

The glory that was PE is here epitomized as 1230 leads a six-car Catalina Special on Labor Day, 1941. (FJP)

The tragedy of the present; black flags signal the demise of yet another line. 318 at 6th & Main, May 24, 1958. (ILS)



A HISTORY OF THE
RAIL PASSENGER SERVICE
OPERATED BY THE

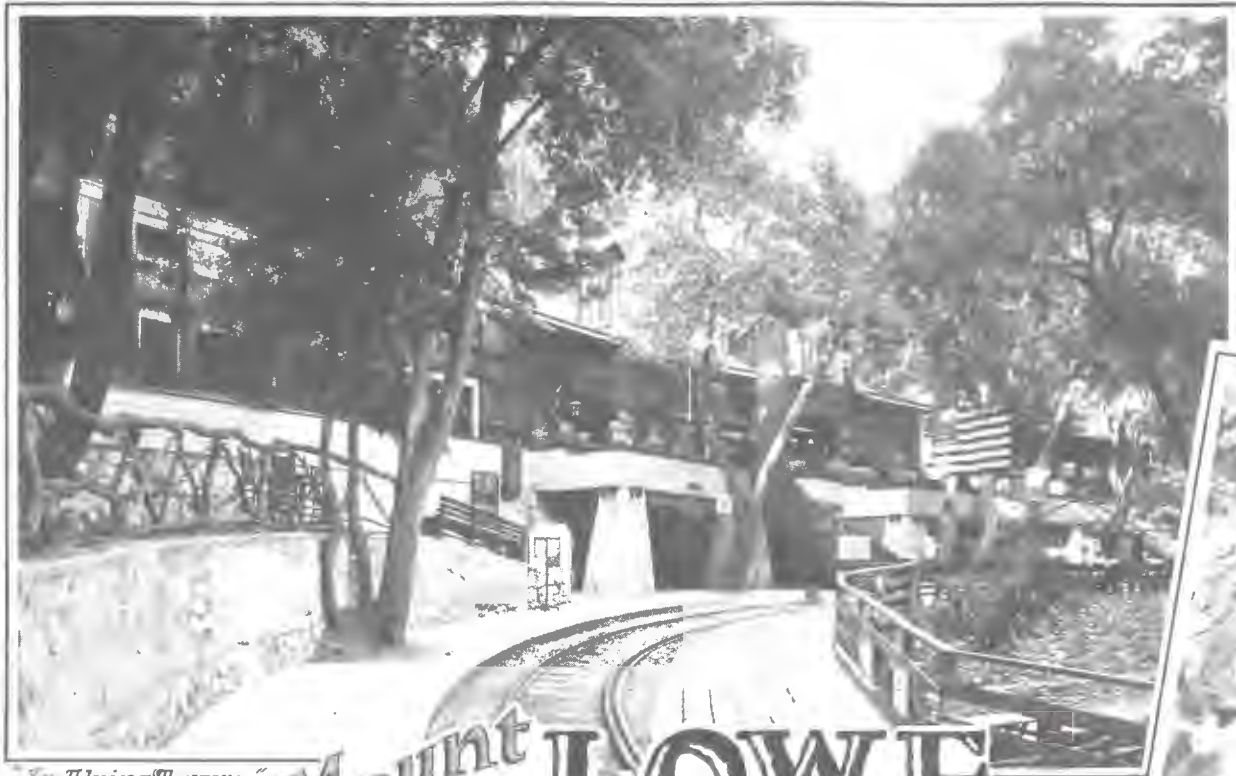
PACIFIC ELECTRIC RAILWAY COMPANY

SINCE 1911

AND BY ITS SUCCESSORS SINCE 1953

By Laurence R. Veysey

INTERURBANS
Los Angeles, California
1958



The Alpine Tavern

Mount LOWE

America's Most Scenic
Mountain Trolley Trip



Granite Gate

For Literature and Information write
Pacific Electric Railway
LOS ANGELES

PREFACE

This work is intended not for the general reader, but rather for the specialist in electric railway history, and, moreover, in the history of the Pacific Electric Railway Company. Its aim is to present data, not to interpret that data. Even on the factual level, the material included in this monograph makes little sense apart from other extant publications which it is assumed the reader may have at hand: Pacific Electric All-Time Roster of Cars and Lines of Pacific Electric, previously published as part of the INTERURBANS series. These two publications, together with the present work, constitute an interwoven trilogy of research into the operations of one of the largest electric railway networks in the nation, as that system existed from 1911 to 1953. This trilogy, in turn, may be regarded as the foundation for an interpretive study of the Pacific Electric Railway which has thus far not found its way into print. Such an overall study is provided in this author's "The Pacific Electric Railway Company, 1910-1953: A Study in the Effects of Economic, Social, and Political Forces upon American Local Transportation" (unpublished B. A. thesis, Yale University, 1953, 549 pp.), which also contains an extended bibliography on the Pacific Electric system.

A further note establishing the context of the present work is in order. This study of passenger schedules contains no account of the extensive motor coach operations of the company, an omission made necessary by the dictates of the audience. Motor coach data, which would enhance the value of the work for the general student of transportation history, thus remains in unpublished note form, from which specific inquiries may be answered. In this publication, "abandonment" always refers to the discontinuance of rail passenger service, not to the discontinuance of passenger service as such (or, it might be added, in many cases, to the end of rail freight service). Motor coach operations have received reference only when temporarily replacing or operating in direct conjunction with electric rail operations.

The author wishes to acknowledge his indebtedness to a number of individuals who have graciously opened their private collections of Pacific Electric time tables to research for this publication. Prominent among these persons are Raymond E. Younghans, Lazear Israel, and J.P. Ferrier. Of course the great bulk of the data were to be found in time tables contained in the INTERURBANS library and the author's own collection. A special note of appreciation must be tendered to Ross Fry, for more than usual cooperation in making available his rare collection to the author.

To all who have made it possible for this publication to appear in its present form, the author is deeply grateful.

Laurence R. Veysey

Berkeley, Calif.
June 1958

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Above, a nostalgic scene at Ivanhoe in 1937. In the foreground a local car on the Edendale Line (car 653) is taking its spot time, while behind it an outbound 800 Class car is heading for the Los Angeles River Bridge and Glendale. (EL)

Below, car 1028 (famous old Orange Empire Trolley Trip car) speeds along the "dream" right of way through El Sereno en route to Pasadena via the Short Line; circa 1945. (AA-AH)



INTRODUCTION

Several separate predecessor companies were officially merged to form the Pacific Electric Railway Company on September 1, 1911, under ownership of the Southern Pacific Company. The new company immediately found itself the most diversified operator of local streetcar, suburban, and interurban electric transportation routes to exist anywhere in the United States. It was expected to serve large, established Southern California cities internally as well as to connect them across barren, unsettled terrain. More than that, in an age before automobile transportation had become common, it was expected to make new cities possible. Even as late as 1925, Pacific Electric rails were being extended into new areas for the specific purpose of encouraging real estate development.

Thus it can be seen that Pacific Electric, from the first, faced immense scheduling problems. The diversity of its routes comprised the first challenge. A rapidly expanding population which then depended upon the "Big Red Cars" constituted the second. Politics—including municipal demands for low fares while wages and other costs continued to rise—placed a third strain on the schedule maker's art.

Then, as the years passed and automobile travel burgeoned, causing the company increasingly to lose its grip on the population, the schedules reflected attempts to answer a series of diverse threats to survival: in turn, the high costs of the twenties, the more disastrous depression of the thirties, the strange demands of a world war in the forties, and, finally, the near-complete victory of private, free-wheeling transportation over public rapid transit in the fifties (a victory which the Los Angeles Metropolitan Transit Authority was tardily to seek to reverse).

The drama of all these regional, national, and indeed worldwide events is woven into the prosaic statistics of Pacific Electric passenger schedules.

In another context, the schedules reflect a continuing tension between two mutually unsympathetic demands imposed upon all American transportation companies in the twentieth century: (1) the capitalistic expectation that these companies will operate at a profit and return an adequate investment to their stock- and bondholders; (2) the socialistic expectation, embodied in the philosophy of public utility regulation, that these same companies will provide a comprehensive public service for the area they serve.

The most basic aim of the transit company, according to the first view, is to provide a six per cent return on the investment; according to a second, it is to maintain a standard of speed, comfort, and comprehensiveness of service enabling the citizen to depend upon being able to get from place to place, just as he depends upon faithful provision of electric power in his home.

All transit managements have had to steer carefully between the extremes represented by the full implications of these two conflicting philosophies. Those which have veered too forcefully in the one direction or the other have generally collided against public opinion. On the one hand, a recent attempt in Minneapolis to abandon routes which lose money regardless of where they run ended in

generally recognized disaster for the city and an ignominious departure for the author of the scheme. On the other, recent efforts to gain approval for gas tax financing of rapid transit have met with defeat in the California and Illinois legislatures.

Typically, then, the approach has been a rather delicate, *ad hoc* attempt to balance the two considerations—profit versus service—without leaning too far in either direction. The question is dealt with in terms of particulars: Can we "get away" with half-hourly, rather than twenty-minute, service on such and such a line? Will the Public Utilities Commission object if we force ten per cent more people to stand during the rush hour? Can we win approval for bus substitution on the Glendale-Burbank line despite its subway? Yes, but a nagging feeling remains that the region ought still to have rail rapid transit as a public service. Thus "half a loaf" compromises continue to be made, year by year, and the "transit problem," as journalists and trade publications have continued to call it, is never "solved."

The Pacific Electric schedule makers were caught in precisely this ambivalence between expectations of profit and of service. The detailed record of their operations during a near-fifty-year period comprises the story of a never-ending attempt to maintain this uneasy balance, and this kind of a drama, too, is written into the statistics that follow.

It should never be forgotten, in examining the record of Pacific Electric service which is presented here, that the figures represent not necessarily what actually happened, but rather what the schedule makers intended should happen. That is, the descriptions of service which appear arise not from physical observation (save in a few rare instances), but from the written record of expectations as to service: the time table. Such being the case, this history is ever one step removed from reality. Lack of full explanation in the printed schedule (as, for example, on whether a given service was through or connecting), inadequate summarizations, and even printing errors have constantly hindered the attempt to reconstruct the fact from the document. This is not to mention, of course, the fires, floods, earthquakes, parades, and similar interventions which caused trains not to run or to run tardily on particular days. As the California Railroad Commission investigators discovered in 1947, delays up to twenty minutes could be caused by such homely incidents as a conductor stopping to look for his lost cap, or an operator at the San Pedro drawbridge who had inadvertently fallen asleep and failed to respond to the motorman's whistle. A few of the more extraordinary delays (such as a three-day blizzard at Mount Lowe) which have come to our attention have been recorded herein, but the great bulk, including of course the numerous collisions with other trains and with automobiles, could never be rescued from the yellowing files of a hundred newspapers and tons of company report forms.

During the teens, nearly every interurban schedule carried the following footnote: "Extra service on Sundays and holidays according to requirements of travel."

Another kind of variation in service, not ac-

counted for in the time tables, was that provided by labor strikes. Known strikes occurred as follows: (1) from 1-1-18 to 1-2-18; (2) from 8-16-19 to early 9-19 (as of 9-4-19, "normal daylight service" and "substantially normal night service up to 10 pm" was reported by the company, through use of strike-breakers); (3) briefly in 1935; (4) from 5-23-46 to 5-25-46; (5) on Metropolitan Coach Lines, from 12-1-57 to 1-24-58.

If complete accuracy is made impossible by these circumstances, the sin of arbitrariness must also be admitted. What, for example, is a "route," as such? Does it depend for its existence upon serving tracking that no other "route" serves? Then the Pasadena Short Line was merely a turnback on the Mount Lowe line. On the other hand, is one outbound car daily operating to Sierra Madre by way of South Pasadena and East Colorado St. to be classified as a "route" unto itself? Some rather discretionary compromises had to be made, and were made, however much their logic may cause dispute as the account of the 143 routes is perused. In a few cases, the histories of two very close routes have been combined into a single account in the interest of comprehensibility. A related question involves the inclusion of the trolley excursion tours, such as the "Orange Empire Trolley Trip," which ran daily for many years, and such weekly through services as the "Seashore Limited" and the Long Beach-Mount Lowe line. All these, although highly interesting, have not been considered, properly speaking, as "routes," on the grounds that none used trackage apart from regular lines or ran oftener than once a day, so far as is known, after 1911. Then, why, the reader may ask, count the short-lived, once-a-day Pasadena-Catalina Dock service as a separate line? Because these trains did use independent trackage south of Wilmington. Yet many grounds for honest dispute remain.

The numbering of lines that is used is, of course, equally arbitrary, corresponding only to their arrangement in alphabetical order. The company only began numbering its lines in the late forties, and this of course involved only the few rail services that were by that time left. (These designations are mentioned in connection with the lines that possessed them.)

Similarly, the decision has been made to use modern, familiar place and street names throughout the accounts, unless the same were unidentifiable from their contemporary equivalents or were patently inappropriate (e.g., giving the 1911 route of the Covina service as paralleling the "San Bernardino Freeway"). Some names changed several times during the years, and to use the name as given at the time in each case would cause intolerable confusion in the narrative. Once again, the reader in doubt is referred to the earlier publication, Lines of Pacific Electric, as no systematic attempt is made to describe here the lines geographically or even to include mileages, apart from mention of actual reroutings.

To conserve space, free use of certain abbreviations has been made throughout the accounts. In general, the word "on" means "took effect on," while "as of" or some such generalization has been employed to describe service when establishment date is not clearly known. Dates are given in numerals; two numerals refer to the month and year in question (e.g., 6-31 equals June, 1931), while the month, day and year are supplied by three numerals (e.g., 6-18-31 equals June 18, 1931). The word "min" equals either minute or minutes. And "DXSu" means "Daily except Sunday;" "DXSaSu" equals "Monday through Friday only." The "evening" and "night" are used interchangeably, when standing alone, to refer to service after about 6.00 pm. "Base hours" usually refers to the period between about 9.00 am and 4.00 pm, although no attempt to be this precise has been followed. "Midday" may be a synonym for "base hours," but may connote more of a 10.00 am to 3.00 pm situation. "Owl" generally means between 1.00 am and 5.00 am, although it is usually explained in detail, depending upon the particular line involved. "Headway," "service," and "frequency" are used interchangeably to denote interval between trains or streetcars. A greater "headway," of course, means less "service" or "frequency." Running time is always given as one-way.

These explanations and admissions may make more comprehensible what, the author fears, is a rather concentrated web of material in the pages that follow.



