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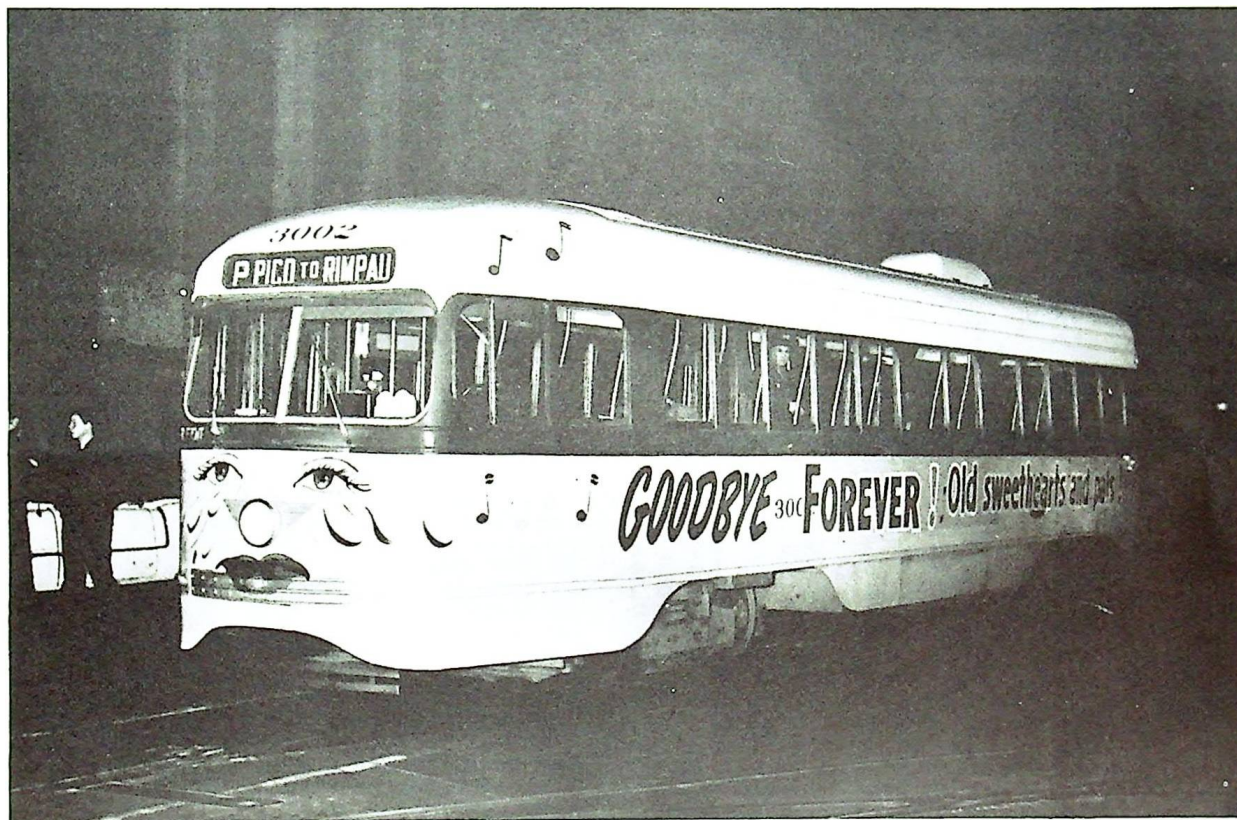
ISSUE 45

RAILWAY

HISTORICAL SOCIETY OF SAN DIEGO, CALIF.

DECEMBER 31, 1963

LAST OF THE YELLOW CARS - PART TWO GOODBYE FOREVER by WILLIAM WOOTTON



No. 3002, the last car operated over the P line, ties up at Georgia Street shortly before 6 a.m. on March 31, 1963, the final day of Los Angeles Metropolitan Transit Authority narrow gauge operation.

(Richard Smith picture)

The "Yellow Car System" had been shrinking for some years and was down to five lines facing an uncertain future when the Los Angeles Metropolitan Transit Authority announced that all remaining streetcar and trolley coach lines were to be abandoned on March 31, 1963. In the months before abandonment railfans hurried to get those last pictures and MTA personnel made final preparations for the shutdown.

Three hundred new buses, ordered from General Motors and the Flxible Coach Company, arrived in time for the conversion and crews worked feverishly to get them ready for the first day's operation. Training coaches were out on the lines almost daily and streetcar operators prepared for their new role as bus drivers. Bus stop signs sprang up along the car lines, and notices of abandonment were posted in all streetcars. Advertisements proclaimed the "virtues" of their successors. All unnecessary track was removed from the loops and asphalt

paving was put down so that the replacement buses could use the loops on the first day. All was in readiness.

On Friday the 29th, eight all-electrics were run down to Vernon Yard to join the streetcars already there. Crews worked as fast as they could to complete the temporary trackage which would soon be needed to hold the remainder of the fleet.

For many operators, the Friday afternoon rush hour was the time of their last runs. Many of the operators' wives brought their children or just themselves to take a last ride. Some had cameras and took pictures to help keep the memory of the last ride alive. As the time for abandonment came closer, more and more railfans were to be seen lining the streets and taking their last rides on the cars. Many regular passengers, too, came out to say farewell.

Then came Saturday morning, March 30. The last full day of streetcar and trolley coach operation was at

hand, and there was a surprise for everyone. The J line was equipped exclusively with all-electric PCC cars of the 3126-65 class. This was the first time these cars had operated in regular service over any route other than Line P.* This was done in order to free air-electric cars for storage. Saturday, too, found the now-famous "Crying Car" running on the P line. Its message, "Goodby forever, old sweethearts and pals," painted on the side of the car seemed especially appropriate on this last day of service.

