

Report

Of the San Diego County Railway Museum Association

Issue 7

San Diego, California

March 3, 1963

WELCOME ABOARD

SDCRMA'S FIRST EXCURSION TRAIN

by Wallace Duthie, vice president
and excursion director

The San Diego County Railway Museum Association is happy to have you along on its first excursion which, unfortunately, coincides with the approaching demise of the last electric lines in Southern California.

The itinerary for the day is as follows:

7 a.m. Leave Kettner & Broadway via California Bus Tours (division of San Diego Transit System)

10 a.m. Leave Georgia Street Division 20 via special chartered Los Angeles Metropolitan Transit Authority street car (through Tanner Gray Line Motor Tours) Route: 11th-Broadway-1st Street to 1st & Chicago loop, turnback on the P line.

10:30 a.m. Lv. 1st & Chicago via 1st-Broadway-11th-Figueroa-Pico-Vermont-7th-San Pedro-Avalon-Vernon-Pacific-Florence-Seville to Palm Place loop. (P,R, S and J lines)

12:07 p.m. Lv. Palm Place loop via Seville-Florence-Pacific-Vernon-Hoover-48th St. prox. to Vermont. (J,V, off line)

12:50 p.m. Lv. 48th & Vermont via Vermont-8th to Western (V,S)

1:15 p.m. Lv. 8th & Western loop via 8th-Vermont and 3rd to Gramercy wye. (S, V and R lines)

1:35 p.m. Lv. 3rd & Gramercy wye via 3rd-Vermont-7th-Boyle-Whittier to Brannick St. loop (R line). Return via Whittier-Boyle and 7th to Figueroa.

3 p.m. Continue on 7th to Vermont to First & Vermont loop. Return via Vermont-Pico-Georgia to Division 20.

4 p.m. Bus to Knott's Berry Farm

6:30 p.m. Dinner

8:00 (approx.) Lv. for San Diego

The number and location of photo stops will be somewhat limited, and there will be only one run-by for movie cameras. This will be on the 48th Street private right-of-way. Excursionists will disembark.

(Continued column 1 page 2)

PROGRESS REPORT OF THE SAN DIEGO COUNTY RAILWAY MUSEUM ASSOCIATION

The San Diego County Railway Museum Association at the close of the February 10 meeting found itself blessed with a new Constitution and some new operating procedures.

Members accepted the Constitution and standing rules which provided for a minimum of six meetings a year and annual dues of \$2.

1963 officers elected at the meeting are: Eric Sanders, president; Wallace Duthie, vice president; Terry Durkin, secretary; and Charles Gerdes, treasurer. First action of the new president was to request approval of the appointment of outgoing president Al Diamond as museum committee chairman. Approval was granted.

The \$2 annual dues are payable on an anniversary basis with maximum advance payment limited to an 18-months period.

First Association priority will be given to the formulation of plans for establishing and operating a railway museum.

Two former San Diego & Arizona Eastern Railway Company employees will relate their experiences at the April meeting. SDERY's Route 16 will be the topic at a later meeting.

Individual museum-type activity is already underway. Member Charles Gerdes is engaged in the restoration of a one-time SDERY Birney car. Gerdes and Douglas Duncan are also expecting to restore a horse car. Terry Durkin boasts ownership of the Mission Valley & Southern, featuring section crew mobile equipment. Bill Wootton, Gary Johnson, Tom Matson and George Geyer work from time to time on RHSofSD-owned equipment and on OBT right-of-way.

Wally Duthie was delegated responsibility for the operation of the March 3 LAMTA trolley excursion. Appointed to assist him were: Jack Stodelle, publicity; George Geyer, hospitality; Charles Gerdes, finances; and Bill Wootton & Gary Johnson, routing.

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bark and walk ahead. LAMTA operating rules do not allow the operator to back the car for photo stops. In order to avoid delaying regular service cars and interfering with automobile traffic still photos will be taken only at line terminals.

All excursionists are urged to observe common sense safety precautions in getting on and off the car and in crossing streets. Avoid taking pictures from the middle of the highway. Do not tamper with any LAMTA equipment on the car or on company property.

Operators' rest rooms are located at the end of each line and our operator will loan you the key as and when needed. Please note that we will not stop while traveling between terminal points.

No matter how carefully a trip is planned there are instances when last minute changes are necessary. Rest assured that we have tried to do everything possible to make your trip an enjoyable one.

Space has been reserved for a group dinner (pick up your own tab) in the Steak House at Knott's Berry Farm. We will sit down at 6:30 p.m., so that we can take in as many sights as possible and not have to stand in line.

More trips may be planned - some of them exclusively of railfan interest and some for general sightseeing. Travel may be by train, bus, plane or combination and domestic or international.

Have a good time.

ESCONDIDO EXCURSION SET FOR MAY 5

Save the date of May 5 for a Santa Fe rail trip from San Diego to Escondido and return.