Scene at 6th & Main Station, 1936. (EL)

STATIONS		Miles	A.	M.	P.	M.	P.	M.	P.	M.	P.	M.	P.	M.
Los Angeles (Main Street Station)	Los Angeles (Main Street Station)	1.45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00

STATIONS		Miles	A.	M.	P.	M.	P.	M.	P.	M.	P.
Los Angeles (Main Street Station)	Los Angeles (Main Street Station)	1.45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00

STATIONS		Miles	A.	M.	P.	M.	P.	M.	P.
Los Angeles (Main Street Station)	Los Angeles (Main Street Station)	1.45	7:00	7:00	7:00	7:00	7:00	7:00	7:00

STATIONS		Miles	A.	M.	P.	M.	P.
Los Angeles (Main Street Station)	Los Angeles (Main Street Station)	1.45	7:00	7:00	7:00	7:00	7:00

LIST OF P.E. RAIL LINES IN OPERATION SINCE SEPTEMBER 1, 1911
(These lines appear in order listed)

1. LA-Alhambra-San Gabriel-Temple City via Las Tunas Drive
2. LA-Alhambra-San Gabriel-Temple City via San Gabriel Mission
3. Alhambra-Shorb Local Line
4. LA: Avenue 64-Annandale Local Line
5. LA: Brush Canyon Local Line
6. LA: Buena Vista Local Line
7. LA: Cahuenga Valley Local Line
8. LA-Catalina Dock (Wilmington) via Dominguez Junction
9. LA-Coldwater Canyon via Beverly Hills
10. Corona-Arlington
11. LA: Echo Park Avenue Local Line
12. LA: Edendale-Southern Pacific Station via 6th St. Line
13. LA-El Segundo via Watts-Delta-Hawthorne
14. LA: General Hospital-South Pasadena Local Line
15. LA-Glendale-Burbank-Benmar Hills
16. LA-Glendale-East Broadway
17. LA-Glendale-Montrose-La Crescenta (with G&M Ry. Co.)
18. LA-Glendale-North Glendale
19. LA: Hollywood Blvd. via Hill St. Local Line
20. LA: Hollywood Blvd. via Subway Local Line
21. Huntington Beach-La Balsa
22. LA-Huntington Beach-Newport-Balboa via East Long Beach
23. LA-Huntington Beach-Newport-Balboa via Long Beach-Naples
24. LA-Huntington Park-Maywood-Bell-Walker Local Line
25. LA-Huntington Park-Maywood-Bell-Whittier
26. Inglewood-Ocean Park
27. LA-La Habra-Fullerton
28. LA-La Habra-Yorba Linda-Stern
29. LA: Laurel Canyon via Hollywood Blvd. Local Line
30. Long Beach: American Ave. Local Line
31. Long Beach-Catalina Dock (Wilmington)
32. Long Beach: E. First St.-Broadway Local Line
33. Long Beach: E. Long Beach-N. Long Beach via Redondo Ave. Local Line
34. Long Beach: E. Seventh St. Local Line
35. Long Beach: Magnolia Ave. Local Line
36. Long Beach: Municipal Dock Local Line
37. Long Beach-Naples Jct. via Belmont Shore Local Line
38. Long Beach: Ocean Ave.-Alamitos Heights Local Line
39. Long Beach: Pine St. Local Line
40. Long Beach-San Pedro via Wilmington
41. Long Beach-Seal Beach via Belmont Shore Local Line
42. Long Beach: Seaside Park Local Line
43. Long Beach-Terminal Island
44. LA-Long Beach via Dominguez Jct.
45. Long Beach: W. Seventh St. Local Line
46. Long Beach: W. Third St. Local Line
47. LA-Monrovia-Glendorra via Arcadia
48. Mt. Lowe-Echo Mountain (Narrow Gauge)
49. Mt. Lowe-Inspiration Point (Narrow Gauge, Mule)
50. LA-North Hollywood-Van Nuys-Canoga Park
51. LA-North Hollywood-Van Nuys-San Fernando
52. Pasadena-Altadena via N. Fair Oaks Ave. Local Line
53. Pasadena-Arroyo Seco Local Line
54. Pasadena-Catalina Dock (Wilmington)
55. Pasadena: E. Washington St. Local Line
56. Pasadena: Lamanda Park Local Line
57. Pasadena: Lincoln Ave. Local Line
58. Pasadena: N. Lake Ave. Local Line
59. Pasadena: North Loop Local Line
60. Pasadena: N. Orange Grove Ave. Local Line
61. LA-Pasadena via Oak Knoll
62. LA-Pasadena-Altadena via Oak Knoll
63. LA-Pasadena via Short Line
64. Pasadena-Sierra Vista-Shorb
65. Pasadena: South Loop Local Line
66. Pasadena: Tournament Park Local Line
67. Pomona-Claremont-Upland via North Pomona
68. Pomona: E. Fifth St. Local Line
69. Pomona: E. Holt Ave. Local Line
70. Pomona: Ganesha Park via W. Holt & N. Garey Loop Line
71. Pomona: S. Garey Ave.-Cemetery Local Line
72. LA-Pomona via El Monte-Baldwin Park-Covina
73. Pomona: W. Second St. Local Line
74. Redlands: Brookside Ave.-San Mateo Local Line
75. Redlands: Country Club Local Line
76. Redlands: E. Citrus Ave.-Wabash Ave. Local Line
77. Redlands: Olive Ave.-Terracina Local Line
78. Redlands: Smiley Heights Local Line
79. LA-Redondo Beach-Cliffton via Inglewood (Narrow Gauge)
80. LA-Redondo Beach-Cliffton via Playa del Rey
81. LA-Redondo Beach-Cliffton via Gardena (Narrow Gauge)
82. LA-Redondo Beach-Cliffton via Watts-Athens-Gardena
83. LA-Redondo Beach-Cliffton via Watts-Delta-Gardena
84. LA-Redondo Beach-Cliffton via Watts-Delta-Hawthorne
85. Riverside-Arlington
86. Riverside: Brockton Ave. Local Line
87. Riverside: Fairmont Park Local Line
88. Riverside: Rubidoux-Evergreen via 7th St. Local Line
89. LA-Riverside via Bloomington
90. Riverside: Victoria Hill Local Line
91. Rubio Canyon-Echo Mountain (Cable Incline)
92. LA-Rubio Canyon via Pasadena
93. San Bernardino-Arrowhead Hot Springs
94. San Bernardino-Colton via Mt. Vernon Ave. Local Line
95. San Bernardino: D St.-Highland Ave. Local Line
96. San Bernardino-Highland
97. San Bernardino-Patton
98. San Bernardino-Redlands
99. LA-San Bernardino-Redlands via El Monte-Covina-Upland
100. San Bernardino-Riverside via Colton
101. San Bernardino: Urbita Springs Local Line
102. LA-San Dimas via El Monte-Covina
103. San Pedro-Balboa via Long Beach-Huntington Beach
104. San Pedro: Beacon St.-Palos Verdes St. Local Line
105. San Pedro: Fourteenth St. Local Line
106. San Pedro: La Ramba Local Line
107. San Pedro: Outer Harbor Local Line
108. San Pedro: Pt. Firmin Local Line
109. LA-San Pedro via Dominguez Jct.-Wilmington
110. LA-San Pedro via Vermont Hts.-Delta-Gardena (Narrow Gauge)
111. LA-San Pedro via Watts-Delta-Gardena-Hermosillo-Torrance
112. San Pedro: West Basin Local Line
113. Santa Ana-Huntington Beach-Newport Beach-Balboa
114. Santa Ana-Orange
115. LA-Santa Ana via Bellflower
116. LA-Santa Monica Blvd.-Cahuenga Pass Local Line
117. LA: Santa Monica Blvd.-West Hollywood Local Line
118. Santa Monica: Lincoln Blvd. Local Line
119. Santa Monica: Santa Monica Canyon-Port L.A. Local Line
120. Santa Monica: Third St. Local Line
121. LA-Santa Monica via Air Line-Culver Jct.
122. LA-Santa Monica via Air Line-Short Line
123. LA-Santa Monica via Beverly Hills-Brentwood
124. LA-Santa Monica via Beverly Hills-Santa Monica Blvd.
125. LA-Santa Monica via Short Line-Air Line
126. LA-Sierra Madre via San Marino
127. LA: Sierra Vista-El Molino Local Line
128. Soldiers' Home-West Los Angeles Local Line
129. LA (S.P. Station)-Long Beach-San Pedro
130. LA (S.P. Station)-Pasadena (S.P. Station)
131. South Pasadena: Mission & Fair Oaks Ave. Local Line
132. LA: Strawberry Park via Vermont Ave. Local Line (Narrow)
133. LA: Sunset Blvd.-Melrose Local Line
134. LA-Terminal Island via Dominguez Jct.
135. LA-Torrance via Watts-Athens-Gardena-Hermosillo
136. Upland-Ontario
137. Upland-San Antonio Heights
138. LA: Venice Blvd.-San Vicente Blvd. Local Line
139. Venice-Playa del Rey via Lagoon Line
140. LA-Venice Short Line
141. LA-Venice via Hollywood
142. LA: Watts Local Line
143. LA: Western Ave.-Franklin Ave. Local Line

STATIONS		Miles	A.	M.	P.	M.	P.	M.	P.
Los Angeles (Main Street Station)	Los Angeles (Main Street Station)	1.45	7:00	7:00	7:00	7:00	7:00	7:00	7:00

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Los Angeles (Main Street Station)	Los Angeles (Main Street Station)	1.45	7:00	7:00	7:00	7:00	7:00

EVER VISIT THE BEAUTIFUL MONROVIA MOUNTAIN PARK? IT'S WORTH WHILE

1 - 2. LOS ANGELES-ALHAMBRA-SAN GABRIEL-
TEMPLE CITY VIA LAS TUNAS DRIVE (AND)
VIA SAN GABRIEL MISSION

Route, 1911: From Main Street Station via Main, First, Los Angeles, Aliso, private right-of-way to Sierra Vista, private right-of-way in Main St., Main St. (Alhambra), Las Tunas Drive, Mission Drive Junipero St., and Las Tunas Drive to Masonic Home near San Gabriel Blvd. in East San Gabriel.

During mid-1911, a 35 min base headway prevailed on this line, with 20 min service in morning and evening rush hours. Cars ran hourly in the evening. Running time was 50 min outbound, 45 min inbound. No local service was performed south of State St. in Los Angeles.

The same headways prevailed on 1-6-13 and on 11-1-13, but on this last date cars were doing no local work south of Sierra Vista.

As of 5-1-16, Alhambra trains ran limited below Sierra Vista during morning and evening rush hours in both directions, but were local at all other times. Alhambra headways had now improved to a 20 min base and rush service, and 40 min evening service.

At various times between 1916 and 1921, cars to and from Alhambra absorbed the Sierra Vista local line service in Los Angeles, making all local stops. See the account of the Sierra Vista line for precise details.

On 12-3-16 the line was rerouted via the new viaduct at Main Street Station, operating into Los Angeles via Aliso, San Pedro, the elevated viaduct through the concourse, and outbound via Main, Los Angeles, First, and Aliso.

As of 10-15-20, a 20 min service was still in effect in rush hours, with a 30 min headway during base hours and evenings. As of 2-1-22, evening rush hour service only had been increased to 15 min frequency. All cars were operating through to East San Gabriel.

On 7-29-24 the line was extended via Las Tunas Drive (partially in right-of-way) to an off-street terminal between Kaufman and Golden West Avenues in Temple City.

Now about half the midday and evening trips continued to run to and from East San Gabriel only. Running time, as of 11-26, was 51 min outbound to Temple City, 53 min inbound. In the evening rush, 57 min were required outbound.

In mid-1928 came the first instance of cars operating directly via Las Tunas Drive in San Gabriel, between Mission and Junipero, rather than serving San Gabriel Mission. This trackage had been in existence much earlier, but apparently was not regularly used until this time. No basic changes in headways resulted from the creation of this split, or alternate, service, but it seems to have coincided with the introduction of the first limited trains (east of Sierra Vista) on the line.

As of 8-28, 5 outbound trips leaving Los Angeles between 3.37 and 6.17 pm and 6 inbound trips arriving at Los Angeles between 7.04 and 10.44 am operated via Las Tunas Drive direct, all others throughout the day still detouring via the Mission. Two round trips via Las Tunas were limiteds, making only four selected stops west of Mission Junction (Las Tunas and Mission Drive). Two rush hour round trips ran between San Gabriel Mission and Los Angeles only. Evening limited running time to Temple City was 43-45 min.

After 9-30 and by 3-31, Las Tunas Drive direct operation was extended to include alternate trains in both directions daily and Sunday except during evening hours, when all cars continued to serve the Mission. The same two rush hour limited-stop round trips continued. During base hours, trips operating via Las Tunas Drive ran through to Temple City, while San Gabriel Mission trips terminated and originated at East San Gabriel. Base and evening headways remained 30 min as usual. Some rush hour locals and evening trips terminated at Mission Junction. The limited leaving Los Angeles at 5.40 pm now detached its rear car at Sierra Vista, which became a local to Shorb Road Junction (Junipero and Las Tunas).

The 41-34 schedule is the first to show one of the two limited trips in each direction changed to make only two stops west of Mission Junction.

A surprising depression improvement is shown for the first time as of 9-1-34, when all base trips were operating through to Temple City on weekdays. Alternate cars continued to halt at East San Gabriel nights and Sundays.

As of 1-1-36 both limited round trips were making five stops in their restricted territory.

On or by 7-12-37 all limited trains were discontinued. Alternate cars now ran via Las Tunas direct on weekday evenings. All weekday cars now ran through to Temple City except four inbound and three outbound rush hour runs to and from Shorb Road Junction only. The 30 min base and evening headway remained in effect.

After 12-1-37 and on or by 8-15-38 two rush hour limited round trips in each direction were restored as before, but making only two stops west of Mission Junction. Alternate cars now finally ran via Las Tunas direct on Sunday evenings also, making this the universal pattern at all hours of the day and week. Half of the Sunday trips still ended at East San Gabriel, however, except in mid-afternoon and late evening. Base running time was 49 min outbound and 47 inbound via Las Tunas, two minutes longer in each direction via San Gabriel Mission. The evening limiteds both consumed 46 min. Four round trips DXSU only ran between Los Angeles and Shorb Road Junction, including rear cars of both the evening limiteds.

On 6-9-40 a rerouting occurred during reconstruction of the Aliso Street bridge over the Los Angeles River. Cars were diverted via Macy St. in the affected portion, lengthening running time to 52 min outbound and 48 inbound in base hours. No change in headways or other arrangements occurred.

Proposals were made and rejected in 1941 to extend the Watts-Sierra Vista rail line to Temple City. The alternative was rail abandonment.

The last car on the Alhambra-San Gabriel-Temple City lines left Los Angeles at 12.20 am on November 30, 1941.

3. ALHAMBRA-SHORB LOCAL LINE

Route, 1922: From Raymond Ave. and Main St. via Main and Palm Ave. to Mission Road.

This line was a short-lived experiment of the early 1920s. It was established after 9-1-22 and by 11-1-22.

As of 11-1-22, cars left Raymond Ave. & Main St. for Shorb at 6.42, 7*02, 7.22, 7*42, 8.02, 8.22, 8.42, 9.02, 9.21 am, and every 30 min to 12.21 pm, 1.21, and every 30 min to 3.21, 3.52, 4.12, 4.52,

5.12, 5.43, and 6.12 pm.

Returning, cars left Shorb at 6.50, 7*10, 7.30, 7*50, 8.10, 8.30, 8.50, 9.10, 9.40, and every 30 min to 12.40 pm, 1.40, and every 30 min to 3.40, 4.00, 4.26, 5.00, 5.20, 5.55, and 6.20 pm.