All day Saturday, 70 air-electric PCC cars which were not needed for further service were run one by one via Pico, Vermont, and Vernon Avenue to Vernon Yard. As they arrived they were run under their own power to the end of the trolley wire, where the trolley pole was pulled down. An electric cable connected to the 600-volt current was then attached to the trolley pole of each car and a mechanic ran the car the remaining distance to its assigned resting place. As each temporary track became filled, the connection with it was removed and the next empty track was then connected with the loop trackage. This process continued until there were 18 temporary tracks holding 163 cars.

On Saturday everyone seemed to have a camera—even the operators. At the Tenth and Jefferson loop a bus driver came out of his No. 38 line bus and took a picture of a J car which had just arrived. The streetcar operator just looked at his bus driver friend and said, "Oh no! Not you, too!"

After the last trolley coach needed for service had left Division One, the overhead wires were removed to make way for the diesel buses. Those trolley coaches not needed for service were taken to Macy Street to join the 8000 class in storage.

Saturday evening saw the end of the trolley coach lines. From 5 to 9 p.m. one could take his choice of either a diesel or electric bus on both trolley coach lines as the trolley coach was phased out and the diesel in. Line 2 coaches operated in regular service to City Terrace Drive where they were met by replacement diesel buses. The trolley coaches then deadheaded back along the line to Macy and Gallardo where a big Bertha truck waited to tow them into Macy Street Yards for storage.

The 8:56 p.m. departure from West Third and Fairfax marked the last revenue trolley coach operation in Los Angeles. The coach (9023) ran in regular service to downtown Los Angeles, where the last passenger, Warren Quon, left it at 9:28 p.m. The coach then continued via Maple, Fifth, Main and Macy to Gallardo where a Big Bertha waited to take it to join the other coaches at Macy Street.

As the late evening hours approached, more and more railfans gathered at Seventh and Broadway to view the last "one o'clock meets." For some, this was the first time they had observed this operation. Every departure of the cars was heralded by exploding track torpedoes and the police were kept busy trying to find the persons setting them. One torpedo scared one pedestrian so badly that he ran half a block before he knew what was going on.

As 11 p.m. approached, those lucky enough to have a ticket for the Electric Railway Historical Association of Southern California all-night fan trip began gathering at Division 20. The special car, 3003, was appropriately decorated in black crepe. Before it pulled back into Division 20 as the very last car it had also been "decorated" by the fans with slogans, and someone changed the car number to 8003.

The first streetcar "fatality" occurred at 12:53 a.m. when the last S car, no. 3057, departed from Eighth and Western with a full load of railfans. There is no owl service on this portion of the system and the replacement bus line would not start running here until 5 a.m. Shortly afterward, at 1:10 a.m., the ERHA-SC special left Eighth and Western to become the last car ever at this location.

For the many fans who could not be aboard this one excursion car, there were the many other "last" cars to choose from and, for many, this was a difficult decision to make. While they could, the fans took pictures and rode the cars, or simply stood and watched the ending of an era.

The 3:10 a.m. line-up at Seventh and Broadway was the last "pure" streetcar line-up, as the one at 4:10 a.m. contained the first replacement buses. The cars in the 4:10 line-up were as follows: Line J was represented by 3151 westbound, 3164 eastbound. P cars were 3002 northbound on Broadway and 3155 southbound on Broadway, the latter going only to Division 20. Passengers for Rimpau Boulevard took the No. 26 line bus which was also in the line-up. Car 3121 held down the last R run eastbound on Seventh. Car 3015 was about to leave on its last trip to Third and Gramercy, while 3057 as the eastbound S was transferring its passengers to a No. 29 bus as it ran only to Central and Wilde on the last night, not to Manchester and Central. Special car 3003 was in the line-up westbound on Seventh.

Since we must make a choice at this point as to which "last" car to ride, let's take the last R out Whittier Boulevard — a line which ends appropriately enough at a cemetery.

Many railfans are already aboard, as well as a few regular riders. Our operator is one of the few women streetcar operators left on the system and is known to most simply as "Cora." The supervisor gives the signal and we're off with a bang from the torpedoes. The night is quiet and the car can be heard coming for a mile or more.

At the Alameda Street and the Southern Pacific Crossing the car stops just long enough for our operator to make sure the tracks are clear. Most Owl operators are noted for the fast time they make and ours is no exception. We make a few stops to discharge regular passengers, but even so the end of the line is reached all too soon.

After a five minute layover, our car pulls out from Whittier and Brannick for the last time at 4:31 a.m. On our way back an elderly ex-Los Angeles Transit Lines motorman passes out souvenir transfers from the last car and some from the 1940s, which must have brought back pleasant memories to many on board. At the Indiana Street zone line everyone waves his transfer in the air and with the green light we are off again, for a fast run to Soto Street. A few fans leave the car; others continue on to downtown or Division 20. For many this is the end, but not for Cora. She is due to make a relief at Manchester and Central in an hour and a half to start her new career as a bus driver.

Meanwhile, a large crowd was waiting at Vernon Yard for the last V car to arrive. When it did, the fans who had been waiting piled on board to join those already there. While the car was waiting to leave, the last car on the J line passed westbound to Los Angeles and oblivion.

Loaded to capacity with fans and members of the press, the car left Vernon at 5:05 a.m. Near Central Avenue a replacement bus passed going east on Vernon and most everyone in the car gave out with a loud "boo." At Vernon and Vermont the car turned north, setting off a barrage of torpedoes. Shortly afterward the special car 3003, which had been waiting for the regular car to pass, started northward some blocks behind.