Corky Thomson, excursion director for the Railway Historical Society of San Diego, reports that plans for the excursion are nearing completion and that tickets will soon be available. The Escondido Chamber of Commerce has reserved the city's main park for a picnic lunch and box lunches may be ordered.

The Limeli ters, a San Diego couple organization, will cooperate with RHSofSD and many members will participate.

Passenger service of various kinds has been offered on the branch. More recently other railfan specials have traveled the line. Save the date and plan to climb aboard.

REPORT

Published four to six times a year as the official publication of the San Diego County Railway Museum Association. Editorial address is: 7861 Normal Avenue, La Mesa, Calif. Back issues and subscriptions sell for 10¢ per copy.

Co-editors: Terry Durkin and Eric Sanders. Association officers are: Eric Sanders, president; Wallace Duthie, vice president; Terry Durkin, secretary; Charles Gerdes, treasurer; Al Diamond, museum committee chairman.

SDCRMA Progress Report (Continued)

Walter Hayward and Terry Durkin have volunteered for museum activity.

Terry Durkin will assume partial responsibility for the publication of Report.

Charles Gerdes will determine exact membership and will arrange for a bank account.

IF YOU'RE INTERESTED

All non-member participants in today's excursion have automatically become participating members of the Association. This arrangement is in effect because of legal implications involved in sponsorship of trips and because SDCRMA is interested in maintaining contacts with excursionists.

A participating membership entitles an individual to all rights within the Association except the right to vote and to hold office. Participating members will receive copies of each Report which are published during the ensuing twelve month period. They are also invited to attend Association meetings. Reduced membership fare will be granted on any excursion held during the membership period.

A participating member may apply for regular membership on the payment of an additional fee. The Association extends an invitation to all interested persons to become regular members.

EDITORIAL NOTE. RHSofSD excursion reservations may be sent to Box 9351, San Diego 9, Calif. All of today's excursionists will be mailed a copy of Issue 42 of the Dispatcher. Two pages of this issue are included with this issue of REPORT.

The street railway system which you are inspecting today is a remnant - a sizable one, to be sure - of a far flung rail network built in large part by Henry C. Huntington and the Los Angeles Railway Corporation.

In the shadow of the vast and impressive Pacific Electric system the LARy yellow cars have received scant attention from many railfans. For after all, who would ride a Huntington Standard street car when he could board a red interurban for Venice or El Monte or the Catalina Terminal? Who would photograph a trolley on a city street when nearby there was a four track main with a three car train? This, in truth, was not fair. LARy was more than a prosaic street railway and it was much more than a system with a run of the mill car running on a paved street. Ira Swett found more than enough LARy material to fill three fat issues of his "Interurbans." And the Orange Empire Trolley Museum deemed it desirable to acquire a representative collection of LARy equipment. Many a Los Angeles area railfan and a club or two have been passionately devoted to the yellow cars.

Trolleys have included the Huntington Standards, Birneys, FCCs and steel cars which could and did run MU. The sowbellies were particularly unique and many of the cars were constructed in company shops. It was a three foot six gauge system and in some streets the yellow cars shared a common rail and overhead with the standard gauge red cars. Much private right-of-way was included in the system until fairly recent times and even today a small portion remains.

In its early days LARy almost moved into interurban operation, but in 1911 Henry E. Huntington divided his lines into interurban Pacific Electric and trolley Los Angeles Railway. Even so, some of LARy's lines were almost interurban in character and many lines did and do operate into neighboring cities.

LARy, PE and predecessor companies shared a heritage which included well known traction folk and much common history. LARy is steeped in history. Pico Blvd., traveled in part today, was the site of Los Angeles' - and the West Coast's - first or at least one of the first - electric traction lines. The 1st and Chicago loop, also on the P line, was the site of a cable car power house.

The 5, or E, line claimed much unique and varied private right-of-way. There were numerous Birney shuttles even in comparatively recent times. Today on the east side (P and R lines) one can still spot rail once traveled by the shuttle cars. There were experimental cars, funeral cars and work trains.

Today's Vernon Yard is only one small portion of a once vast and complex yard facility. South Park Shops, now reduced to one half size, have become an all-bus facility. Track on Hill, Spring, Main and many numbered streets in the downtown area are largely buried under pavement. All but one of the several car barns have been converted to bus operation. And a large and almost puzzling rail network has dwindled into what remains today.

Today's street railway system includes five street car lines (there are also two trolley coach lines), four of which operate respectively from an outer terminus through the downtown business district to another outer terminus. P is the sole remaining line on Broadway; R, S and J travel on Seventh Street. A belt line, the V line, half encircles the central city as its cars travel on Vermont and Vernon. LAMTA, successor company to Los Angeles Transit Lines, Pacific Electric and predecessor companies, has its own downtown office skyscraper at 11th and Broadway. Street car operation is exclusively out of Division 20 on Georgia Street. Vernon is now a storage area and a terminus for the V line. In recent weeks dead storage cars have been transferred from South Park Shops to Vernon, leaving the former facility all-bus. The three work cars have been leased and moved to O.E.T.'s. museum in Perris. Mobile LW equipment is stored at off-track Pepper Yard. After March all cars will go into dead storage at Vernon and reportedly Georgia Street will be sold.