*-DXSu.

The identical schedule continued in effect at least as late as 5-1-24. However, shortly after that date and by 7-1-24, the line was discontinued.

4. LOS ANGELES: AVENUE 64-ANNANDALE LOCAL LINE VIA PASADENA AVENUE

Route, 1911: From Avenue 64 and Cheviotdale Dr. (Annandale) via Avenue 64, private right-of-way, Figueroa, Pasadena, Daly, private right-of-way, Aliso, Los Angeles St., First, Main, and through-routed with Watts local line.

As of 7-11, through service was only operated in morning and evening periods, although apparently on Sunday as well as weekdays. Through cars left Sixth and Main for Annandale at 6.10 am, 6.30, 6.50, 7.10, 7.30, 7.50, 8.25, and 9.10 am; then at 3.30, 4.00, 4.40, 5.20, 5.40, 6.00, 6.20, and 6.40 pm. Only two of these trips did not run Sundays. During midday and evening hours until 12.30 am, a 30 min shuttle service was operated between Annandale and a connection with the South Pasadena line near Avenue 64 and Robles Ave.

Effective on 6-15-12, through service was placed in operation at all hours. Headways were 20 min in base periods, 15 min in rush, morning and evening, and 30 min in the evening hours. On Sundays a 22 min headway prevailed, 30 min in evening. All this service was through-routed with the Watts local line. The same headways remained in effect as of 7-11-14.

Shortly after 2-13-15, the line was completely changed to shuttle service on unknown headways. Late in 1915, at the insistence of the Los Angeles Board of Public Utilities, through service, again through-routed with Watts, was reestablished.

As of 5-1-16, Sunday service was identical to 1912, but on weekdays cars ran through to Annandale only hourly; a turnback was established at Avenue 64 and Elder St., below which there was 20 min base service (10 min in rush hours, 30 min in evenings). Last car left Sixth & Main for Annandale at 11.45 pm.

On 12-3-16 the service was separated from the Watts line and used Main Street Station as its terminal, now possibly again becoming a shuttle in off hours.

During 1-20, the line was changed for a final time to shuttle service at all hours. As of 11-21 hourly service was run to Annandale, with 20 min service to Adelaide Place and Avenue 64. This pattern prevailed throughout the daily activity of the line, which extended from 6.08 am to 12.17 am.

The famous power shortage brought curtailment on 7-1-24. A 20 min service was established to Pollard St. and Avenue 64 only (several blocks south of Adelaide Pl.), and no service whatsoever ran to Annandale.

Probably effective on 11-15-24 (and by 12-1-24), the 1921 schedule, including service through to Annandale, was reestablished.

The 3-26 schedule still shows this, but that of 11-26 omits all mention of the line. According to Pacific Electric files, on 11-13-26 all service from Adelaide Pl. to Annandale was abandoned, while

on 4-3-28 abandonment of the remaining portion of the line occurred. It seems likely that after 11-13-26, whatever service remained was only a franchise car.

5. LOS ANGELES: BRUSH CANYON LOCAL LINE

Route, 1911: From Bronson & Franklin via Bronson and private right-of-way to Brush Canyon quarry.

Service appears always to have been a shuttle between the described points. As of 1-6-13, cars left Bronson & Franklin ("Hartford Ave.") at 5.55 am and every 30 min to 10.55 pm. Cars left Brush Canyon at 6.15 am and every 30 min to 11.15 pm.

Same schedule was in effect as of 11-1-13. But as of 7-11-14, service, under the same headway, now left Bronson between 6.55 am and 11.35 pm. This 1914 schedule remained in effect in mid-1916.

Abandonment of service on this line took effect on 8-6-18.

6. LOS ANGELES: BUENA VISTA LOCAL LINE

Route, 1911: From Sunset and Grand via Sunset to North Broadway.

This was a remnant of the pre-1909 entrance for Hollywood cars into downtown Los Angeles.

During the last days of this route (and presumably at all times since at least 1911) only two round trips were being operated daily for the purpose of holding the franchise. One ran each morning and one each afternoon.

Abandonment of this line occurred on 7-10-13.

7. LOS ANGELES: CAHUENGA VALLEY LOCAL LINE

Route, 1911: From Western and Santa Monica via Western Ave. and private right-of-way to Beverly Blvd. and Alexandria Ave.

Only one round trip daily was operated over this line after 1911, in order to preserve the franchise.

Abandonment occurred about the year 1915.

8. LOS ANGELES-CATALINA DOCK (WILMINGTON) VIA DOMINGUEZ JUNCTION [Designated line 8]

Route, 1920: From Main Street Station via elevated right-of-way, San Pedro, Ninth, right-of-way to Watts, Compton, Dominguez Junction, to Anaheim St. (Wilmington), thence via McFarland Ave. and private right-of-way to Catalina Terminal.

Regular cars of the Los Angeles-San Pedro via Dominguez Junction line (including Catalina Flyers) served Catalina steamships until March, 1920. At that time the new terminal for the boats was established in Wilmington, and for the first time service to connect with these boats was forced to be diverted onto trackage independent of the remainder of the Pacific Electric system.

As of 11-1-21, one round trip daily served this line, leaving Los Angeles at 9.00 am and returning at 6.50 pm. Slight variations in the time of the evening return occurred in the 1922-1928 period.

Summer months brought increasing seasonal travel for the tourist resort service. As of 8-29, the summer schedule consisted of these trips:

Leave Los Angeles at 8.20 am, 8.30, 8.40, 8.50, 9.00 am daily; 11.00 am, 4.15 pm, and 5.50 pm DXSu. Arrive Los Angeles 10.50 am daily; 12.20 pm, 5.50 pm DXSu; 7.00 pm daily; 7.40 pm DXSu; 7.45, 11.30 pm Sunday only.

A typical off-season schedule in this period was

in effect as of 10-29. Trains left Los Angeles at 9.00 am daily and 2.00 pm DXSu; they returned at 11.15 am Sunday only, 12.15 pm DXSu, and 7.00 pm daily.

As of 7-30, there were 4 southbound trips daily and one additional trip DXSu, with 5 inbound trips daily. The same number of trips ran as of 7-31.

As of 10-31, 1 daily and 1 DXSu trip ran southbound, with 2 daily northbound trips. But as of 1-32 only one daily round trip was being maintained, leaving Los Angeles at 9.00 am and arriving at 6.45 pm. Henceforth only one daily trip operated, with evening arrivals varying slightly as to time from month to month. Yet a second trip was sometimes operated in the summer season. For example, between 6-21-37 and Labor Day of that year, Catalina trains left Los Angeles at 9.00 am daily and 2.00 pm DXSu; they arrived in Los Angeles at 10.45 am on Saturday, Sunday, and holidays, at 11.15 am DXSaSu and holidays, and at 7.30 pm daily.

On 12-23-41 the line was discontinued for the duration of World War II, as the island resort was closed. Reestablished, the line once more came to life on 3-6-46.

Postwar schedules usually called for one round trip daily. As of 10-1-47 the departure from Los Angeles was at 8.50 am daily, the arrival at 7.45 pm. However, a more generous summer schedule prevailed during 1949, when trains left Los Angeles (as of 7-2-49) at 8.20 am and 8.50 am daily and at 5.35 pm Sunday only, returning at 7.50 am daily and 12.20 am Sunday only. This was probably the last year in which service more frequent than once per day was offered.

On 10-1-53 this route became line 8 of Metropolitan Coach Lines.

In 1955 the departure time had been moved up to 8.40 am for the one daily trip.

On 10-31-55 this line was discontinued, henceforth to operate as a rail service during summer seasons only. It was reestablished on or shortly before 5-16-56. It was discontinued on 10-15-56, then reestablished on 5-11-57 (leaving Los Angeles at 8.40 am, leaving dockside at 6.05 pm), and was again discontinued about 10-14-57. During some days of light traffic during the summer of 1957, the train did not run.

On 5-17-58 service was once more resumed over this line, but now operated by Los Angeles Metropolitan Transit Authority as a part of its designated line 37. The 1958 schedule was as follows:

8.40 am	Los Angeles	7.05 pm
9.02	Watts	6.45
9.09	Compton	6.36
9.14	Dominguez	6.31
9.24	Flint Jct.	6.17
9.25	East Wilmington Jct.	6.15
9.35 am	Catalina Dock	6.05 pm

This round trip, as usual, operated daily. It would probably again disappear in October, 1958, and its future reestablishment would depend upon the continued rail operation of the San Pedro via Dominguez Junction line.

9. LOS ANGELES-COLDWATER CANYON VIA BEVERLY HILLS

Route, 1911: From Rodeo & Santa Monica via Rodeo and Sunset to Beverly Drive.

This line is not shown in 1911 time tables and presumably had shuttle service between the above described points.

Route, as of 10-15-12: From Hill Street Station via Hill, Venice, private right-of-way, San Vicente Blvd., Rodeo, and Sunset to Beverly Drive.

Through service was operated at this time, which left Hill Street Station at 7.05 am and hourly to 12.05 am; returning, cars left Coldwater Canyon at 7.08 am and hourly to 11.08 pm. Through service on this approximate schedule remained in effect as of 7-11-14.

However, by 5-1-16, through service was only run twice a day, leaving Coldwater Canyon at 8.10 and 9.06 am, Los Angeles at 5.05 and 6.05 pm. Shuttle service between Beverly Hills and the Canyon was operated at a 30 min headway between 6.41 am and 12.07 am outbound.

Effective 10-25-16, the remaining through service was discontinued. Shuttle headways remained those of 1916 until abandonment on 1-15-23.

10. CORONA-ARLINGTON

Route, 7-7-24: From Magnolia and Van Buren (Arlington) via Magnolia and private right-of-way to Corona, thence Third St. to Main St.

On 7-7-24 this line was established as a separate service; before that date, see Riverside-Arlington for description of service to Corona.

The schedule placed in effect on 7-7-24 called for 9 round trips, which left Arlington at 6.01 am 7.58, 9.58, 11.58, 1.58 pm, 4.00, 6.00, 7.58 and 10.28 pm. Return trips were comparable. Running time was 17 min toward Corona, 25 min toward Arlington. This disparity is accounted for by the difficulty of the Birneys in making the grade.

On 9-25-24 two additional rush hour trips were added, DXSaSu, in the Arlington-Corona direction only. On 9-28-25 the morning DXSaSu trip was discontinued, leaving the 9 daily round trips and one southbound evening car DXSaSu.

Schedules were cut on 4-1-28 to eliminate all evening service. A total of 8 daily round trips remained, the last leaving Arlington at 5.55 pm.

No changes are shown on employee time tables from that time until abandonment, which occurred (apparently by bulletin) on 8-11-31.

11. LOS ANGELES: ECHO PARK AVENUE LOCAL LINE

[Designated line 32]

Route, 1911: From Echo Park Avenue and Sunset via Echo Park Avenue to Cerro Gordo St.

Shuttle service only on the above route was the practice in 1911. This was not even included on system public time tables during that year.

Early in 1912 through service was established, continuing via Sunset Blvd., Hill Street tunnels, and Hill St., thence being through-routed with the Venice Blvd. Local Line. As of 10-15-12 a 15 min headway was being maintained all day and evening, the last car leaving downtown at 11.48 pm. No basic changes had occurred as of 5-1-16.

On 10-25-16 this line was separated from Venice Blvd. and began terminating at Ninth and Hill Sts.

As of 2-1-22 a 15 min headway still prevailed at all hours, the last car leaving Ninth St. at 12.09 am. On or shortly before 7-1-22, rush hour service was increased to 10 min.

Records reveal that owing to construction work shuttle service above Sunset Blvd. was operated temporarily on 7-4-23 only, for twenty-four hours.

Between 7-12-23 and 9-1-23 the terminal was extended to Eleventh and Hill Sts. It is believed that a more frequent headway on weekdays was in-

stituted at this time, although Sunday service remained 15 min. Cars operated between 5.09 am and 12.15 am as of 2-1-24.

As a power conservation measure during the famous power shortage of 1924, a shuttle service above Sunset Blvd. was established at all hours on 7-9-24. Through cars were reestablished on 11-15-24.

As of 12-1-24, a 15 min headway existed during base, evening, and Sunday hours, with 10 to 12 min schedules in morning and evening rush hours.

These frequencies persisted in ensuing years.

On 1-18-32 night and Sunday service only was again through-routed with Venice Blvd. As of 8-1-34, base headway alternated 12 and 18 min between cars, still averaging 15, with a 10 min rush hour frequency. Practically no changes occurred from then until 1938.

On 9-18-38, owing to storm drain construction on Echo Park Avenue, rail service was discontinued except during morning and evening rush hours and throughout the day on Saturday, operating only from Eleventh St. to Sunset and Echo Park Avenue.

On 7-22-39, rail service was reestablished to Cerro Gordo St. However, evening and Sunday service was converted to motor coach shuttle operation, and the line was separated from Venice Blvd. except for a very few rush hour runs, at least one of which continued to be through-routed in the very early morning until 1950. Base service remained on the former headway. Last car left 11th and Hill at 6.44 pm.

On 1-15-42 the last car began leaving 11th & Hill at 7.09 pm.

On 8-15-42 night and Sunday rail service was re-established, owing to wartime demands on equipment. However, it continued to be a shuttle above Sunset Blvd. as the motor coaches had been. This same day one-man service with smaller cars was instituted, necessitating more frequent headways. Base service was 10 min, rush hours 5 to 7 min. Shuttle cars ran every 20 min at night and on Sunday. Last through car left 11th & Hill at 7.50 pm. Last shuttle car left Sunset at 12.38 am. Base running time was 30 min.

On 8-7-44 shuttle service was extended later at night, the last car leaving Sunset at 1.04 am.

On 7-19-47 Saturday morning and evening service was reduced nearly to weekday base hour levels.

On 4-4-49 storm drain construction once again curtailed the line. Night and Sunday rail service was discontinued; weekdays cars operated from 11th to Echo Park Avenue & Montana St. only. However, unlike 1938-39, cars ran on regular headways during all hours when through service would normally have been operated. On 6-11-49 full service was restored exactly as before the curtailment, except that Saturday service was exactly like Monday-Friday base service (i.e., 10 min), with 5 min rush hour headways continuing five days a week only.

No basic change occurred from that time until 10-1-50, when the line was abandoned except for one round trip Monday through Friday only to maintain the franchise temporarily. This car left Sunset & Echo Park Ave. at 9.09 am, arriving at Cerro Gordo St. at 9.17. The return trip left Cerro Gordo at 9.23 am, arriving at Sunset at 9.32 am.

The franchise car was abandoned on 12-28-50.

12. LOS ANGELES: EDENDALE-SOUTHERN PACIFIC STATION VIA SIXTH STREET LOCAL LINE

Route, 1911: From Ceres and Central via Ceres, Sixth, Figueroa, Second, Glendale Blvd., and private right-of-way to Whitmore Ave.

As of mid-1911, cars left what was then called Arcade Depot every 7 min from 6.00 am to 10.05 am, then every 9 min until 3.29 pm, every 7 min until 7.06 pm, every 8 min until 7.46 pm, and every 10 min until 12.30 am. The last four inbound cars ended their runs at Seventh and Central car house.