By this time the strain of the last few days during which many had little or no sleep was beginning to show. Many could hardly keep awake, and some gave up and slept for most of the rest of the trip. Those who managed to stay awake talked over old times or what they were going to do the next day, or they simply stared out of the windows at the passing buildings and streets. The sun was just beginning to show over the early morning fog and mist.

At 5:21 a.m. the last revenue passenger boards the car at Washington Boulevard. She was on her way to work at Eighth and Vermont. She has been taking the streetcar to work for the last fifteen years, but this trip

* Except the Union Depot run abandoned in 1955

pulls onto Monroe Street. Departure time is 5:55 a.m. (13 minutes behind schedule). MTA, in a final gesture of good will, allowed everyone to make this last ride to the barn free of charge.

Our car rounds the corner onto Vermont to the tune of torpedoes and a noise bomb. Every sleepy resident in the neighborhood is aware that an historic event is taking place. It is a fast run down Vermont, and Pico is reached all too soon at 6:07 a.m. We turn slowly onto Fico for the last few blocks to the barn. The end is almost here . . .

Car 3081 arrived at Georgia Street at 6:12 a.m. and a sound-camera crew from a local TV station filmed the entrance into Division 20. The "official" end came two minutes later when the doors were opened and the fans spilled out into the street. After the fans and newspaper men had their fill of pictures, a retired switchman pulled the switch and the car backed into the yard. The motorman on the last car was Earl Miller, who had operated streetcars in Pittsburgh, Pennsylvania, before coming to Los Angeles a few months previously. Newspapers quoted him as saying, "I'll have to admit on this last ride, I had a lump in my throat." Many others had the same feeling.

While many fans were taking their last rides on cars in regular service, what was happening on the special car, 3003? Here is the trip as seen through the eyes of one of the passengers, Riley

Gordinier:

"Our ERHA-SC special car 3003 was not hard to find, because it was the only car left in the north half of Georgia Street Yard. It had a black cloth banner on the front that resembled a mustache. Only 60 tickets were sold so the car was not crowded.

"We pulled out at 11 p.m. and headed out Eleventh, Figueroa and Seventh for a photo stop at Seventh and Broadway. The car then ran down the J line to Palm



At 6:12 a.m. the last regularly-scheduled car, No. 3081 from the V line, arrived at Georgia Street and Division 20. Passengers alighted, pictures were taken, and the car was backed into the yard. (George Geyer picture)

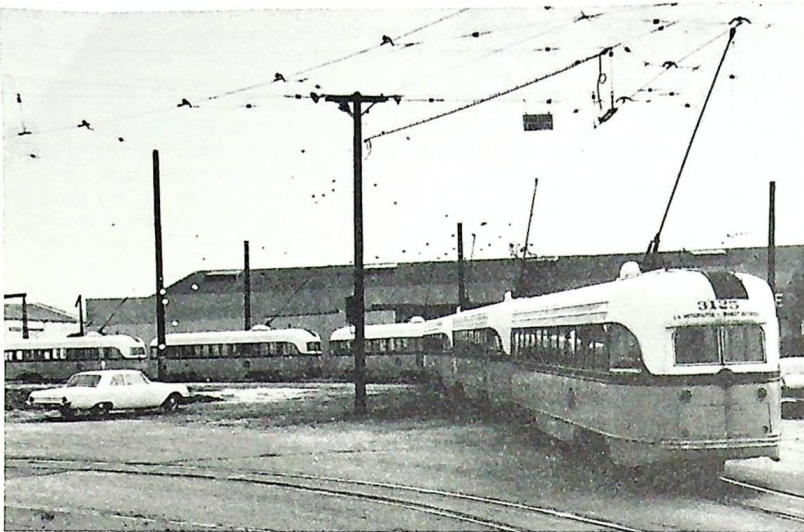
will probably be her most memorable.

One-by-one the streets glide by as the car nears the end of the northward run. It's Venice Boulevard at 5:28 a.m., Olympic at 5:31, and Sixth Street, which saw its last trolley coach many hours previously, is passed at 5:36. The car arrives at Monroe Street at 5:43 a.m.

Passengers get out into the light of a gray dawn and the car is run into the wye. A few minutes later everyone is again aboard and about this time the 3003

At dawn following an all night fan trip over the system, No. 3003 arrives at Georgia St. amid the roar of track torpedoes lining its path. Several hundred fans were present to witness the ending of electric rail service in Los Angeles. Many had scrawled their signatures on the sides of 3003 with grease pencils during its last run. (Richard Smith picture)





Six cars await movement into storage at Vernon Yard on Saturday, March 30, following their trip down from Georgia Street. The track in foreground is outbound V line. (Richard Smith picture)



A trio of PCCs enter Vernon Yard and head for the storage area on Saturday, March 30. A pool of eight operators deadheaded the units from Division 20 on three minute headway. Trips via Pico Boulevard, Vermont and Vernon Avenues took about twenty-five minutes each. Pool was increased to eleven men on Sunday, March 31, with deadheading movements commencing immediately upon the arrival at Division St. of 3003's last run. (R. Smith)



Place loop and back. On this run it acquired a long paper "tail." The trip continued on a speed run out Seventh St. to the sound of firecrackers and a "charge" on a bugle. Turning down Vermont and onto Eighth, we passed the regular service car at New Hampshire Street. At Western we were treated to a miniature fireworks display. We made the last run down Eighth Street and then went down Vermont and over Pico to Westmoreland. Here there was a wait for westbound P Owl car 3002.

