When the end came on November 28, 1962 with the departure of the last cars (3008, 9350, 9310 and 9225), only the western part of the shops was still in occasional use by the street cars. The transfer table, which once ran the length of the shops, had been cut back to about half its former distance. All the wires within the shop area, except those over the tracks entering gates six and seven were already down. The three service cars, the last ones on the system, had been removed from their berth inside a building at the southwest corner of the property and exposed to the elements. Only the tower car had been used in the last few years.

Today, the transfer table is filled in, and all the stalls in the shops are in use by the buses. Some parts of the property are in use to store out-of-service buses awaiting sale. All track inside the shops area is out of service and either removed or covered over. Approach track on 54th is still electrified but it will never be used again.

VERNON

Vernon Yard today is only a fraction of the size of the facility in LARy days, when it covered 43 acres and was the headquarters of the maintenance of way services for the entire narrow gauge system. Part of the dual gauge lead can still be seen near the northwest corner of the present facility, where freight shipments were received from the Santa Fe Railway. LARy's newest PCC cars were delivered to Vernon Yard in 1948. Part of Vernon today is in use as a loop for cars of the V line and short-turn cars of the J line. Also located here is the Vernon Yard substation.

In recent months Vernon has had the dubious distinction of being the storage place for out-of-service PCC cars. Temporary tracks are being installed in the northern portion of the yard for storing all PCCs after abandonment and until their disposal either to another operator or to the scrap pile. Cars run under their own power (when they can) to the end of the stub track leading off the loop. When they reach the end of the overhead wire, a "big Bertha" truck pulls them onto their assigned track. As a track becomes full, the connection between it and the stub track is broken. The empty track next to the full one is then dragged as close as possible to the full one, and then connected to the stub. This process will continue until all the cars are stored in the yard, at which time much of Vernon will be one solid mass of PCC cars.

DIVISION 20 - GEORGIA ST

LAMTA Division 20 (formerly LARy and LATL Division 4) is the last of the narrow gauge rail divisions and the home of Los Angeles' 147 active PCC cars. In each of the two yards the tracks are built over pits. Besides storage, the cars also are cleaned and washed in this area, as Division 20 has no wash racks or special vacuum cleaner installations.

All cars enter Division 20 from Pico and leave via Georgia and 11th Streets. Consequently all cars face to the east in the yards, and are backed into place. This operation takes a minimum of two men, the operator and a switchman. In the rush hours three men are used. While the operator slowly reverses the car using the controls under the rear seat of the car, the switchman works the chain-pull switches and guides the trolley pole around the curve. In the rush hours, one yard man handles the switches, the other the trolley pole in order to speed up the process. From Georgia St. a single track leads west on 12th Place to the two track four car capacity shop, now the only repair facility left for servicing cars. If any car sustains damages, or needs an overhaul beyond what can be provided at Vernon, it is removed from service and stored at Vernon Yard. Such things as periodical inspection, minor rewiring and minor repairs are handled here. Next to the shop is a small parking lot where a "big Bertha" emergency truck may be parked awaiting calls. Next comes the substation, and then the division headquarters building, where the streetcar operators check in and out before and after completing their runs. Also located here is the MTA traffic division. After March 31, 1963 all the cars will be removed to Vernon Yard for storage and apparently the property except for the division headquarters building will be disposed of. Many of the buses replacing streetcar and trolley coaches will be operated out of Division One at Sixth and Central.

EQUIPMENT

The P line enjoys a monopoly of the all-electric 3126-3165 class cars, which have never operated on any other line in regular service. It is interesting to note that the cars also carry destination signs with headings for the J and R lines but have never strayed from the P line. The other four lines are served by the older cars of the P and P2 classes. Among these, 3019 is reputed by some sources to have been the first narrow gauge PCC car in revenue service in Los Angeles.

FARES

Fare Structure:

Cash fare on the MTA is 25¢, each additional zone 8¢. Tokens are sold at four for \$1 but are little used. Portions of the three car lines and both trolley coach lines operate into a second zone. The boundaries of these zones are: J - Slauson Ave. - Huntington Park zone two; P - all in inner zone; R - Whittier and Indiana - Eastern Zone two; S - Slauson & Avalon - Huntington Park zone two; V - all in the inner zone; 2 - City Terrace & Pomeroy - Eastern zone two; 3 - West Third and Wilton - Hollywood zone two.