The same basic schedule remained in effect as of 7-11-14.

By 5-1-16 a straight 5 min service was offered all day to 7.17 pm, then 10 min-12.16 am and the last car at 12.30 am.

As of 2-1-22, there was a 5 min service in morning and evening rush hours, with 6 min base service and 10 min at night and on Sunday.

Around 2-1-24 a 5 min headway was again granted, all day including both base and rush periods. Sunday service was provided every 6 min until 9.00 pm, then every 10 min. Weekday evening service was 10 min. The last outbound car still left at 12.30 am.

This quickly fell--by 7-1-24--to a 7 min level in base hours and on Sunday afternoons.

Around the beginning of 1931 a major cut occurred: base and Sunday service fell to every 10 min. Evening service, which had formerly been every 10 min until 11.00 pm, now dropped at 9.45 pm to quarter-hourly.

The 5 min rush hour service dropped to 7 min around March 1932. A few rush hour cars were now shown terminating at Sixth and Los Angeles Sts., storage point for the line.

On 7-12-36 the Edendale line was extended four stops further along the Glendale right-of-way, ending at Montesano. Experimental motor coach service on the Glendale line made those rail cars too infrequent to serve patrons adequately in the hilly section just beyond the traditional Edendale terminus.

Further schedule cuts occurred. As of 6-1-38, a 12 min weekday base service existed, with an approximate 7 min rush hour service, a 10 min rush hour service on Saturdays, 15 min Sunday service and 20 min evening service. This schedule was maintained until 1940.

On 9-8-40 the line was rerouted from Subway Terminal via subway, Glendale Blvd., and former route to Montesano. Trackage on Sixth St. was removed from passenger service, and the S.P. Station had been abandoned early in 1939. Meanwhile, headways had been curtailed to provide 10 min rush hour service on weekdays, 12 min service all day Saturday with no rush improvement (and in base hours on weekdays), and the same 15 min Sunday and 20 min evening schedules.

The Edendale line ceased to have a fully independent existence on 11-24-40, when the Glendale cars largely absorbed local duties. Only in weekday rush hours did Glendale cars bypass any stops and Edendale cars continue to run, extended three stops further via private right-of-way adjacent to Glendale Blvd. to Richardson (Seneca-La Glade Ave) in the Atwater district.

The first schedule under the new arrangement provided 8 outbound evening Edendale-Atwater trips

Monday through Friday only, leaving Subway Terminal from 4.41 to 6.13 pm, and 9 inbound morning trips Monday through Saturday, arriving at the same point between 7.32 and 9.00 am. Effective on 3-10-41, Saturday morning trips were discontinued, but 9 outbound evening trips were operated.

Hours of Edendale-Atwater local service were considerably extended during World War II, as rising travel caused more Glendale trains to be assigned limited stop status. Beginning on 6-13-43, 21 outbound trips were scheduled, approximately every 10 min from 3.00 to 6.20 pm. Of these, 10 trips ran Saturdays. In the mornings there were 27 trips six days a week, arriving in the subway from 6.35 am until 11.22 am. On 8-13-45 6 additional Saturday only outbound trips were added from 12.20 to 2.50 pm. These returned inbound Monday through Saturday until 12-9-45, when they returned Saturday only also. (This may possibly have been a printing error on the 8-13-45 time table.)

Was this the Edendale line, still running at certain hours as it had done fulltime until November of 1940, or was this all part of the Glendale service now? It is a question for purists to argue. The situation is further complicated by the gradual withdrawal of Edendale cars after the war.

The first big cut came 9-30-46, narrowing the span of activity to 3.40-6.20 pm and inbound 6.35-9.53 am. The Saturday midday trips disappeared.

On 5-16-47 all Saturday locals were dropped except one: the outbound 4.49 pm departure from Subway Terminal. This trip also went on a five-day basis on 3-19-48. On 1-7-50 one-man operation began, lengthening the Subway-Richardson running time by one minute on some schedules. The same day the last hour of morning Edendale service was chopped off.

On 5-4-51 all morning locals vanished. There were still 6 round trips in the evening, Monday through Friday, from 4.22 to 6.01 pm. On 1-14-52, these were cut to two, leaving the subway at 4.41 and 4.59 pm. On 6-28-54 Metropolitan Coach Lines reduced these to one at 4.50 pm.

In one sense at least, the last Edendale car left Subway Terminal at 4.50 pm on 6-17-55.

13. LOS ANGELES-EL SEGUNDO VIA WATTS-DELTA-HAWTHORNE

Route, 1914: From El Segundo via Grand Avenue and private right-of-way to Broadway and Hawthorne (in Hawthorne), thence through-routed with the Hawthorne - El Nido portion of the Los Angeles - Redondo Beach - Clifton via Watts-Delta-Hawthorne line.

Under the through-routed shuttle arrangement described above, this line was established during 8-14. As of 1-16, a total of 7 round trips daily served El Segundo between 7.49 am and 5.10 pm.

During 3-16 the line was separated from the El Nido service. It remained basically a shuttle between El Segundo and Hawthorne, although at this time one late evening round trip (the line's new and only night service) apparently ran from Athens to El Segundo and back to Los Angeles.

As of 11-1-20, rush hour service was through to Los Angeles; midday and evening service was shuttle either from Hawthorne or from Athens. The 7 local round trips were augmented by 4 outbound and 3 inbound through trips. Route in Los Angeles was via Ninth, San Pedro, west through the Main Street Station concourse, Main St., Ninth, and outbound.

As of 5-1-24, this same pattern remained basically in effect. Last car of the day left El Segundo at 12.43 am.

Then, on or shortly before 7-1-24, all service was changed to shuttle operation between Hawthorne and El Segundo, and all evening service was discontinued.

All Sunday service on the shuttle line was discontinued early in 1927. As of 3-27 9 round trips ran DXSu, leaving Hawthorne at 6.54 am, 8.27, 9.18, 10.39 am, 12.30 pm, 2.31, 3.57, 4.58, and 6.07 pm. Returning, cars left El Segundo at 7.26 am, 8.55, 9.40, 10.54, 12.53 pm, 3.34, 4.42, 5.40, and 6.36 pm. Running time was 11 min.

Practically the same schedule remained in effect during 9-30. The last car left El Segundo at 6.35 pm on 10-31-30, followed only by eclipse.

14. LOS ANGELES: GENERAL HOSPITAL-SOUTH PASADENA LOCAL LINE

Route, 1911: From Main Street Station via Main, First St., Los Angeles, Aliso, and private right-of-way to Echandia Jct., thence via private right-of-way, Daly St., Pasadena Ave., N. Figueroa St., private right-of-way, Pasadena Ave., and Mission St. to Fair Oaks Ave. in South Pasadena.

During 1911 a 10 min base headway prevailed with 7½ min service in morning rush hours DXSu and in the evening daily including Sunday. Evening interval was 15 min until 10.00 pm, then 20 min. Owl cars left Los Angeles at 1.00 am and 2.00 am to the Ostrich Farm only; then a 4.00 am owl followed which ran through to Pasadena via Short Line from Mission and Fair Oaks. Base running time was 47 min in both directions.

The Official Guide shows as late as 1-13 this line running through to Altadena via Fair Oaks. This does not agree with any PE time table as early as 1910, and must be erroneous.

Effective on 6-15-12 this line was for the first time through-routed with the Watts local line via Main St. in Los Angeles. As of 10-15-12 the South Pasadena line retained a 10 min base service. However, rush hour service was staggered, allowing an Annandale car every third notch in a 5 min combined schedule. Thus cars left at 0, 5, 15, 20, and 30 after the hour, and so forth, for South Pasadena. A similarly staggered arrangement obtained during evening hours, with South Pasadena cars departing at 15, 25, 45, and 55 after the hour.

As of 5-1-16 no basic changes in headways had occurred, although no doubt there had been a temporary adjustment during 1915 when, for a time, the Annandale line was a shuttle service. Then on 12-3-16 the staggered arrangement of 1912 came to an end, and South Pasadena enjoyed a more regular headway, still through-routed with Watts.

As of 11-21, South Pasadena cars left Sixth and Main Sts. at 4.35 am, 5.10, 5.30, and every 10 min to 11.00 pm, 11.20, 11.40, 12.00, 12.30, 1.05, and 3.00 am. No important changes occurred from that time until 1923.

On 2-10-23 the line was separated from the Watts route, which had grown to demand more frequent service than South Pasadena. Now the latter operation looped in Los Angeles via Aliso, San Pedro, Sixth, Main, First, Los Angeles St., and Aliso.

As of 3-1-23 a constant 10 min headway was still in effect to South Pasadena all day until 11.00 pm with a tapering 20 and 30 min schedule thereafter until the few owl cars. In addition, a 5 min ser-

vice was operated to Thorne St. only DXSu in the evening rush hour. This 5 min service remained in effect as of 8-28 (between 4.40 and 5.30 pm, out-bound only).

On 9-4-28 the loop route in Los Angeles was altered, with cars now running via Aliso, Los Angeles, First, Main, through the concourse at Main Street Station, San Pedro, and Aliso. As of 10-28 a constant 10 min service was maintained between 5.42 am and 11.02 pm, with Los Angeles departures following at 11.22, 11.42, 12.02 am, 12.32, 1.12, 3.00, 4.42, 5.02, and 5.22 am. All cars were destined through to and from South Pasadena except a few late night Macy Street pull-ins. This schedule continued in effect until 1931.

On 4-15-31 evening service was converted to one-man operation and the schedule was basically overhauled. Half of the cars now ran between Los Angeles and Avenue 66 only. Morning and evening rush hours were completely ignored in the headways. During the day, 10 min base service ran to Avenue 66 and 20 min to South Pasadena; in the evenings, 15 and 30 min intervals prevailed, respectively. Sunday service was practically identical to weekday. Owl service was not curtailed.

This rigid schedule was somewhat adjusted on 6-10-31. On this date one-man operation began at all hours north of County Hospital (which was in a few years to become General Hospital). A 10 min service to South Pasadena was restored in morning and evening rush hours DXSu and in the evening on Sunday as well, between 6.31 and 7.51 am and between 3.31 and 5.41 pm. Another Los Angeles re-routing occurred that same day, in which the exact 1911 route was reestablished. No changes in schedule had occurred as of 8-11-32.

On 8-22-32 all service was converted to one-man except during morning and evening rush hours south of County Hospital.

Then, on 11-16-32, this line was once again through-routed with the Watts local line via Main St.

As of 3-25-34, half the cars in base hours only turned back at General Hospital, with a 10 min service to that point and a 20 min service to South Pasadena. At other times all cars ran through to Mission and Fair Oaks, headways being 10 min in rush hours, 20 min evenings and 15 min Sunday including Sunday evenings. The 11.03 pm car from Sixth & Main Sts. ran through to Pasadena. The same schedule prevailed on 8-1-34 and probably until the following January.

Trackage from General Hospital to South Pasadena was abandoned on 1-2-35. The new Watts-General Hospital service offered 10 min base and 20 min evening service, with 15 min service during Sunday daylight hours. Last car to General Hospital left 6th & Main Sts. at 9.43 pm DXSu, at 10.03 pm on Sunday only, as of 7-21-37.

On 3-20-38 the General Hospital line was separated from the Watts line and made into a one-man shuttle between Echandia Junction and General Hospital. It should be explained that this created a line about one thousand feet long, from which a walk of several blocks was still necessary actually to reach General Hospital. The line was now entirely on private right-of-way, hence true rapid transit, but was one of the shortest electric railway lines in the United States and certainly the shortest ever operated by Pacific Electric.

As of 6-1-38, this shuttle operated between 5.32 am (5.42 am on Sundays) and 8.49 pm. A 12 min base service was offered, 15 min nights and Sundays, with an increase to 10 min in morning and evening rush hours.

On 9-9-40 the schedule was changed to a most irregular one providing varying headways of 11 to 14 min in base hours, with 20 min evening and 15 min Sunday service. No further changes in schedule occurred of any consequence.

The last car on this line left General Hospital at 9.05 pm on Saturday, 10-17-42, on which date the line was discontinued as a "wartime conservation measure."

15. LOS ANGELES-GLENDALE-BURBANK-BENMAR HILLS

[Designated line 29]

Route, 1911: From Main Street Station via Main, Sixth, Figueroa, Second, Glendale Blvd., private right-of-way, Glendale Blvd., Brand Blvd., and private right-of-way adjacent to Glenoaks Blvd. to Burbank (Cypress Ave.).

This line was established on 9-6-11.

As of 10-15-12 the following service was being operated:

Leave Los Angeles at 4.45 am, 6.10, 7.10, 7.50, 9.50, 11.50, 1.50, 2.50, 3.30, 5.10P, 6.10, 8.10, 9.50, and 11.35 pm.

Leave Burbank at 6.20 am, 7.00P, 8.23, 9.00, 11.00, 1.00 pm, 2.40, 3.40, 4.20, 6.00, 7.15, 9.00 10.40 pm, and 12.20 am.

Flyer trains (F) stopped only at Tropic, Broadway, and Arden Jct. Running time was 47 min between terminals.

A second flyer and a couple more round trips were added by 1-6-13.

Except that the flyers were called "limiteds" in the 11-1-13 time table (a system-wide change in nomenclature), there were no important changes. Running time, however, had increased to 50 min.

As of 7-11-14, one of the evening limiteds made a stop only at Broadway in Glendale. Almost an hourly service was now being provided between Los Angeles and Burbank.

About this time, to reduce congestion, trains ended at Sixth and Los Angeles Sts. in Los Angeles between 7.15 and 9.20 am and 4.15 and 6.20 pm on weekdays, at other hours continuing to use Main Street Station proper.

No change in service had occurred as of 5-1-16.

On 11-22-16 all service on this line was changed to shuttle operation from Broadway and Brand in Glendale to Burbank except in rush hours. Through service to Los Angeles in midday was not restored for several years. Effective 2-3-18, such through trains as did run all began using Sixth and Los Angeles Streets as their city terminal.

A typical schedule of this combined through and shuttle service is that of 4-1-22. Through runs left Los Angeles for Burbank at 4.00 am, then at 5.35 DXSu, 5.56, 6.30, 7.10, and 7.55 am, then at 4.10 pm, 5.12, and 6.10 pm. Through runs left Burbank for Los Angeles at 5.59 am, 6.33 DXSu, 6.56, 7.35, and 8.15 am, then at 4.10 pm, 5.12, 6.15 pm, and at 1.12 am. Shuttle service was maintained every 40 min in base hours, hourly in the evening. L-Limited train.

On or shortly before 5-1-23 through service was suddenly reestablished at all hours, after a seven year lapse, and greatly improved. A 30 min base

headway now existed daily, and hourly evening service. Two afternoon limited trains were running DXSu, although a description of their stops is not available.

Effective 6-29-24, Sunday service was reduced to a 40 min headway.

On 7-20-25 this line was extended via Glenoaks Blvd. to Eton Drive in Benmar Hills, under a subsidy from local real estate interests. Only alternate cars continued beyond Burbank on this extension, providing 60 min (80 min Sunday) service there.