"About this time inscriptions began to appear on the car. By the end of the trip it was to be covered with signatures and assorted comments. Continuing east on the P line, we were disappointed by the the motorman's slowness, but we soon found that a good round of applause would get the desired action. We were late so there was no stop at the Rowan and Dozier loop. We then covered the whole length of the P line to Pico and Rimpau where we stopped for food and photos. The car then went by way of Pico, Figueroa and

the R line to Brannick Street. Then it returned to and into the wye at Central and Wilde. It was a surprise to the riders to see Division One completely empty of trolley buses.

"We booted an out-of-service rail replacement bus at Seventh and Central and then the car went west on Seventh and pulled into the 4:10 a.m. Owl lineup at Seventh and Broadway. Most of the cars had small groups of railfans seated in the respective end sections.

"Our car ran along Seventh, down Grand (where we paused to let off a man who had boarded the car by mistake) and along Jefferson. At Vermont we pulled up behind car 3151 which was waiting to make connections with the last V car, southbound 3081. From there 3003 went down Vermont to the private right-of-way at 47th Street. We milled around (by now it was not quite so cold) or waited in the car. Two round trips were made to Hoover on the right-of-way and finally the car pulled up to Vernon and Vermont to wait for the last regular in-service car. The V came by, jammed with passengers, and we followed it on the long trip up Vermont. There were news cameras and much activity at Vermont and Monroe - even the special agents were taking movies of the cars.

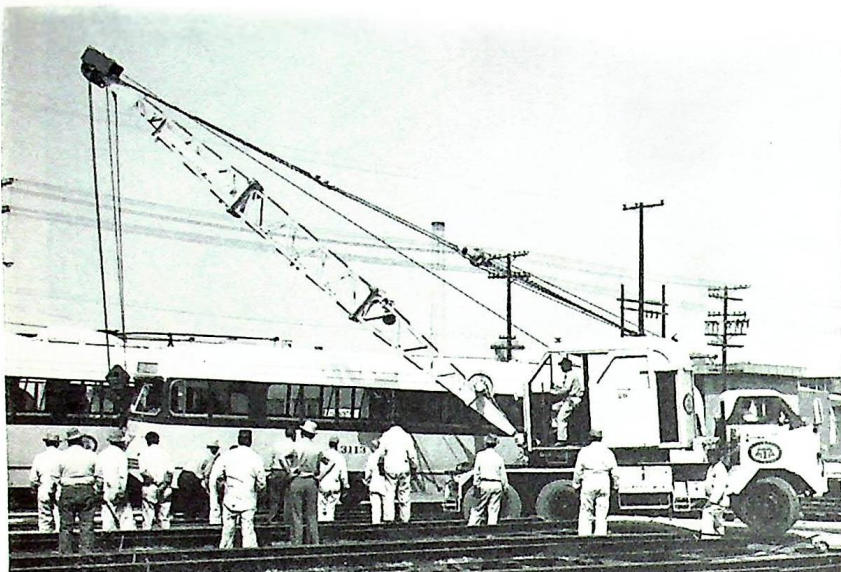
"The sun was coming up over the fog as 3081, and then 3003, proceeded down Vermont and over Pico. We were stopped at Georgia Street by the largest mob of railfans I've ever seen. A couple of eager ones tried to sneak aboard, but they were promptly ejected. The car then pulled ahead over the last few feet of track to arrive at 6:21 a.m. It was difficult to tell whether it was the clouds of acrid torpedo smoke or the abandonment that made eyes water and gave that "choked up feeling."

Car 3003 was then backed into place to join 3081. Almost at the same time the first car of the day left for Vernon Yards, the first in the long parade which was to last many hours.

For many in the crowd this was the

(R. Smith)

No. 3103 is edged around the lead to storage while all hands hope that it doesn't follow the course set by the 3113. (See p.5 R. Smith photo. It didn't.)



end. Some had no reason to return, and many called it a day and headed home for a much needed rest. For those who still had enough energy, there was the dismal parade of streetcars on their way to Vernon Yard, The "little Ps" (3001-3125) went first, and then the remaining all-electrics were sent down as a group. The very last cars to leave were 3003 and 3002. Some minutes after 3165 left, Operator L. A. Nilson pulled out with 3003 at 12:37 p.m. Only 3002 was left in the yard and when Operator Danny Morris started out for Vernon Yard at 12:48 p.m. Division 20 ceased to exist, both as a rail facility and as an operating division. Shortly afterwards Division 20 sub-station ceased running and others followed suit as their services were no longer needed.

Car 3002 arrived outside Vernon Yard at 1:30 p.m., but there were so many cars backed up waiting to get into the yard area that it was not until 4:30 p.m. that the car could enter the yard. Ten minutes later those fans present were allowed to ride the car for the few remaining feet around the loop. Then a mechanic ran 3002 to its assigned resting place and pulled down the trolley pole. The last Los Angeles streetcar had run its last mile. Shortly afterwards (5:04 p.m.) Vernon Yards sub-station went dead and with it the 600-volt system. The end of an era had arrived.

Track and wire removal in loop and yard areas was begun almost immediately. Removal of wire on the major part of the system began on April 10. The City of Los Angeles lost no time in beginning the paving over of streetcar rails. Even before the scrappers could remove the wires, all of Broadway and part of East First Street were paved over.