Some private right-of-way remains on the J line and a few employees flag cars at railroad crossings. Cars and track continue to be well maintained and service could continue. However, a soon-to-be-abandoned rail system is in need of capital expenditures so LAMTA officials decided to close down all trolley coach and street car service sooner than planned. Enjoy your ride! March 31 is drawing nigh.

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 3/4"; 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 3/4"; 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. 1432 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

Double-truck derrick car. Length: 40'; Width: 8'1 1/2"; Height over all: 14'; Weight: 61,900-lbs.; 4 West. 38B motors (50-hp); 1 West. K-35J 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

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

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:

- Orange Empire Trolley Museum, Ferris, 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.
- 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

A FINAL WORD TO OUR GUESTS

Please know that we want to answer your questions and share your enthusiasm about rail transit. We want to meet you and talk with you. We extend a special welcome to those whom we have met on other railway excursions.

Here's a final note about the street cars. Disposition of equipment has been confusing. Today most of the passenger equipment remains on the system. Cars are in service, at the Georgia Street yard, or in dead storage at Vernon Yard. The last three work cars and two of the passenger cars have been leased to Orange Empire Traction. We understand that these cars are now on OET property at Perris.

Our car is a Class P-3, an all-electric model with wider aisles, standee windows and electric rather than air controls for doors, brakes, etc. Some of these cars are in service on the few remaining U.S. street car systems. This is the 3126-3165 series. The P-Class cars are the original PCC type - just like those which ran in San Diego. In Los Angeles, however, these cars have narrow gauge trucks. There are a few minor differences such as the type of window control. This is the 3001-3095 series.

The P-2 series are like the P series except that they were produced during the World War II period. They lack the chrome finish and they do have the center doors one window nearer the rear of the car in order to allow for smoother loading.

If you want to contact us by mail use the Report or Excursion Directors' address.

Uthe St. (L)
 Fig U
 Flower We
 Grand J
 Hill Ln, A, PE
 Bdwy Wn, 9, 10, P
Broadway W
Broadway W 9 10 (5, 6
 9th N join BdPl
 7th J R H S
 6th PE
 5th 3, U D
 4th tr. to e
 2nd 9 to e
 1st L & 2 (Hill,
 1st, n on Bdwy)
 also A
 5 6 W n on Bdwy
 P e on st
First
 Spring 7 8 N
 Main B G O (PE
 joins 1st 1 blk)
 LA PE swings n
 SanFed PE
 Evergreen 33 (if we
 go this far)
11th & Figueroa
 L on 11th, U on Fig
Figueroa to Pico
Pico P
 Vermont V
Vermont V
 10th L
 9th Ne
 8th Nw
 7th Re Se
7th R S
 Alvar H joins 7th
 Fig U
 Grand J from s joins
 Hill A, PE
 Bdwy 5 6 9 10 P W
 Spring 7 8 N
 Main F G B O PE
 Maple Hlv to s
 San Pedro S to s

San Pedro S
 9th PE
 12th B G
 Jeff K
 Vernon V
Vernon V
 McKinley Gter
 on n
 Central U
 Ascot B
 L.B. PE
 Santa Fe J
 Leonis Vbr s on
 San Pedro, J
 joins Vernon
 Pacific
Pacific V J
 Leonis Vbr to e
Vernon V
 San Pedro S
 Wall H
 Main O
 Bdwy 7 8
 Hoover F 9
Hoover F 9
Proflay 9
Vermont V U K
 StaBar 10
 39th U to w
 McClintock U to ne
 Jeff J, K to e
 West Adams A
 Wash W
 Pico P
 10th L
 9th N joins from e
 8th N leaves to w
8th N (now S)
Vermont again
 7th R S join from e
 6th 3
 3rd R S leave w on 3rd
3rd R S (now R)
 Western S lv to n
 Gramercy 3 comes in
 3and w on 3rd
 3 goes N on Larchmt.

R w on 3rd
7th & Vermont
 See above to San Pedro
7th
 San Pedro S to s
 Central U
 San Mateo J to s
 & 36 ter on n
 Boyle 31 ter on s
Whittier Blvd.
 Euclid 33 ter on n
 Indiana 35 ter on n
1st & Vermont loop
 H line came in from e

Perhaps you are curious about
 those little pieces of track
 you see here and there.
 Above car line crossings (over
 today's tour) were those in
 effect in 1935.

Note: ter means terminal
 n-north, e-east, etc.

4N

LAMTA

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

LEGEND

- ++++ major RR xings at grade
- track abandoned or suspended Sept. 15 to Feb. 1, 1963
- MAP NOT TO SCALE
- track gauge 3'6"

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

INSET "A"

DOTTED LINES
INDICATE
TEMPORARY
NON-ELECTRIC
STORAGE KGS.

NOT ALL YARD
BUILDINGS SHOWN