Most important date in the history of this route (between its establishment and abandonment) is that of 12-1-25, on which all service except one train in each direction daily was rerouted via the new subway to Subway Terminal, reducing running time by about 12 min. The one round trip to Sixth and Los Angeles ran in the early hours of the morning.

The following is a detailed analysis of the Burbank schedule on 7-15-26, when these improvements had been consolidated. Headways were 30 min base, 20 min at height of morning and evening weekday rush hours, hourly evenings, 40 min Sundays. Approximately half of the trains ran through to and from Benmar Hills, rather than terminating at Burbank. Last train to Benmar Hills left Subway Terminal at 10.00 pm; last Burbank train, 12.40 am. Early morning service was combined with North Glendale service, cars coupling and uncoupling at Arden Jct. Limited trains left Los Angeles at 5.12 pm DXSu and Benmar Hills at 6.51 and 7.27 am DXSu. These made stops only at Broadway and Lomita between Sunset Blvd. and Arden Jct. A total of 35 round trips were operated DXSu, plus one round trip between Glendale and Burbank only. There were 29 outbound and 28 inbound trips on Sundays. Base running time was 50 min outbound to Burbank, 48 min inbound; 54 min to Benmar Hills, 53 min inbound. The 5.12 pm limited train (which might be compared with the 5.12 pm limited below in 1943) left Broadway at 5.37, Arden Jct. to 5.41, Senorita at 5.51, Burbank at 5.59, and arrived at Benmar Hills at 6.03 pm.

Soon after 6-27 basic revisions occurred, in response to recommendations of California Railroad Commission engineers. All base hour Burbank cars were made limited, stopping at Beverly, Park, Sunset and Clifford to receive outbound and discharge inbound, then next at Broadway and Brand. All limited trains, including the 5.12 pm, made these same stops. Sunday service remained local and unchanged. (Of course all Burbank cars were limited south of Whitmore Ave. until 1940). Headways were not changed. Trains leaving Los Angeles between 8.50 am and 5.45 pm, leaving Benmar Hills between 6.49 am and 5.13 pm, were limited. Limited running time to Benmar Hills was 46 min outbound, 47 min inbound in base hours.

No changes occurred until 5-31, when Sunday service was improved with 30 min headway to Burbank, hourly to Benmar Hills. At this time the limiteds also began stopping to receive and discharge in both directions at San Fernando Road, Los Feliz, and Colorado, and inbound to discharge at Bellevue Ave.

On 3-1-34 the next changes occurred. The base hour limiteds were withdrawn and made as local as North Glendale cars. Four limiteds were retained

in each direction in morning and evening peak hours. These made the same stops as the former limiteds had done since 1931 except that Harvard St. was added and Bellevue dropped. Night service was now improved to a 30 min headway, the same as in base hours, until 10.00 pm, hourly thereafter. North Glendale and Burbank trains were combined south of Arden Jct. in early morning hours and also after 10.00 pm. The 5.12 pm limited (one of those retained) now arrived at Benmar Hills at 6.01 pm. Base running time was 44 min to Burbank outbound, 41 min inbound; 48 to Benmar Hills, 46 inbound.

On or by 2-17-35 night and Sunday service was reduced to 40 min. This schedule now remained in effect until 7-12-36.

The next four years and more of Burbank schedule history are particularly interesting and unusual, as they reflect the era of experimental coordinated rail and motor coach service. As one patron wrote the company, it was now necessary to carry a clock in one hand and a calendar in the other in order to know whether to mount the stairs to the Clive St. bus deck in Los Angeles or to descend through the turnstiles into the rail subway. The motor coach schedules are not the subject of this study, but it can be briefly stated that, unlike the North Glendale line, all Burbank service was rail during weekday rush hours; during base hours it was mixed rail and motor coach; at night and on Sundays all service was motor coach.

The following is a complete list of Burbank rail runs effective on 7-12-36 (all are DXSu):

Leave Los Angeles for Burbank at 6.07 am, 6.40, 7.20, BH7.40, 8.05, BH8.30, 9.00, BH9.30, 10.00, 11.00, 12.01 pm, 1.00, 2.00, 3.00, BH3.30, 4.00, BH4.20, 4.50, BHL5.12, 5.30, BHL5.45, and 6.15 pm.

Leave Burbank for Los Angeles at 6.35 am, BHL 6.54, 17.09, BHL7.30, 17.50, 8.10, BH8.35, 9.00, BH9.30, 10.00, BHL10.30, 11.00, 12.01 pm, 1.02, 2.02, 3.02, 4.00, BH4.30, 4.50, BH5.19, 5.42, and BH 6.14 pm. BH-To or from Benmar Hills; other run to or from Burbank only. L-Limited, of the 1934 variety.

On or by 4-26-37 the last evening train was changed to depart from Los Angeles at 6.20 pm, and other minor changes were made.

On 8-9-37 one morning trip which before then had ended at Burbank now ran through to and from Benmar Hills. Also, rail service was restored to provide all schedules on Saturday afternoon only with outbound trains after 12.01 pm leaving at BHL2.20, 12.50, BHL.20, 1.50, and thus each half hour to 6.20 pm, with no through trips to Benmar Hills after 4.20 pm, and comparable return times.

Practically no other changes were made from that time until the abandonment of motor coach service and restoration of complete rail schedules.

This happy event took place on 11-24-40. On that same date, also, the portion of the line beyond Cypress Ave. in Burbank west to Benmar Hills was abandoned, and all trains now terminated at Cypress Ave.

The new, all-rail schedule established a 30 min headway during base, evening, and Sunday hours, with 20 min morning and evening rush service DXSu. Cars left Los Angeles between 4.00 am and 12.45 am. Four limited trains operated inbound DXSu in the morning rush hour and outbound DXSaSu in the eve-

ning (from Subway Terminal at 4.49, 5.29, 5.50, and 6.12 pm), stopping inbound to discharge and outbound to receive passengers at all points between Gardena Ave. and Los Angeles. One limited in each direction stopped only at Beverly, Temple, Park Ave., Sunset, and Scott Ave. between the subway and Colorado St. in Glendale. In the evening, this train left Los Angeles at 5.10 pm, Park at 5.17, Broadway at 5.35, and arrived at Burbank at 5.56 pm. Base running time was an ambitious 43 min in both directions. It must also be remembered that effective this same day, Burbank cars for the first time began making all local stops between Montesano and the subway, absorbing the former Edendale line except for the rush hour limited trains above noted.

The P C C cars proved unable to maintain such a fast schedule, and on 12-2-40 a new time table lengthened running time on all trips including the limiteds an average of at least 3 min per trip.

On 3-10-41 the one "super-limited" also commenced making stops at Los Feliz and San Fernando Road to receive and discharge in both directions. Further, all but this "super-limited" and one other limited were eliminated from the Saturday morning schedule.

The next changes occurred on 6-15-42 and reflected the first of the wartime improvements. An hourly owl service was established until 2.15 am, then a 4.00 am departure to Richardson only. Base and rush headways did not vary from the 1941 schedule. However, many more of the Burbank trains were made limited. Inbound Monday through Friday, all trains from Burbank leaving between 5.49 am and 10.51 am were limited from Gardena Avenue, except four trains between 6.46 and 7.45 am which were "super-limiteds" from Colorado. Inbound on Saturday, all trains from Burbank between 6.32 am and 10.51 am were limited from Gardena Avenue, except one "super-limited" which left Burbank at 7.25 am. Outbound Monday through Friday, all runs to Burbank from 3.19 pm to 6.10 pm were limited to Gardena Avenue except two (5.12 and 5.28 pm) which again were "super-limiteds" to Colorado St. Outbound on Saturdays, all trains from 4.19 pm to 6.10 pm were limited to Gardena Avenue.

On 9-6-42 hourly or better owl service all night was established, with the addition of a 3.15 am departure from the subway.

Next major changes occurred on 6-13-43. Only the 5.12 pm trip remained an outbound "super-limited," and only one inbound "super-limited" now operated in the morning rush. Some of the regular limiteds now were local north of Glenhurst Avenue for the first time. Last morning limited now left Burbank at 10.21 am rather than 10.51, but a 6.30 pm limited outbound was added Saturdays only. And Saturday night owl service was improved, providing a half hourly or better headway until 2.15 am. The base running time was now 46 min.

On 3-1-45 the (now) 5.13 pm "super-limited" became a local train north of Gardena Avenue, although with the same highly selective stops south of that point.

On 8-13-45 outbound limited service was extended throughout the afternoon on Saturdays only, commencing with the 12.20 pm departure from the subway.

The first improvement in actual base headway for this line since 1940 occurred on 9-30-46, when 20

min service was established throughout the day. Sunday and Sunday evening service also were increased to 20 min frequency. However, the Saturday noon limiteds were restored to local status, and weekday limiteds were confined outbound to the inclusive hours of 3.50-6.10 pm, inbound from Burbank to 5.49-8.50 am.

Each schedule change thenceforth from 1947 to abandonment reflected decreased service. A first step, on 5-16-47, saw all afternoon limiteds made local on Saturdays, except the 4.49 pm trip, still limited to Gardena. Morning limiteds were also made local on Saturdays the same day except the one "super-limited" (which still made only selected stops below Colorado St.).

On 3-19-48, evening service, both weekday and Sunday, was reduced to 30 min. Owl service was cut from its hourly schedule to trips leaving in subway at 12.10, 12.45, 1.30, 2.15, 3.45, 4.25, 4.55 am, etc. The one remaining Saturday afternoon limited (4.49 pm) was made local.

In a strange adjustment on 10-18-48, late evening service (10.00 pm to midnight) was restored to a 20 min headway, while early evening service (7.30 pm to 10.00 pm) remained 30 min. As of 1-10-49 base running time was 45 min outbound, 48 min inbound.

On 1-7-50 one-man operation was established, lengthening base running times to 51 min outbound, 53 min inbound, probably more of an adjustment than was actually required.

This same day weekday limiteds became restricted to the hours 5.45-7.40 am inbound in the morning from Burbank. The "super-limiteds" at last came to an end. The one evening example was dropped, while three new morning trains were limited south of Colorado St. but would stop anywhere south of Gardena Ave. to discharge passengers, in effect merely avoiding three or four stops on lower Brand Blvd. in Glendale. The lone Saturday afternoon limited (see 1947-48) was reestablished at its former subway departure time of 4.49 pm.

On 12-29-49 the portion of the line in Burbank between Cypress and Orange Grove Avenues was abandoned.

Further diminutions in limited service took effect on 5-4-51. Afternoon outbound limiteds left the subway from 4.22 to 5.29 pm only. All morning limiteds were made local except the three Colorado St. limiteds established on 1-7-50. These, however, were so saddled with restrictions as to their restrictedness as to be little more than locals. All evening service became 30 min, and this 30 min headway now prevailed all day on Sunday as well.

On 1-14-52 all except four afternoon limiteds were discontinued. These left the subway at 4.49 pm, 5.08, 5.18, and 5.39 (the 5.08 and 5.18 receiving passengers only to Gardena Avenue, the other two to Glenhurst Avenue).

On 9-7-53 the 4.49 pm limited was discontinued on Saturdays for the second and final time.

On 10-1-53 this route became line 29 of Metropolitan Coach Lines.

Metropolitan Coach Lines reduced night and Sunday service to a 40 min headway on 6-28-54. One morning limited was added but two evening limiteds were dropped. In the morning, limiteds now left Burbank at 6.41, 7.04, 7.21, and 7.40 am; in the evening, they left Los Angeles at 4.50 pm (Glenhurst) and 5.11 pm (Gardena). This day also owl

service was dropped, twelve years after it had been established. First car left the subway at 4.52 am, last car at 1.30 am (changed on 8-22-54 to 1.40 am).

Only exceedingly minor changes were made from then until abandonment of the line.

It should be mentioned that considerable extra service was operated on this line early each Easter Sunday morning for many years, to serve the sunrise services held at Forest Lawn Memorial Park.

The last regularly scheduled car to Burbank left Subway Terminal at 1.40 am on 6-19-55. The last passenger car to Burbank was a commemorative excursion sponsored by the Southern California Division, Electric Railroaders' Association, which departed from the subway at 4.20 pm on 6-19-55 and departed from Burbank shortly after 6.00 pm for the inbound journey.

16. LOS ANGELES-GLENDALE-EAST BROADWAY

Route, 1914: From Main Street Station via Main, Sixth (or, in rush hours, from Sixth and Los Angeles Sts. via Sixth), Figueroa, Second, Glendale Boulevard, private right-of-way, Glendale Blvd., Brand Boulevard, and Broadway to Glendale Avenue. Trackage between Broadway and Brand on Broadway to Glendale Avenue was jointly owned and shared with the Glendale and Montrose Railway Company until 1-1-31, then solely owned and operated by Pacific Electric Railway.

This route was established on 5-1-14. As of 7-11-14, service was operated every 30 min in rush hours, every 40 min in base, and hourly during the evening until the final arrival at Glendale Ave. at 12.40 am. A 40 min running time was consumed from Los Angeles to Glendale Avenue. All service was run daily, and appears to have been through, alternating with North Glendale cars from the city.

Rather different arrangements prevailed as of 5-1-16. There was 15 min rush hour, 20 min base, and 30 min night service. But it seems to have been a mixture of through and shuttle operation. The time table of that date states: "When single car is operated between Los Angeles and Glendale, shuttle car will be run alternately between Broadway and Brand Boulevard, and North Glendale and Glendale Avenue. When two car trains are operated train will be divided at Broadway and Brand Boulevard, one car going through to North Glendale, the other to Glendale Ave."

Prior to 1918, through cars left from 6th & Los Angeles Sts. in Los Angeles, rather than from Main St. Station proper, between 7.00 and 9.30 am and 4.00 and 6.30 pm. On 2-2-18 all Glendale cars began leaving from Sixth and Los Angeles Sts.

Around the year 1916 (but after 5-1-16) the line was extended via East Broadway to Chevy Chase Drive at which an off-street terminal was built in 1924. This extension was not shared with the Glendale and Montrose Railway, whose Birneys for Eagle Rock turned north onto Glendale Ave., then proceeded east on their own line on Wilson Ave., one block north of the Pacific Electric extension.

The relative extent of through and shuttle service on East Broadway is not ascertainable until 1933, as variants of the 1916 footnote continued to appear in time tables throughout the 1920s.

As of 2-1-22 a 20 min base headway was maintained on East Broadway, with a 30 min evening service and an irregular though frequent rush hour headway.

On or shortly before 5-1-23, a 15 min base service was inaugurated. Evening rush headway was 8 min, with an approximate 10 min service in morning rush periods. Night service was still 30 min.

Sunday service was reduced from 15 to 20 min on 6-29-24.

On 12-1-25 all through service was rerouted to the Subway Terminal from Sixth & Los Angeles Sts., resulting in a 12 min time saving from Los Angeles.

The creation of base hour limited service on the Burbank line during 1927 resulted in schedule shifts on the East Broadway line. An alternating base headway was created, with a 10 min and then a 20 min and then a 10 min interval between cars, etc. Every other car was now in base hours an independent car running from the Subway Terminal to East Broadway, while alternate cars continued to be either shuttle or second cars on North Glendale trains. Frequent, irregular service continued in rush hours as before, and 30 min night and 20 min Sunday headways also remained in effect.