Since that time, parts of Vermont, Grand, Avalon and other streets have been covered over. All poles were removed from the private right-of-way portions of the system, except those in use by the power company, including some on Gage Avenue. Rail from the Pacific Avenue section was stacked in Vernon Yard. Most all overhead gear has been removed, the last section of overhead hanging on San Pedro from Seventh to Ninth. The pits under the tracks at Georgia Street were filled in and, coincident with the closing of the MTA interurban station at



TOP LEFT Truck crane teeters on its rear axles in re-railing No. 3113 after the unit's front truck climbed off the tightly curved trackwork leading into storage area. (Richard Smith picture)

MIDDLE LEFT All aboard for oblivion! Car 3057 is about to leave Eighth and Western for the last revenue trip down Eighth. Time: 12:53 a.m. (William Wootton picture)

LOWER LEFT All-electric 3127 at Georgia & 12th Place, entering J line service, March 30. (George Geyer photo)

UPPER RIGHT Two streetcars on Seventh approach Broadway as end of operation nears. Nearest is 3086. (Wm. Wootton)

LOWER RIGHT 3100 and 3001 repose at the Orange Empire Trolley Museum, where they see occasional operation (WW)





Division 20 at night during the last week of LAMTA rail service. (Richard Smith)

45-6

Sixth and Main on September 15, the former Division 20 became a bus storage facility. Whether buses will continue to use this location after the new MTA station is completed is not known.

As time goes on, less and less trace of the streetcars will be seen, until they are only a fading memory for most people. But the streetcars have not yet gone to the scrap pile. Two PCC cars are going to Chile and trolley coach 9106 to Peru as demonstrators. If they prove successful, perhaps more of the fleet will find a new home elsewhere. One other car was sold to a local fan for display at his trailer park, and two of the modern streamliners along with many older cars still operate occasionally on the tracks of the Orange Empire Trolley Museum at Perris, California.

The yellow cars are gone forever from the streets of Los Angeles to be replaced for the present by diesel buses and perhaps in the future by rapid transit. But for those who knew them, there will never be anything quite the same again. In tribute to those little cars which were part of people's lives for years, it can be truly said, "Well done, thou good and faithful servants."

CHRONOLOGY

Friday, March 29, 1963. Last day of rush hour operation for the streetcar lines. Next rush hour will be all-bus.

12:01am Saturday, March 30. Last full day of operation begins. Cars of the 3126-65 class take over runs on the J line in the early morning hours.

All Day The parade of deadhead cars to Vernon Yards for permanent storage. 70 cars will make the final trip.

10:05am Electric Railway Historical Association of Southern California special cars 3094 and 3148 depart for all day excursion.

11:00am Pacific Railroad Society special cars 3074, 3098 and 3156 leave Division 20 for an all-day excursion.

8:34pm Trolley coach 9130 leaves 51st & Ascot on Line 2. Last No. 2 line T.C.

8:56pm Last Los Angeles trolley coach (9023) leaves W. 3rd & Fairfax for downtown Los Angeles.

9:02pm Coach 9130 arrives Macy & Gallardo and Line 2 is now all diesel bus.

9:28pm Last passenger (Warren Quon) leaves the coach, which now proceeds via Main & Macy to Gallardo.

9:44pm Coach 9023 arrives at Gallardo St. and trolley coach operation in Los Angeles is no more.

11:00pm ERHA-SC special car 3003 leaves Division 20 for an all-night excursion.

12:01am Sunday, March 31. Last day begins with only six hours of regular operation left.

12:53am Car 3057 makes the last revenue trip from 8th & Western.

1:07am Excursion car 3003 becomes the last car in history to depart from 8th & Western.

3:10am Last "pure" streetcar lineup at 7th & Broadway.

3:40am Car 3002 is the last car to leave Pico & Rimpau.

3:41am Last car leaves Manchester & Central bound for W. 3rd St.

4:32am The last R car (3121) leaves Whittier & Brannick.

4:35am Car 3015 on run #1 leaves W. 3rd & Gramercy for the last time, bound for Central & Wilde wye, then Division 20.

4:36am All-electric 3151 leaves 10th & Jefferson and proceeds down Jefferson for the last time, bound for 11th & Grand, and then Division 20.

4:46am Operator Richard Buda and car 3164 start on their final trip from Palm Pl. & Seville.

4:46am The "Crying Car" 3002 says farewell to Rowan & Dozier, thus becoming the last car at both ends of the P line.

4:58am Car 3151 from 10th & Jefferson pulls in becoming the first of the "last" cars to arrive.

5:00am Car 3121 pulls into Div.20. The R line is now dead.

5:05am 3081 on run #51 (V line) leaves Vernon Yards.

5:13am Car 3002 arrives Georgia Street.

5:19am Car 3015 arrives Div. 20 ending S line streetcar service.

5:30am 3164 becomes the last all-electric to operate in regular service and the last J car.

5:55am The last V car (3081) leaves Monroe & Vermont southbound to Div. 20 and the end of streetcar service.

6:05am Special car 3003 leaves Monroe & Vermont.

6:12am Car 3081 arrives at Division 20, the last revenue car in Los Angeles history.

6:21am Special car 3003 arrives. Car 3003 was the last passenger carrying streetcar on the streets of Los Angeles.

6:30am About this time the first car left for Vernon Yards.

6:45am Streetcar service has not ended an hour and already the tracks at 7th & Broadway have a coating of rust.

12:46pm Car 3002 leaves Georgia Street on its way to Vernon Yards for storage. Now Division 20 is empty. The streetcars have gone.

1:38pm Car 3002 arrives at Vernon Yard.

4:45pm After carrying fans and other persons for a last short ride, 3002 is put in place and its pole pulled down.

5:04pm Vernon Yards substation ceases running. The 600-volt system is now dead.

Monday, April 1, 1963 - April Fools' Day.
- First full day of bus operation.

7:00am Saturday, April 6, 1963. Slauson substation, which continued to supply power to South Park Shops until AC connections could be completed, ceases. Now only the removal of all equipment connected with streetcar operations remains to be done.

April 10, 1963. Wire removal begins on the system. First come the trolley wires, then the span wires, then the feeders, then the trolley poles.