Transfers Each line has two separate and distinct transfers, one for the "in" direction and the other for the "out" direction. They are good for transfer to all city lines, but are not good on certain lines (many of them ex-PE Ry.) which are classed as interurban lines. In addition the sidewalk conductors (or "loaders") issue a general transfer punched as to place of issue.

Fare Boxes Johnson 32 volt type "d" electric fareboxes are used on the PCC equipment. The older cars used on the S line until 1958 were equipped with Johnson hand-crank type boxes.

Timetables In mid-1962 the first public timetables for the narrow gauge street car lines appeared. The original ones showed an engraving of a PCC on the front, but more recent issues feature a photo of the front portion of a car with the words "At Your service" in black where the doors should be.

ELECTRICAL

Trolley wire is standard direct suspension except for a few sections on the system. On all three private right-of-way sections the wire is strung from poles between the tracks.

On the S line between Seventh and Ninth on San Pedro the wire is indirect suspension catenary construction. This is a relic of PE operation and is the last such type of overhead construction left in Los Angeles.

Substations include: DeSoto Street, Vernon Yard, South Park and Georgia. There are others.

TROLLEY COACH

In addition to the five car lines two trolley coach lines operate in Los Angeles. These, too, are doomed to oblivion on March 31. They are the No. 2 line (Brooklyn-Hooper) connecting East Los Angeles, Boyle Heights, downtown, Hooper and Ascot Avenues; and the No. 3 line (Central-West Sixth and Third) connecting Central Ave., downtown, Sixth Street and the Westlake district, West Third and Farmers' Market.

All the trolley coaches operate out of Division One, located at Sixth and Central and bounded by Central, Industrial, Alameda and Sixth. Here the trolley coaches are stored and repaired. Also operated out of Division One are diesel buses, mostly used on the interurban lines. Trolley coaches enter the yards at the southeast corner of Sixth and Central and leave at two separate exits on Alameda St. returning to Central via Industrial St.

ROUTES

2 - Brooklyn - Hooper From 50th and Ascot looping via 50th, Compton and 51st; then via Ascot, 41st, Compton, Adams, Hooper, 12th, Main, Macy, Brooklyn, Evergreen, Wabash, City Terrace,

Ramona, City Terrace, looping via McGilvery, Rogers, Eastern to City Terrace. Buses can also turn back at 41st & Ascot, Union Station and at Evergreen & Wabash. Buses can also leave the No. 2 line at 12th & Central and at 6th & Main. They can also enter at 5th & Main.

3 - Central - West Sixth - West Third From Third & Fairfax looping via Fairfax, Blackburn, Crescent Heights, and then via Third, Wilton, Fifth, private right-of-way (nb via Wilton Place), Sixth*, Central, looping via 57th, Naomi, 58th to Central. *Buses travel east on Sixth and west on Fifth in downtown area, Central to Harbor Freeway. Buses of this line can also turn back at Sixth & Wilton, Fremont St., Maple, Sixth & Wilde and Vernon and Central. Buses can also enter and leave service at Industrial or Sixth and Central (out).

Owl service is as follows: Line 2: buses leaving City Terrace Drive & Eastern at 1:40, 2:40 and 3:40 a.m. operate to 6th and Main only; the 4:40 a.m. trip goes to 12th and Main. No Owl service between 6th and Main and 51st & Ascot. Line 3: No late night service between Sixth & Wilton and Third & Fairfax. Buses leaving 58th and Central at 1:43, 2:43, 3:43 to Sixth and Wilton only.

CREDITS

Bill Wootton assumed major responsibility for the content of this issue. He wrote "The Final Years," "Operations," "South Park Shops," "Vernon Yard," "Division 20," "Equipment," "Fares," and "Trolley Coaches." He also prepared the track map and reviewed all material. Douglas Duncan wrote the introduction and Eric Sanders compiled "Background."

Wootton, Duncan, Copeland and Strapac compiled their material from data in their own files, interviews with transit personnel, and personal observation. Data for the section on "Background" came from the writer's own files; Dispatcher files; Interurbans Special No.11 (LARY), Interurbans Special No.12 (LARY Roster), also Interurbans Specials 18, 20 and 33; back issues of Timepoints, BAERA Review, ERA's Headlights, newspaper clippings.