The 10-26-33 time table shows through and shuttle trips by designation. All service was at this time being operated by shuttle cars except during weekday rush hours.

On 3-1-34 fulltime service on this line was discontinued and rail service remained only during morning and evening rush hours DEXSu, entirely operated through to and from Los Angeles. Outbound trips left Broadway and Brand for E. Broadway at 7.46, 7.56, 8.16, 8.36, 9.16, and 10.16 am, then at 3.46, 4.16, 4.56, 5.06, 5.14, 5.33, 5.42, 5.48, 6.02, 6.18, 6.28, 6.41, and 7.11 pm. Inbound runs left East Broadway & Chevy Chase for Los Angeles at 6.36, 6.49, 7.02, 7.12, 7.22, 7.35, 7.48, 7.58, 8.09, 8.32, 8.52, 9.02, 9.32, 10.02, and 10.32 am, then 3.22, 4.02, 4.32, 4.52, 5.12, and 5.22 pm. Running time on the independent portion east of Brand was 5 min.

On 7-23-34 rail service was reestablished at all hours on this line. Through trips to and from Los Angeles (entirely as rear cars of North Glendale and Burbank trains) continued in rush hours only. Of these there were 9 morning outbound (they left Brand 7.46-10.46 am), 14 evening outbound (leaving Brand 3.46-7.11 pm), 15 morning inbound (leaving Chevy Chase 6.36-10.32 am), and 6 evening inbound (leaving Chevy Chase 3.22-5.22 pm). Shuttle cars ran at other hours between 5.31 am and 1.05 am (at Broadway and Brand), offering 20 min base service but (strangely) 15 min night and Sunday service.

On or by 2-17-35 the number of through trips was out slightly and shuttle headway lengthened to 20 min nights and Sundays.

On 7-12-36, when motor coach experimental service affected all the Glendale lines, fulltime rail service to East Broadway was permanently discontinued and henceforth we are describing a DEXSu rush hour only operation. Further, all cars now ran only in the inbound direction in the morning, only in the outbound direction in the evening. A total of 7 morning trips were scheduled, leaving Chevy Chase between 6.49 am and 8.10 am (of these, two were independent cars, not attached to North Glendale or Burbank trains). In the evening 9

trips operated, leaving Broadway & Brand between 5.11 and 6.46 pm (none independent). The evening trips ran Monday through Friday only. On page 67 of Lines of Pacific Electric it was erroneously affirmed that the East Broadway line enjoyed no rail service from 1936 to 1940.

On 12-9-36 inbound running time to Broadway & Brand increased to 6 min.

On 4-26-37 all independent trips were discontinued in the morning. Now there were 6 morning trips (6.49-8.23 am) and 7 evening trips (5.24-6.48 pm).

On 8-9-37 the last two evening trips were discontinued, and on or shortly before 11-1-38 another, leaving 6 morning and 4 evening runs.

No further changes occurred until the inauguration of P C C equipment on 11-24-40, at which time the schedule was revised to show five trips in both morning and evening (arriving Brand 6.50 am-8.16 am; leaving Brand 5.24-6.57 pm). Only two of the morning and none of the evening trips operated on Saturdays. One trip in each direction was an independent local car, making all stops in Los Angeles. Others were attached to North Glendale (in one morning case, Burbank) trains, which in three morning and one evening instances were limiteds.

On 3-10-41 the independent trips were discontinued, and henceforth all East Broadway movements involved coupling or uncoupling at Broadway and Brand. A sixth round trip was added. Spans of service remained almost identical to 11-24-40.

There were only minor changes to these schedules (with no alteration in number of trips) until the abandonment of the line.

The last car left Broadway & Brand for Broadway and Chevy Chase at 7.16 pm on Wednesday, 12-24-46. It was one of the first P C C lines in the United States to be abandoned.

17. LOS ANGELES-GLENDALE-MONTROSE-LA CRESCENTA
[Joint Service With Glendale and Montrose Railway Company]

Route, 1916: From Sixth & Los Angeles via 6th, Figueroa, 2nd, Glendale Blvd., private right-of-way, Glendale Blvd., Brand Blvd., Broadway, Glendale Ave., private right-of-way, Canada Blvd., private right-of-way, Verdugo Road, and Montrose Ave. to La Crescenta Ave. (Service north of Broadway and Glendale Ave. over trackage of the Glendale & Montrose Railway Company.)

This was the only service operated jointly by Pacific Electric and another independent electric railway company. It is not known whose cars and crews were used, or if possibly the operation was as rear cars of North Glendale trains between Los Angeles and Glendale.

The service was established on or shortly after 8-1-16. It was confined to three round trips in morning and evening rush hours; yet, it must be noted, no reference appears limiting the arrangement to DKSu. The following is a complete time table of these trains (G & M train numbers), from the Glendale and Montrose time table effective on 7-1-17 in the Addison H. Laflin collection:

	5	23	27
	am	pm	pm
Lv Los Angeles (P.E. Station)....	6.46	4.00	5.30
Lv Glendale (Brand & Broadway)...	7.20	4.30	6.05
Lv Verdugo Park Spur.....	7.30	4.40	6.15
Lv Glendale Heights (Opechee)....	7.33	4.43	6.18
Lv Montrose.....	7.40	4.50	6.25
Ar La Crescenta.....	7.45	4.55	6.30

	8	26	30
	am	pm	pm
Lv La Crescenta.....	7.50	5.05	6.40
Lv Montrose.....	7.55	5.10	6.45
Lv Glendale Heights (Opechee)....	8.03	5.18	6.53
Lv Verdugo Park Spur.....	8.05	5.20	6.55
Lv Glendale (Brand & Broadway)...	8.14	5.30	7.05
Ar Los Angeles (P.E. Station)....	8.54	6.08	7.39

Note that in each case cars returned immediately from La Crescenta, not from Main Street. This would lend weight to the view that P E cars were used in this service.

According to Pacific Electric Magazine, this service was discontinued on 9-1-17, owing to the sparse population which would not support this through service. Except for these six trains during this brief period, a change of cars was always necessary between the two systems at Broadway and Brand in Glendale.

18. LOS ANGELES-GLENDALE-NORTH GLENDALE
[Designated line 29]

Route, 1911: From Main Street Station via Main, Sixth, Figueroa, Second, Glendale Blvd., private right-of-way, Glendale Blvd., and Brand Blvd. to Mountain St.

The account which follows of course does not include reference to service on the Los Angeles-Glendale-Burbank-Benmar Hills line, which is separately described elsewhere. Although after the early 1920s the two lines were closely integrated in terms of scheduling, nonetheless each line did serve territory independent of the other. It is to be remembered, then, that headways shown below are North Glendale headways only, not the combined service of the two lines in the heart of Glendale. On the other hand, service which terminated in Glendale (e.g., at Burchett St.) is discussed as part of this line. (Service terminating at Atwater after 1940 is discussed under the Edendale line.)

In mid-1911 a 20 min base headway was being operated to North Glendale, then known as "Bliss." A 30 min service was provided in the evening. Running time over the line was 35 min. Two Flyers operated inbound during the morning rush hour, returning outbound in the evening, with a 30 min running time. These Flyers left Los Angeles at 4.20 and 5.20 pm, "Bliss" at 7.20 and 8.20 am.

As of 1-6-13, headways remained the same but 3 morning Flyers ran, with but one in the evening.

Service was improved by 11-1-13, when a 15 min base service and 30 min evening headway was in effect. Running time had increased to 40 min in base hours. Now there were two morning limiteds and no evening equivalents. All limiteds had disappeared by 7-11-14.

A rather different situation is presented by the schedule in effect on 5-1-16. At this time it was apparently common for a shuttle car to run between Broadway and Brand and North Glendale in light hours, with the through car from Los Angeles ending its trip at the former point. For the wording

of this arrangement, see under the Los Angeles-Glendale-East Broadway line. It is probable that this shuttle practice ended soon thereafter, possibly on 11-22-16 (see Burbank line). Thenceforth North Glendale service was always by through car from Los Angeles.

As of 2-1-22, a 20 min base was maintained, and 30 min evening service. Irregular rush hour headways varied from 7 to 15 min. No limited trains ran to North Glendale.

The reestablishment of through service to Los Angeles on the Burbank line and integration for the first time with North Glendale service caused a decline in base headway, reflected in the new schedule effected on or shortly before 5-1-23. Now a 30 min service was common to both the base and evening hours; 8 min service was provided in the evening rush hour. Running time was now 46 min in each direction. During the evening hours, alternate trains were combined with Burbank trains, uncoupling at Arden Junction.

Effective 6-29-24, Sunday service was reduced from 30 to 40 min. A 30 min service continued on Sunday evenings, however, through combination with Burbank trains.

On 12-1-25 this line was rerouted into the new Subway Terminal in Los Angeles, operating via the subway and Glendale Blvd. Running time was thus reduced to 33 min in base hours. Headways remained as in 1924.

The next change of consequence was improvement of Sunday daytime service to 30 min around 4-31.

On 3-1-34 a very important rescheduling was accomplished. Now base cars alternated between 10 and 20 min headways, a Burbank car scheduled for one out of three notches on a straight 10 min schedule from Los Angeles to Glendale. For example, cars left North Glendale at 9.11 am, 9.21, 9.41, 9.51, and 10.11 am, etc. Evening service was no longer consolidated with Burbank's and operated on a 30 min headway. Sunday service was also 30 min. Only consolidated trains combining or separating at Arden Jct. operated outbound until 7.00 am on weekdays and in both directions before 8.30 am on Sundays. As of 2-17-35 the running time in base hours had climbed again to 43 min outbound, 40 min inbound.

On 7-12-36 experimental rail and motor coach service began operation on this route, by which rail service was largely discontinued to test passenger preference. The effect was to abandon rail service to North Glendale except during DXSu rush hours, morning and evening, and on Saturday afternoons. No rail service was offered base hours, nights, or Sundays.

The following is a complete list of North Glendale rail trips as of 7-12-36:

Leave Los Angeles at 4.10 pm, 4.30, 4.40, 4.56, 5.04, 5.13, 5.20, 5.34, 5.50, 6.00, and 6.30 pm Monday through Friday (11 trips).

Leave North Glendale at 7.00 am, 7.33, 7.46, 7.56, 8.08, 8.34, then 4.51 pm, 5.11, 5.21, and 6.11 pm (10 trips).

Saturday morning service was the same as Monday-Friday. However, Saturday afternoon service was as follows:

Leave Los Angeles at 12.35 pm, 1.05, and every 30 min until last car at 6.35 pm. Leave North Glendale at 1.16 pm and every 30 min until last car at 5.46 pm.

Two outbound trips were added in the morning

rush on 12-9-36, leaving Los Angeles at 7.29 and 7.50 am, and two additional inbound trips were also placed in the morning schedule.

On 4-26-37 rail service was considerably reduced. There were now 8 outbound and 7 inbound trips only, Monday through Friday. Last cars of the evening left the subway at 6.05 pm including Saturdays, when the 30 min afternoon headway continued to be maintained.

No further changes occurred until the reestablishment of fulltime rail service on 11-24-40, accompanied by the inauguration of P C C equipment.

The new restored schedule returned to an alternating 10-20 min base like that of 1935, with 30 min evening and Sunday service. No trains were consolidated with Burbank trains. First North Glendale departure inbound was at 4.40 am, and the last arrival was at 11.51 pm. There was hardly any North Glendale service before 8.00 am on Sundays. Limiteds (below Gardena Avenue) consisted of 5 inbound morning rush trips DXSu and 4 outbound evening trips Monday through Friday. Running time was 32 min in each direction.

On 12-2-40 the running time was lengthened 3 min in each direction. Considering that North Glendale trains had been doing local work south of Montecano since 11-24-40, the P C C cars were simply not able to produce the miracle the schedule men had devised for them.

The 3-10-41 schedule extended the last arrival of the day at North Glendale to 12.22 am. Two of the rush hour limiteds in each direction were consolidated with Burbank trains. Basic headways remained the same. Only minor changes occurred from then until 6-15-42.

On this latter date the last arrival was again extended to 12.42 am. Now all outbound trains were limited between 2.59 pm and 5.59 pm from Subway Terminal; most morning trains were limited inbound from 6.34 am to 10.57 am (leaving North Glendale). Saturday morning limiteds, which had been discontinued in part on 3-10-41, were restored, but on Saturday afternoons all trains continued to be locals. Night and Sunday service was improved to the 10-20 alternation of base service. Running time was 34 min outbound and 35 inbound for base local cars. A few early morning trains were combined with Burbank trains. Several of the limited trains were local north of Glenhurst Avenue rather than Gardena Avenue.

On 6-13-43 limited trains were extended outbound through the 6.20 pm departure from the subway. A Saturday night only trip arrived North Glendale at 1.37 am.

Next noteworthy change was the addition on 3-1-45 of a Saturday night only trip arriving at 3.42 am. However, on 7-28-46 this owl service was discontinued, and the last car arrived 12.42 am daily; the first left North Glendale at 5.01 am DXSu, 8.14 am on Sundays. Otherwise there were no cuts on that date.

On 9-30-46 service was considerably cut, owing among other factors to a concomitant improvement in Burbank service, so closely related to this line. A straight 20 min headway was established in base hours, on Sundays, and on Sunday evenings. Weekday evening headway was now 25 min. Limited operation was confined inbound to the hours 6.34-9.12 am, outbound to 3.40-6.20 pm. Last car of the day now arrived at 12.24 am.

Evening service was adjusted on 5-16-47 to pro-

vide a 20 min headway until 11.00 pm, then 30 min. Last car now arrived at 12.09 am. On this day also, all Saturday limiteds were discontinued.

A shuttle service was inaugurated on 3-19-48 during late evening hours between Arden Jct. and North Glendale, connecting with Burbank trains to and from Los Angeles at Burchett St. & Brand. The last through car left Los Angeles at 9.54 pm. The last shuttle car left at North Glendale at 12.13 am. The company had desired to discontinue all service on the North Glendale branch at these hours, but was forced instead to provide this unwieldy shuttle by order of the Public Utilities Commission.

Service on this line was temporarily discontinued north of Burchett St. and Brand Blvd. for a period of several months late in 1948, due to track reconstruction in the North Glendale area.

One-man operation was established on the line effective 1-7-50. Running time climbed to 40 min in both directions. Base headway for this line and the Burbank line consisted of 6 2/3 min service, or three cars every 20 min. Of these one went to Burbank, one to North Glendale, and one terminated at the junction of the two lines, Burchett St. & Brand Blvd. All morning rush hour limited trains were discontinued, while evening limiteds continued between 4.00 and 6.20 pm. Evening service was operated every 25 min through from Los Angeles until 10.39 pm at North Glendale, then a 20 min shuttle service, followed by 1 last through trip which arrived at North Glendale at 12.32 am DXSu. Sunday service was 20 min, with 30 min through service on Sunday evenings.