OWL SCHEDULE CHANGES MADE SAT. MAR 30

In order to make the transition from streetcars to buses easier, Owl schedules on most lines were changed. These changes are outlined below:

Line J Train No.1. Ordinarily operated from 10th & Jefferson to Central & Wilde, then to Div.20. This night only

pulled in at 11th & Grand. Train No.2, instructions read "cancel passenger transfer to westbound streetcar". Train No.3. Ordinarily turning back at Central & Wilde, this night only this run ran through to South Gate, then back to 7th & Figueroa, and deadheaded to Div.20.

Line P Trains 1 & 2. Only change was transferring passengers to a bus at 7th & Broadway, instead of a westbound streetcar at Georgia Street.

Line R Train No.1. Only change was "cancel passenger transfer to westbound car."

Line S. Train No.1. Orders read to transfer passengers to eastbound bus, and then pull in to Central & Wilde on regular schedule. Train No.2 - ordinarily operating to Central & Manchester, this night only passengers transferred to eastbound bus and the car proceeded to Central & Wilde, then to Div.20.

Line V Run No.52. Leaving time at Vernon Yards changed from 4:24 a.m. to 3:54 a.m. No transfer connections scheduled.

Run No.51. To this run fell the dubious distinction of being the last revenue run. Ordinarily the car ran only to Vermont & Pico, but on the last run the car continued to Monroe St., then returned to Pico, then deadhead to Georgia St. where it was scheduled to arrive at 6:01am (it was late).

ROUTE CHANGES - THE TRANSITION

Route 2: no change.

Route 3: On the west end due to heavy traffic on Fairfax the loop was changed to W. 3rd, Ogden, Colgate, Fairfax to W. 3rd.

Route 9: (Formerly J) On the east end via 7th, Santa Fe, Pacific, Florence, Seville to Palm Pl. Route on Mateo abandoned. On the west end no change until June 23, then certain buses extended via former #38 route via Jefferson, La Cienega, Rodeo, Genesee and an alley to La Cienega. Loop direction changed at 10th & Jefferson.

Route 26 (Formerly P): Loop at east end changed to clockwise.

Route 28 (Formerly R): On the west end buses operate in regular service to 3rd & Wilton, then operate out-of-service via Wilton, 5th, p/r/v, 6th, Wilton and back in service at 3rd & Wilton.

Route 29 (Formerly S): On the west end buses changed to operate via New Hampshire between 7th & 8th instead of Vermont.

Route 95 (Formerly V): On the north end buses now loop via Vermont, Melrose, Heliotrope, Monroe to Vermont.

Due to the replacement of 59 and 61 passenger streetcars with 51 passenger buses, headways during most (except Owl) hours were increased up to five minutes on all former streetcar lines. Headways were not altered on the trolley coach lines. In fact, the replacement buses have more seating capacity than the trolley coaches!

Owl schedules were altered on two lines, the 28(R) and 29(S). Formerly R streetcars ran only as far as 7th & Figueroa from Whittier & Brannick. The new buses run from Brannick through to West Third & Gramercy, while the No. 29 bus now turns back at Figueroa Street. Other owl schedules remained essentially the same.

Bus substitution: the trolleys and coaches were replaced by the most part with new and fairly new buses of the post-1960 "New Look" design. Most of them were a part of the order of 300 buses MTA had built to provide enough equipment to replace the trolley lines. In addition, some older equipment was assigned during the rush hours. Replacement coaches consisted of the 5000, 5300, 5400, 5800 and 2100 classes.

On March 31, 1963 the MTA had 1400 buses scheduled, a part of the 1553 buses ready for service. In addition there were 153 spares and 58 unassigned coaches, for a total of 1611 diesel buses.

#R-23 TEMPORARY LETTER CHANGE LINE "V" SCHEDULE NO. 62102 SATURDAYS ONLY DIV. 20
IN EFFECT 3-30-63 ONLY OWL CHANGES

WEST & NORTH

TR	VERN	VERN	VERN	VERN	VERN	JEFF	ADMS	WASH	PICO	6th	MONR	V T
NO.	YRDS	S. FE	CENT	BDWY	VMT	VMT	VMT	V T	VMT	VMT	ARR-LVE	
52 - NOTE	354A	355	400	405	408	413	415	418	420		(PULL-IN 427A)	
*51 - NOTE	500A	501	506	511	514	520	522	525	528	533	539-542	

SOUTH

TR	MONROE	PICO
NO.	VERMONT	VERMONT
51 - NOTE	542A	554
		601

NOTE: Tr. No. 51 - Lvg. Vernon Yards 500A, cancel Pico & Vermont pull-in time & trip and transfer of passengers to street car. Operate in regular Owl service to Monroe & Vermont. Lvg. Monroe & Vermont 542A, no transfer of passengers or connections scheduled.

Tr. No. 52 - Leave Vernon Yards 354A, no transferring of passengers or connections scheduled. Cancel 424A leaving time and passenger transfer to street car.

*Preceding Tr. No. Indicates Change in Mileage.

CREDITS: The author would like to thank the following persons who provided data for this issue: David Cole, who also should have been given credit for assistance with Issue 42; Warren Quon; and Riley Gordinier. Some data was obtained from Timepoints, publication of the Electric Railroad Historical Association of Southern California. Particular recognition is given to Richard Smith of San Gabriel, California, for having made available his picture collection of the final days of LAMTA. Mr. Smith forwarded the collection to the Dispatcher last July. The Dispatcher regrets that not all of the pictures could be used. At this writing the printed pages have not come off the press and, therefore, we do not know the picture quality. We do know this - Mr. Smith's original 8x10s are of outstanding quality.