Pre-1930 data in particular was gleaned from Interurbans Nos. 11 and 12, more recent material was checked against the same issues.

Currently available from Interurbans are: "Riverside & Arlington" \$1; "Los Angeles Railway's Pre-Huntington Cars 1890-1902" \$2; "Sacramento Northern" \$3. Add your sales tax and send your order to Ira Swett at 216 S. Western Avenue, Los Angeles 4.

Dispatcher calls your attention to the availability of Issue 35, "Last Western Interurban." Send 25¢ for a brief story of the last days of the Pacific Electric. Send this order to the Dispatcher. "Last Of the Yellow Cars - Part Two" will include pictures of older cars, a route map of earlier days, an account of the final runs, and other data. It'll be published soon.

Finally, the next issue of the Dispatcher will probably include a Dodge article on some of Lower California's railroads.

Almost forgot! This issue of the Dispatcher was compiled in large part prior to the abandonment of the yellow car lines. Portions of the issue were distributed on the March 3 excursion on the car lines by the San Diego County Railway Museum Association. However, the completed issue is being distributed in June. Yes, service did come to an end. Broadway track has been paved over. Trolley coaches are stored at Macy and the PCCs (one was sold) at Vernon Yard. More about this in Part 2. CORRECTION! Width of aisle between stanchions on the Class P-3 cars - see roster - is considerably more than 21 inches.

Dispatcher is appreciative of the many mentions or "plugs" given by other publications. Most recent mention was of Issues 40 and 41 in the August Railroad.

Headlights, Ferroequinologist, BAERA Review, Western Railroader, Traction Gazette, Timepoints, New Mexico Railroader, Observation Platform, Northwest Railway Review and RHSofSD Newsletter have all advertised some of our issues. We are truly appreciative.

MORE LAMTA. Spencer Crump's volume on the "Red Cars" was another useful reference...Running times are: J - 58 min, P - 45 min; V - 43 min; 2 - 51 min, and the 3 - 57 minutes.

A feature and news publication issued quarterly (we hope) as an official publication of the Railway Historical Society of San Diego, Inc., P.O. Box 9351, San Diego 9, Calif. Society officers are Earle Swaine, president; Thomas Watson, first vice president; Charles Mann, sec., vice president; Gladys Skeen, third vice president; Wallace Duthie, recording sec.; Barbara Thomson, corresponding secretary; Fred Finke, treasurer; Dwight Couch, historian; and Seeth Thomson, excursion director. Board members include: Clifford Skeen, Ernest Major and Wendal Byers. Seeth Thomson is editor of the Newsletter. Dispatcher staff includes:

Publisher & editor:	Eric Sanders
Co-Publisher:	Douglas Duncan
Resource Editor:	Phil Middlebrook
Art Editor:	Ellen Sanders
Contributors:	Allen Copeland Joe Strapac

Subscriptions: \$1 for four issues; \$2 for eight issues. \$2.50 Society membership includes Newsletter and Dispatcher. Dispatcher address: 7861 Normal Avenue, La Mesa, Calif. Dispatcher guarantees delivery but not dates of publication. Dispatcher is also affiliated with the San Diego County Railway Museum Assoc.

EDITORIAL COMMENT

In all probability the third and fourth issues of Dispatcher for 1963 will be published on schedule.

Another friend of RHSofSD and of the editor is gone. Ed Shedaker passed away May 23 after a week's illness. Ed had not been well for some years. However, he had continued to work as a maintenance station foreman for the Division of Highways. Your editor had a pleasant chat with him last Easter at Borrego, and there was much talk about railroads and RHSofSD. His passing came unexpectedly.

Ed was one of the earlier presidents of the Society. He was quite active in the promotion of the Del Mar Exhibit and he did more than his share in initial repair and maintenance. Ed also shared his enthusiasm with the other fellows in the early days of the Society. He was always a booster for the Dispatcher.

In recent years he has been stationed at Desert Center and at Julian.

- - Our most sincere sympathy to Mrs. Ed (Ena) Shedaker and daughter, Betty. Our thoughts are with the family.