On 5-4-51 the Burchett St. only cars were discontinued except after 2.00 pm Monday through Friday (they still ran all day on Saturday only). And thus ended the best headway the city of Glendale ever achieved, at any time. Through evening service was now provided every 30 min until 3 shuttle trips between 11.22 and 12.22 am at North Glendale, with 7 inbound shuttle trips in the evening as well. The 30 min service all day Sunday was followed by 3 shuttle round trips late Sunday evening. Only 4 North Glendale limiteds were left, leaving Subway Terminal at 4.40, 5.20, 5.41, and 6.01 pm DXSaSu and limited to Glenhurst Ave. One limited, leaving at 4.56 pm, ran to Burchett St. only.

Further curtailments occurred on 1-14-52. Now the Burchett St. cars operated between 10.00 and 11.00 am on Monday mornings only, plus 9.00 to 10.00 am inbound and 2.00 to 3.00 pm outbound Monday through Friday, plus all day on Saturdays. But two North Glendale limiteds remained, leaving for that point at 4.41 and 5.27 pm, plus the Burchett St. limited at 4.59 pm.

On 9-1-52 a new schedule limited Burchett St. turnback cars to 3 trips Monday-Friday and 2 additional on Monday morning only. Saturday service as well as Monday-Friday was straight 20 min to North Glendale, except 3 Burchett trippers in mid-afternoon.

On 10-1-53 this route became line 29 of Metropolitan Coach Lines.

Metropolitan Coach Lines changed the limited trains on 6-28-54 to depart at 5.00 and 5.20 pm, limited to Gardena Ave., with no Burchett St. limited but with 3 Burchett St. locals at the peak of the evening rush. Many Burchett St. locals were also added in the morning rush, reducing in-

bound runs from North Glendale to a 20 min average headway at that time of day. When two-car trains continued to operate on North Glendale trips, the second car now nearly always was detached or added at Burchett St. Night and Sunday headways on this date were lengthened to 40 min. A few shuttle trips remained in the late evening, but inbound only! The first car now left North Glendale at 6.08 am Monday-Friday, 6.51 am Saturdays, and 8.39 am on Sundays. The last through car arrived at North Glendale at 10.24 pm daily.

Practically no changes occurred from then until abandonment.

It should be mentioned that considerable extra service was operated on this line during each Easter Sunday morning for many years, to serve the sunrise services held at Forest Lawn Memorial Park.

The last regularly scheduled car left North Glendale at 10.33 pm on Saturday, 6-18-55, for Burchett St. The last passenger car on the line was a commemorative excursion sponsored by the Southern California Division, Electric Railroaders' Association, which left North Glendale at approximately 6.40 pm on 6-19-55.

19. LOS ANGELES: HOLLYWOOD BOULEVARD VIA HILL STREET LOCAL LINE [Designated line 32]

Route, 1911: From Hill Street Station via Hill, Hill Street tunnels, Sunset Blvd., Hollywood Blvd. to La Brea Ave., thence via private right-of-way Hawthorn Ave., and private right-of-way to Sunset Blvd. and Gardner St. (Gardner Junction).

It is necessary to be quite arbitrary in considering this service as distinct from two other lines: Laurel Canyon and Venice via Hollywood. Cars destined to both of these lines performed local service as an integral part of the Hollywood Blvd. headway, along with cars which terminated or originated at Gardner St. However, in order that we may claim complete inconsistency with our manner of recording the Glendale lines, we shall consider the combined headway as far as Gardner Jct. in this discussion until 1941, then all service to Beverly Hills or points east via Hill St. from 1941 to 1950. Justifications for considering the Laurel Canyon and Venice lines as separate from a Hollywood Blvd. via Hill local line appear in the accounts of each of those other two lines.

As of mid-1911, an approximate 10 min base service was being operated to Gardner. Cars departed from Hill Street Station between 6.09 am and 12.01 am. "Extra service morning and evening according to requirements of travel," read the footnote. An evening headway of 30 min was maintained.

The 10-15-12 schedule improved evening service to 15 min, and on 11-1-13 the 10 min base interval was being sustained in the evening as well. Then, as of 7-11-14, evening service dropped back to 12 min, but a 10 min base still prevailed.

Between 1914 and early 1916 an enormous increase in service occurred. The 10 min base headway of the former year had been upped to 5 min as of 5-1-16. Morning rush headways were now as short as 3 min, while those in the evening were 2 min (between 5.09 and 5.51 pm). A 10 min evening service prevailed.

On 10-25-16 this line was removed from Hill St. Station and through-routed with the Venice Blvd. local line via Hill St. On 5-14-17 rush hour trippers were extended from Hill St. Station to Ninth and Hill Sts. for a terminus.

Service continued to improve on this line in succeeding years. Without doubt it was now the busiest of all Pacific Electric routes. The 11-21 schedule lists departures from Fifth and Hill as follows: 4.02 am, 4.30, 5.05, 5.30, 5.45, 6.00, 6.10, 6.15 am, then every 3 min to 6.59, 2 min to 9.59, 3 and 1/3 min to 2.59 pm, 3 min to 3.58, 2 min to 6.57, 3 1/2 min to 7.55, 4 min to 10.57, 6 and 2/3 min to 11.55 pm, then 12.05 am, 12.17, 12.30 12.45, 1.10, 1.40, and 2.10 am. Sunday headways were approximately every 3 and 3/4 min. In base hours only every third car ran through on Venice Blvd.; the other two ended at Ninth and Hill or at Hill Street Station.

In the summer of 1924 service was reduced to the less frantic pace of a 5 min base interval, permitted by the more commodious 600-class equipment.

The opening of the alternate Hollywood Blvd. via Subway line on 2-7-26 approximately halved the service on this line. As of 12-27 the intervals were 7 min in the morning rush, 10 min base, 5 min in evening rush, and 12 min evenings and Sundays. The base running time from Gardner to Vineyard (on the Venice Blvd. line) was 1 hour 25 min.

Late in 1930 or early in 1931 Sunday service was reduced to 15 min headways. Otherwise the 1927 pattern remained in effect until 1-18-32.

On 1-18-32 night and Sunday service only was separated from the Venice Blvd. line and terminated at 11th & Hill Sts., still with a 15 min headway. Base service was operated every 10 min, with an irregular but approximate 10 min rush hour headway. It should be noted here that in base hours, effective this date for the first time, one car in each three (or every 30 min) operated through to Beverly Hills, not as part of the Hollywood-Venice line but as an extension of the local line we are considering. As of 1-29-34 these Beverly Hills cars were discontinued except for a very few rush hour trips.

The 1932 headways were still being maintained on 6-1-38. On 9-18-38 through-routing with the Venice Blvd. line was resumed at all hours and days of the week.

The Subway-Hollywood line was discontinued during evening hours on 1-8-39. This, together with certain curtailments on the Venice Blvd. line to which the Hill-Hollywood line was through-routed, naturally caused readjustments. A 10 min evening service was established, with two cars of every three ending at 11th and Hill Sts., the third being through-routed with the Venice Blvd. line. At the same time, night service was extended to Beverly Hills on the west end and the 10 min service was given three terminal points, one car in three operating to Beverly Hills, one to Santa Monica and Fairfax only, and one to Gardner St. only. Owl service operated to and from Hill Street Station.

This pattern did not change until 2-9-41, when this line was through-routed during base hours on weekdays with both the Venice Blvd. Local Line and the Los Angeles-Venice via Short Line service to Santa Monica. The same headways prevailed. Evening service was 10 min to Gardner, 30 min to Beverly Hills. A Sunday service which ran from 11th & Hill St. to Beverly Hills operated every 15 min, although half of these cars on Sunday actually were running to Venice on the Venice via Hollywood line.

The abandonment of the Hollywood-Venice line on

8-24-41 enables us to discuss all service via Hill St. to Beverly Hills thenceforth without fear of impinging upon the proper domain of another route. Effective 8-24-41 the same basic headways were being maintained, except that service to Beverly Hills operated every 20 min on Sundays and every 30 min evenings. During weekdays 3 morning rush hour trips outbound, two morning and one evening trips inbound also operated to and from Beverly Hills. The remainder of the trips used Gardner as their western terminal, except a few rush hour cars ending at Santa Monica and Fairfax. It must be added that nights and Sundays a 10 min headway was provided to Gardner St., equalling the base and rush headway to that point (although the Subway-Hollywood line was providing service at those latter times).

Next major adjustment occurred on 4-18-43, when the line was separated entirely from the Venice Short Line, ending what a contemporary issue of INTERURBANS had termed a "shotgun wedding." The line was through-routed with the Venice Blvd. line except nights and Sundays, when it terminated at 11th & Hill Sts. Western terminal of the line was Gardner St., with the following exceptions: nights and Sundays some cars operated to and from Beverly Hills; a few morning rush hour weekday trips operated to and from Beverly Hills; a few Sunday morning trips operated to and from Santa Monica and Fairfax, the only use now of that terminal; and, finally, owl service terminated at West Hollywood. The first evening trip on weekdays from Beverly Hills arrived at 11th and Hill Sts. at 6.57 pm. Base service (all to Gardner) was 10 min; approximate 7 min rush hour service was operated; evening service was 7 1/2 min to Gardner, 15 min to Beverly Hills; Sunday service was 5 min to Gardner, 10 to Beverly Hills. Once again it must be remembered that the Subway-Hollywood line was operating daily except nights and Sundays, and its headways must be added to these to obtain a true Hollywood picture.

Very little change occurred in this picture until 6-25-48, when evening service was cut to 10 min as far as Gardner, 20 min to Beverly Hills. On 12-19-48 Sunday service was reduced, with a new 7 1/2 min frequency to Gardner, and 15 min to Beverly Hills.

The annual Santa Claus Lane Parade affected operation of this line on one evening in late November of each year. For example, on 11-24-48, westbound cars stopped at Western Ave. after 7 pm; eastbound cars stopped at La Brea at the same time. Through service was diverted via Santa Monica Bl. until the end of the parade.

The final time table for this line, effective 11-14-49, provided 15 min evening service to Beverly Hills until 10.00 pm, then 20 min. No Gardner cars operated Monday through Friday after the 9.43 pm departure from 11th and Hill. On Saturday night only many Gardner cars ran, providing 8 min service as far west as that point all evening.

The last car left Beverly Hills for 11th & Hill Sts. at 2.31 am on Sunday, 10-1-50. The Subway-Hollywood line continued to run.



Above: A brace of Elevens drifts down from Indian Village to Valley Junction in 1946. Here we see them crossing Mission Road and the S.P. main east. Elevens did well down this hill. (ILS)

Below: Car 104, outbound on Echo Park Ave. Line, emerges from Hill St. Tunnel No. 2 on June 27, 1949. This tunnel was 976 feet long and extended from Temple St. to Sunset Blvd. (AP)



20. LCS ANGELES: HOLLYWOOD BOULEVARD VIA SUBWAY
LOCAL LINE [Designated line 32]

Route, 1926: From Subway Terminal via subway, Glendale Blvd., Park Ave., Sunset Blvd., Hollywood Blvd. to La Brea Ave., thence via private right-of-way, Hawthorn Ave., and private right-of-way to Sunset Blvd. and Gardner St.

This route was established on 2-7-26 to relieve and supplement the Hollywood Boulevard via Hill St. line, subsequently providing about half of the Hollywood Blvd. service.

As of 3-26, cars of this line left the Subway Terminal at 4.30 am, 5.00, 5.30, 5.45, 5.55, 6.05, and "frequently" until 9.06 am, then every 10 min to 3.56 pm, "frequently" until 8.27 pm, and then every 12 min to 11.27 pm (last car). All cars ended at Gardner St.

As of about 12-27, an 8 min morning rush service preceded 10 min base service and 12 min night and Sunday service. The last train now left Subway Terminal at 12.18 am.

Commencing shortly before 8-28, every third base car began operating through beyond Gardner to Beverly Hills for the first time. During evening hours, hourly cars ran through to Beverly Hills until 10.51 pm DXSu. Some rush hour trips ended at West Hollywood.

During late 1930 or early 1931 Sunday headway was lengthened to 15 min. On 1-18-32 evening service was similarly reduced.

As of 8-1-34 all service was operating to points west of Gardner. Base headway consisted of 10 min service to Santa Monica and Fairfax, 20 min service to West Hollywood. In the evenings there was 15 min service to Fairfax, 30 min to West Hollywood. On Sundays 15 min service prevailed to West Hollywood.

There were no important changes until 1-8-39, when night service on this line was discontinued, replaced by augmented service on the Hollywood via Hill St. line. Last car now left Subway Terminal at 7.18 pm. Inbound, the last car left Gardner for the subway at 6.53 pm, with two late evening "freak" trips into the subway at 11.45 pm and 12.18 am DXSu. Base headway was still 10 min to Fairfax and 20 to West Hollywood. Sunday service was now 15 min to Fairfax, 30 to West Hollywood.

On 2-9-41 all Sunday service was also discontinued.

The abandonment of the Hollywood-Venice line on 8-24-41 caused the extension of this line to Beverly Hills on that date. Service was now provided every 20 min to Beverly Hills, every 10 min to Fairfax Avenue.

On 4-18-43 wartime increases in riding caused all base trips to be operated through to Beverly Hills, every 10 min. Only a few rush hour trips used Gardner St. as their terminus. First car left the subway at 4.58 am, the last at 7.18 pm. The first car arrived at the subway at 4.48 am, the last at 7.24 pm, then a lone trip at 12.28 am.

Very little change occurred from 1943 to 1950. As of 11-14-49 the last car left the subway at 7.16 pm; inbound, the last arrived at 7.24 pm, then 11.53 pm from Gardner, 12.40 am (1.23 Sundays only) from Beverly Hills.

On 10-1-50, owing to the abandonment of the Hollywood Blvd. via Hill St. Line, night and Sunday service was reestablished on this line. New head-

ways offered 15 min DXSu base service to Beverly Hills, twice as frequent to Gardner; nights and Sundays, 20 min to Beverly Hills, 10 min to Gardner. In evening rush hours cars operated through to Beverly Hills only every 20 min. Much less rush hour service (especially Gardner trippers) was offered on Saturday than weekdays.

On 11-16-50 evening rush hour service through to Beverly Hills was doubled to a 10 min frequency. Apparently the cuts of the month before had been too severe. Running time to Beverly Hills from the subway was now 55 min.

Resumption of night service on this line caused the annual Santa Claus Lane Parade to affect operations one evening in late November of each year. On 11-22-50, for example, westbound service was halted at Western Ave. and eastbound cars at La Brea at 7 pm, with through service after 6.30 pm being diverted via Santa Monica Blvd. until conclusion of the parade.

One-man operation was established on this line on 1-14-51, with a 65 min running time. The same headways continued.

Monday through Friday base service was reduced on 7-21-52 to the level of 20 min to Beverly Hills and 10 min to Gardner. Saturday service held at 15 min-7½ min.

Two-car trains were replaced by more frequent single cars in the rush hour on 6-1-53. Now the evening rush presented a 4 min headway to West Hollywood (new turnback point) and 8 min to Beverly Hills. Evening service became very irregular and difficult to categorize on any one headway.

On 10-1-53 this route became line 32 of Metropolitan Coach Lines. Abandonment soon followed.