EDITOR'S NOTE: Once again we express our thanks to Bill Wootton for having carried the editorial load for this issue. There will be a LAMTA Part III which will include pictures of car types. Publication date of this issue is uncertain. One correction to Part I - Isaac Israel reported LAMTA's color scheme originated in Los Angeles - not San Diego. In the latter city it is now being phased out, and we've heard a new design is coming up in Los Angeles.

IN THE GLARE OF THE HEADLIGHT

by G. J. Oliver

The Fourth District looks more like a main line every day, what with long heavy potash trains, drawbars and knuckles scattered along the track, mostly on

the hill between Sorrento and Miramar, and, occasionally, passenger trains sawed by at short sidings. One result of these trains has been the need for beefing up some of the bridges; a gang has been working on the trestle just west of Del Mar where a 30 mile per hour restriction has been in effect for a couple of weeks.

The only apparent result of Santa Fe's giving the old depot at Carlsbad to the city, which they tried to sell to anyone to raze, has been the taking off of the boards from the windows, and a small sign over the name plate claiming a population for the town of 11,288. If the IBM machines are correct that figure should undoubtedly be revised upward.

The grumbling about the new "station" at San Clemente seems to have died down. The city wanted it by the pier and the Santa Fe obliged, but the people found there parking meters on the streets instead of free parking at the old location; then, the motels found that trains make more noise starting and stopping than going by on the fly. After many letters to the General Manager, the Road Foreman of Engines told all engineers to lay off the whistle and the bell at the new location.

Train 73's fan club gains members all the time. Number one and the oldest seniority-wise is our old compadre RPM, who can just be seen waving from his window if one knows where to look as the train passes the gap between two buildings. No. 2 is a man and wife at the west end of the Morena siding, plus any visitors and/or grandchildren present. Then we jump to Del Mar where a retired sea-captain and wife wave from their breakfast table as we leave the depot. Next are schoolgirls on the overpass between Del Mar and Solana Beach.

After various and assorted moppets who mostly put objects on the track and then wonder why we don't wave pleasantly at them. After blowing up to one hundred surfers off the tracks, so far successfully, between San Onofre and San Clemente, with the whistle while trying to spot at the San Clemente station, we see numerous tenants of the egg crate motel by the tracks come out to the balconies to wave or give dirty looks, depending upon the amount of sleep the passing trains have robbed them of. As we start, the Alcos lay a nice trail of smoke along the motel and the wavers join the dirty lookers. A little beyond, a glance up on top of the bluff shows a number of aristocrats out on their verandas highballing us. We always give them extra attention as they appear in the Super-Chief class of prospective customers. This about winds up the fans, as the leisured people seem to be south of Capistrano and the rest are at work. Besides, from there to Los Angeles we are too busy with the whistle trying to keep the motorists from connecting with

the engine pilot, to wave at train watchers.

(Editor's Note: Mr. Oliver's article first appeared in Report, November 12, 1963. "In the Glare of the Headlight" Will appear regularly in both the Report and the Dispatcher.)

CALIFORNIA SOUTHERN RAILWAY LIBRARY IS ORGANIZED

The first meeting of the California Southern Railway Library was held in the private railroad car Cyrus K. Holliday recently to form what promises to be the first railroad museum of artifacts and historical railroadiana in Southern California.

Chairman of the meeting was Phil Middlebrook, retired Santa Fe engineer and rail historian. Attending were Jerry MacKullen, director of the Serra Museum; Eric Sanders, editor of the Dispatcher, railfan publication; William Babcock, of Title Insurance Company; Fred Reif, San Diego historian; Miss Helen Reif, long time area resident; Mrs. Grace Middlebrook, another long time resident; banker Thomas Sefton; Douglas Duncan, San Diego city organist; and Jack Stodelle, public relations consultant.

The library foundation was formed when the vast collection of railroad pictures and artifacts of the late Richard V. Dodge was placed in trust by his brother and sister-in-law, Mr. & Mrs. Edgar Dodge, of Berkeley. Sefton, president of the San Diego Trust & Savings Bank, has offered space in the firm's building for the collection and other collections expected in the coming years from San Diego area rail historians.

The collection will be known as the Richard V. Dodge Memorial Collection and will be available for research and observation as soon as cataloging is completed and permanent space is prepared in the bank building.

Middlebrook stated, "It is our intention to make the library one of the finest in the nation. All collectors of railroad pictures and artifacts are invited to inquire regarding eventual donation of their collections to the California Southern Railway Library for the use of future generations in the study of our rich transportation history."

Next meeting is in April.

THE DISPATCHER

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, pres.; Thomas Watson, 1st vp.; Charles Mann, 2nd vp.; Gladys Skeen, 3rd vp.; Wallace Duthie, rec. secy.; Barbara Thomson, cor.secy.; Fred Finke, treas.; Dwight Couch, hist.; Seeth Thomson, excur.dir. Directors: Wendal Byers, Ernest Major and Clifford Skeen.

Dispatcher staff members are:

Publisher & Editor: Eric Sanders

Co-Publisher: Douglas Duncan

Resource Editor: Phil Middlebrook

Art Editor: Ellen Sanders

Contributors: Allen Copeland, Joe Strapac and Bill Wootton

Seeth Thomson is editor of the monthly Newsletter. Dispatcher: \$1 per year or \$2 for two years. \$2.50 Society membership includes Newsletter & Dispatcher. Dispatcher address: 7861 Normal Ave., La Mesa, Calif. Delivery is guaranteed but not delivery dates.

Dispatcher is also affiliated with Pacific Southwest Railway Museum Assoc. Inc. \$2 membership includes "Report" but not the Dispatcher.

DISPATCHER ISSUES ANNOUNCED

Issue 46 will tell the story of Santa Fe's Fallbrook branch. It will include the content of Issue 17 and some new material. It will be available to excursionists on the May 16 Fallbrook excursion train.

Issue 47, featuring SDery Car 54, will be prepared in part by Charles T. Mann as a special issue for sale at the Del Mar Fairgrounds. Low Rails of Baja California Part II will be the subject of Issue 48. If time permits Issue 49 will be published this year. These three or four issues will be mailed all 1964 RHSofSD members and the Society will be billed for the number finally delivered. Forthcoming issues will include LAMTA III, Baja California III, U.S. Gypsum and San Diego Electric. An article on Southern Pacific's handling of the Imperial Valley flood by Fritz Schumacher is also on hand as is some material from contributor Spencer Menzel.

Phil Middlebrook and Bill Wootton will also supply feature material and Allen Copeland has prepared rosters, one of which will be used in Issue 46.

EXCURSION TO FALLBROOK IS PLANNED

Next major excursion for the San Diego area will be the May 16 Fallbrook Special run by the Pacific Southwest Railway Museum Association. The train will be run from National City and San Diego via Oceanside to Fallbrook and return to Oceanside. From the latter city buses will shuttle passengers to the Armed Forces exhibits and demonstrations at Camp Del Mar (Camp Pendleton).

The marines go all out to entertain thousands of visitors on the Annual Armed Forces Day and excursionists may combine a visit to these activities with a train ride on the historic Fallbrook branch. The branch was once part of the original Santa Fe main line from Barstow through Cajon Pass to San Bernardino, Perris, Temecula, Fallbrook, Oceanside, San Diego and National City. Built originally as the California Southern the line was cut in two by floods on at least two occasions. Santa Fe gained direct access to Los Angeles and the through route to National City was not restored. Today, trains run north into Fallbrook and also south into Perris and Elsinore.

PSRMA Excursion Director Wally Duthie announced that rates and schedule will be announced shortly. He also said that profits, if any, will go into a land purchase fund.

ORGANIZATIONAL NEWS REPORTED

Escondido Model Railroad Club has acquired Santa Fe combine 111. It will be located in Grape Day Park....53 attended the RHSofSD Installation Day Dinner. James Reading installed the new officers. Earle Swaine was re-elected president.... On January 12 a RHSofSD party went to Vista to ride and operate Mr. & Mrs. Pollard's O-4-O....Seats and a trolley pole are being installed by RHSofSD on and in Car 54 at the Whaley House....San Diego County Railway Museum Association has been renamed the Pacific Southwest Railway Museum Association. Incorporation has been completed. Bill Wootton is the newly elected president. Group sponsored an O.T.T. work party....Issue 46 will carry a news summary. Meanwhile keep up with complete local news in RHSofSD Newsletter.

FROM THE EDITOR'S DESK

DISPATCHER Page 45-11

We're behind on our correspondence again - Everett Jones, Ed Von Nordeck, Richard Willis and others Please forgive us! There aren't enough hours....Bill Beatty of Beatty's Cabin wrote to Dispatcher, La Mesa (whereever this ?). He asked, "What is a Resource Editor?" It's like this. Dispatcher needed an informed and reliable San Diego area railroad historian who could answer questions, supply data, and perhaps provide feature material. Obviously, Phil Middlebrook was the answer. He accepted the position, "Resource Editor." Then we heard from Dick Willis. He's interested in maritime news as well as railroading. He reported that the "Islander" (Issue 44) may have been built in 1916 as the "Vashon Island." It was renamed "Mercer" at an unknown date. As the "Vashon Island" it was a steam ferry! Dick has some information about the Terminal Island ferry service prior to 1941, but we'll hold that until the next issue. He reported the "Islander" left San Pedro on Thursday, November 14, 1963 at 9:10 p.m. At about 9:15 p.m. it left Terminal Island. With 400 persons aboard it departed San Pedro 9:30 p.m. for its first harbor excursion. It returned at 11:30 p.m. and tied up for good - at least on the Terminal Island run. The "Ace" ran from 9:15 p.m. to midnight. At that unlikely hour the new bridge was opened to traffic and the buses took over.

Dispatcher on many occasions is short on space for current news. We've almost become a feature publication. RHSofSD members, however, do keep up on the news by reading all the latest in the RHSofSD monthly Newsletter, Corky Thomson, editor. That's O.K. by us as the Dispatcher itself was originally the Newsletter. Corky provides reliable and comprehensive - and lively - news coverage. RHSofSD \$2.50 dues brings you the Newsletter and the Dispatcher as well as RHSofSD privileges. Your editor is also responsible for the quarterly "Report" of the PSRMA. Starting with the next issue, this publication will also include a news summary. It is available at 10¢ per copy or with a \$1 contributing membership. Your editor gets a bang out of the Booster, United Traction Boosters, 1167 Serrano Avenue. Los Angeles, Calif. 90029. At \$2 per year this monthly offers complete coverage of all California bus news, San Diego included. Let's clarify our thinking. We like reading about all kinds of transportation. Riding? That's something else.....Orange Empire Trolley Museum has some good offers: set of LAMTA timetables, transfers and a track map (recent date) for \$1; a set of six PE timetables of World War II vintage for \$1; recent date track map for 25¢; and many postcards (2601, 3100, 9310 - others, all in color) for, we think, 10¢. Order from - and visit - O.E.T., Box 501, Perris, California.....Duthie reports more talk about the railroad into Ensenada. It's a question of "In which decade?!!..Post Office plans to take mail off the San Diegans would result in Santa Fe's cutting way back on its San Diego to Los Angeles passenger service.

WE NEED YOUR BACK ORDERS! WE REALLY DO!

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