The last regularly scheduled car left Beverly Hills for Subway Terminal at 2.28 am on Sunday, 9-26-54. The last passenger car was a commemorative excursion sponsored by the Bay Area Electric Railroad Association, which left Beverly Hills at approximately 9.30 am on 9-26-54.

21. HUNTINGTON BEACH-LA BOLSA

Route, 1911: From Huntington Beach Station via private right-of-way to La Bolsa.

The mid-1911 schedule of this short route provided 6 round trips daily. These left Huntington Beach northbound at 6.25, 6.50, and 7.20 am, then 4.50, 5.25, and 6.15 pm. Returning, the cars left La Bolsa at 6.35, 7.00, and 7.30 am, then 5.10, 6.00, and 6.30 pm.

Service declined slightly in succeeding years. There were 5 round trips as of 5-1-16; on or shortly before 4-1-22, these became only 4. On 4-1-22 cars left Huntington Beach daily at 6.40 and 7.40 am, 4.40 and 6.40 pm; La Bolsa at 7.10 and 8.10 am, 5.10 and 7.10 pm. A fifth trip, leaving Huntington Beach at 3.20 pm, was once again added as of 9-1-22, however.

On or shortly before 7-1-24 the schedule was again cut to four trips. They left Huntington Beach at 6.40, 7.40 am, 3.15, 4.40 pm; La Bolsa at 7.10, 8.10 am, 3.55, and 5.10 pm.

No change occurred to this schedule until abandonment. The last car left La Bolsa for Huntington Beach at 5.10 pm on 11-9-28.

22. LOS ANGELES-HUNTINGTON BEACH-NEWPORT BEACH-
BALBOA VIA EAST LONG BEACH [Designated
line 17]

Route, 1911: From Main Street Station via Main, Seventh, private right-of-way to Watts, Compton, Dominguez Jct., North Long Beach, East Long Beach, and Seal Beach, thence via private right-of-way adjacent to Coast Highway to Sunset Beach, Huntington Beach, and Newport Beach, private right-of-way and Main St. to Balboa Station.

The 1911 schedule on this interurban line included 13 outbound and 15 inbound trips daily, departing from Los Angeles at 7.30 am and hourly to 5.30 pm, then 6.15 and 9.15 pm. Running time was 1 hour 20 min outbound, 2 min longer inbound. In addition a late evening shuttle trip ran from the North Long Beach junction with the Long Beach line to Balboa. A Sunday only round trip ran early in the morning.

Service was also being run to Balboa at this time via downtown Long Beach; it is discussed separately as the Los Angeles-Huntington Beach-Newport Beach-Balboa via Long Beach-Naples Junction Line.

To the Newport-Balboa time table was appended the following footnote: "Cars stop at Slauson Jct. only to discharge or pick up passengers coming or going to points on Whittier line, when destined to or coming from points on Newport line."

Probably the most generous schedule in the history of the Newport line was in effect as of 10-15-12. A 45 min base headway was operated with 19 round trips DXSu. One inbound morning and outbound evening "flyer" train had been established, stopping only at Compton, East Long Beach, Seal Beach, Anaheim Landing, Huntington Beach (13th St. and Main St.), Newport Beach (36th St. and "S.P. Crossing"), East Newport, and Balboa.

By 11-1-13 an hourly basic headway had returned, with no "super-limited" trains. The last outbound car—a through car—left Los Angeles at 11.30 pm. There were 17 round trips DXSu and one fewer on the Sabbath. It was explained at this time that Newport-Balboa trains stopped only at Slauson Jct., Watts, Compton, Dominguez Jct., North Long Beach, East Long Beach, and then all stops to Balboa.

On 3-23-14 this line was rerouted in Los Angeles to the temporary Los Angeles St. surface terminal via private right-of-way to Seventh St. and Seventh to Los Angeles St.

As of 4-16-14, 16 round trips were being run daily on this line. They left Los Angeles at 6.45 am and hourly to 1.45 pm, then 2.50, 3.36, 4.06, 5.11, 6.10, 7.35, 9.20, and 11.30 pm. Running time was 1 hour 25 min in both directions. The 3.36 pm trip had disappeared by 7-11-14.

A major drop in service had occurred by 5-1-16, at which time only 11 outbound and 12 inbound trips were running, plus a late evening shuttle round trip between North Long Beach and Balboa. A 90 min interval between trains prevailed during all midday hours. (Once again, these figures ignore the occasional service being run by way of Long Beach.)

On 2-11-17 the line was again rerouted in Los Angeles, now running via Ninth St., San Pedro St. and the elevated to a terminal at rear of Main St. Station, with outbound return the reverse.

At some time between 1916 and 1920, service via Long Beach (which see elsewhere) declined to equal one early morning outbound trip only, routed via

Seal Beach direct. From this point onward, such service lost its distinctive character and should be considered an integral part of this Newport line.

Service on the Newport line fluctuated seasonally during the early 1920s. In the summer seasons there were usually 16 trips a day (e.g., in 1921 and 1922); in the winters, 13 (e.g., 1920, 1921). As of 2-1-22, departures from Los Angeles occurred at 3.35 am (via Long Beach), 5.20, 6.30, 7.55, 9.55, 11.40, 1.35 pm, 2.50, 4.14, 5.15, 6.20, 9.30 and 11.44 pm. All were through trips. The typical summer schedule of 7-1-22 brought departures at 3.35 am (via Long Beach), 5.20, 6.30, 7.40, 8.55, 9.55, 10.55, 12.25 pm, 1.30, 2.50, 3.14 (Sa-Su only), 4.14, 5.15, 6.20, 7.40, 9.40, and 11.30.

The winter of 1922, however, brought a reduction to 14, rather than 13, trips; and early in 1923 a fifteenth was added. The summer of 1923, unlike its predecessors, brought no increase other than the one afternoon Sa-Su only trip. In other words the new schedule, introduced on or shortly before 3-1-23, became standard throughout the year, with only minor variations. Interestingly, the running time increased from 1 hour 29 min (January 1923) to 1 hour 43 min with the new schedule. Was this due to poor track or poor equipment?

These 15 trips, their times varying only a few minutes from year to year, remained standard on the Newport line from early 1923 until late 1930 or early 1931. As of 7-1-24, these trips left Los Angeles at 3.20 am (from Seventh St. surface track and via Long Beach), 5.05, 6.29, 7.35, 8.55, 10.14, 11.55, 1.30 pm, 2.34, 4.04, 5.23, 6.23, 7.55, 9.27 and 11.44 pm. Trips left Balboa at 4.35 am, 5.50, 7.00, 8.20, 9.20, 10.50, 12.20, 2.05, 3.20, 4.23, 6.05, 7.15, 8.35, 9.55, and 11.15 pm. All trains ran daily. Running time had now declined to 1 hour 34 min in each direction.

Abruptly in the autumn of 1924 the running time declined to 1 hour 24 min—speed being gained all the way from North Long Beach to Balboa. (Remember that in 1923 it had been 1 hour 43 min.) Such great vacillations in running time may only be attributed to equipment changes and/or track repair. There was no change in limited operation during this entire period; at all times from before 1922 until 1929 (see below), all Newport trains ran limited between Los Angeles and North Long Beach, stopping only on signal at Slauson Jct., Watts, Compton, and Dominguez Jct.

Shortly before 7-29 the 5.16 pm outbound train from Los Angeles was made into a special limited, the head car of which did not do local work until Huntington Beach DXSu, the rear car being detached at North Long Beach and running local to Huntington Beach. Aside from the cancelling of one early morning inbound trip on Sundays at this same time, there was no comparable revision of the morning schedule.

Around 4-31 a major schedule cut occurred—the first basic change since 1923—with only 11 round trips per day rather than 15. Running time had been reduced to 1 hour 17 min in each direction! Trains now departed from Los Angeles at 3.20 am (via Long Beach), 6.30, 8.30, 10.30, 1.10 pm, 3.04, 4.04, 5.16 (still limited as described above), 6.16, 9.25, and 11.40 pm. Shortly thereafter, Newport trains began omitting all but certain designated "interurban" stops between North Long

Beach and East Long Beach, rather than running local below the former point.

On or shortly before 11-2-31 the last trip of the evening was replaced by a shuttle trip between North Long Beach and Balboa at approximately the same times.

Another curtailment, resulting in a schedule of 9 round trips DXSu and 7 on Sundays (plus the late evening shuttle round trip), was placed in effect between 8-11-32 and 12-20-32. Now departure times were 3.20 am (via Long Beach), 6.30, 8.30, 11.30, 1.10 (Saturday only), 2.30, 4.04, 5.16 (no longer limited), 6.16, 9.25, and, via connecting Long Beach train, 12.01 am.

The 5.16 pm trip was again limited, DXSaSu, in 1934, but not in mid-1935 or 1936, and again limited as of 6-5-37. When limited, it operated on the arrangements outlined for it above as of 7-29.

After 9-1-34 but on or by 7-1-35, the midnight shuttle trip was discontinued. After 6-5-37 and on or by 10-9-37 a similar shuttle trip was re-established, but replacing the 9.25 pm thru train. Now the last through car left Los Angeles 6.16 pm, with a shuttle connection for the 9.20 pm Long Beach train.

The Sunday departure list from Los Angeles on 10-9-37 consists of these times: 3.05 am (via Long Beach), 7.35, 10.30, 1.30, 4.30, 6.16 pm, and, via connecting Long Beach train, 9.20 pm.

A morning inbound limited and local car from Huntington Beach were first added on or shortly before 9-6-38.

* * *

THE CLUB CAR "COMMODORE"

In strange contrast to this general tale of declining service on the Newport line during the 1930s is the addition of club car service for the summer seasons, commencing with the summer of 1936. This service, operating Monday through Friday only, was for well-to-do commuters with summer homes in the Newport Beach area. It should be noted that O.A. Smith, President of Pacific Electric, himself had such a summer home. He became President of the company during 1937, the first year in which the service blossomed forth in its full stature as the "Club Car Commodore."

The leaflet describing the 1936 service merely terms it "Special Parlor Car Service." Effective 7-6-36, and until shortly after Labor Day, this car left Balboa at 7.50 am, Newport Beach at 7.55, Huntington Beach at 8.03, and arrived Los Angeles at 9.00 am. In the evening it departed at 5.10 pm and arrived at Huntington Beach 6.10 pm, Newport 6.18, and Balboa at 6.23 pm.

During this initial experimental season, use of a \$6.75 weekly Parlor Car pass was encouraged, allowing holder to ride the car every day in each direction Monday through Friday for no additional fare and also entitling him to ride any regular train at any hour between any points on the line at any time during the same Monday through Friday period. These passes were sold only by the parlor car conductor. When seats were available on an individual trip basis 35¢ in addition to the regular tariff would be charged in each direction.

For the 1937 season, the deluxe service reappeared as "Special Club Car 'Commodore.'" This was the venerable wooden car 1000. DXSaSu between 7-6-37 and 9-10-37, inclusive, the Commodore left Balboa 7.50 am, Newport 7.55, Huntington Beach

8.05, and arrived Los Angeles 9.03 am. In the evening it left Los Angeles 5.00 pm, arrived Huntington Beach 6.00, Newport 6.09, and Balboa 6.14.

Owing to the unusual nature of this, the only regularly scheduled parlor car train service ever operated by Pacific Electric, the text of the 1937 descriptive folder concerning the "Commodore" is given below in full:

"Beginning Tuesday, July 6th and continuing until September 10, 1937 (daily except Saturdays, Sundays, and Holidays), 'The Commodore,' a new Club Car Service, will be operated between Balboa, Newport, Huntington Beach, and Los Angeles for the comfort and convenience of business and professional men residing in the cities named traveling regularly to Los Angeles, and for the use of others who may desire to avail themselves of this type of service to and from the city. The inauguration of this Club Car 'Commodore' is done at the request and under the sponsorship of the Newport Harbor Chamber of Commerce.

"A fast, limited schedule is provided, making a reduction by 15 minutes over the regular service, time-table on adjoining page showing departure and arrival times of train.

"The Club Car will be operated as a 'limited' train between Huntington Beach and Los Angeles.

"The equipment used has been constructed to provide necessary club comfort facilities, with individual leather upholstered arm chairs, affording opportunity for relaxation, reading, games, etc."

"All regular forms of tickets are valid on this car with the addition of a one-way seat charge of 35¢ per person. No reduction of charge is made for children."

It will be noted that the weekly pass idea of 1936 had been dropped.

The "Commodore" operated during approximately the same dates for the 1938 and 1939 summer seasons. Extra fare was reduced to 25¢ per trip for the 1939 season (operating 7-5-39 to 9-1-39, inclusive), and, while the evening schedule was that of 1937 (except for 6.08 and 6.13 pm arrivals at Newport and Balboa respectively, saving one minute from the 1937 running time), the morning departure from Balboa was now 7.40 am, Newport 7.44, Huntington Beach 7.54, and arrival in Los Angeles at 8.49 am.

The year 1939 was the last for the "Commodore," between Los Angeles and Balboa. However, between Los Angeles and Newport Beach it was to be re-established (with different equipment) and operate for a number of seasons to come, as will be seen below.

* * *

Another oddity of the Newport line, namely the daily trip outbound via Long Beach, disappeared from the schedule on or shortly before 5-8-39. The 3.05 am trip was replaced at this time with a 5.15 am departure using the regular route. At the same time the evening shuttle was pushed forty minutes later, connecting with the Long Beach train departing from Los Angeles at 10.00 pm daily.

During the summer of 1939 a second shuttle trip was added during the late evening but was withdrawn on 9-25-39.

The Newport-Balboa schedule of 1-12-40 (last before what was then believed to be permanent abandonment of passenger service on the line) consisted of the following trips:

Leave Los Angeles at 5.24 am, 6.22, 8.30, 11.30, 12.39 pm (Saturdays only), 2.30, 4.04, 5.16 (limited), 6.23, and, via connecting Long Beach train, 10.00 pm.

Leave Balboa at 6.10 am, 6.45 (Saturdays only), 6.57 (from Huntington Beach DXSaSu), 7.05 (limited DXSaSu), 7.50, 10.00, 1.00, 2.00 (Saturdays only), 4.00, 5.30, 6.45, 9.45 pm (shuttle to North Long Beach).

On Sundays there were six round trips plus the evening shuttle round trip.

The Newport Beach-Balboa line was discontinued on 6-9-40 except for one daily franchise trip. The franchise car, a single-truck Birney, operated on the following schedule, as of 8-8-40:

Leave Naples Jct., 10.55 am; leave Huntington Beach, 11.29; leave Newport Beach 11.47; arrive Balboa, 11.55 am. Leave Balboa 12.10 pm; leave Newport Beach 12.17; leave Huntington Beach 12.36; arrive Naples Jct. 1.10; arrive North Long Bch 1.29 pm. Leave North Long Beach 1.35 pm; arrive Naples Jct. 1.54 pm. Certainly this lone daily trip—a Birney bouncing along the sands—was a far cry from the club car service of the summer before.

The franchise car was discontinued on 11-18-40, which must be marked as the date of the first abandonment of the Newport Beach line. It was also the date of the permanent abandonment of the portion of the line from Newport Beach Station to Balboa, which was never restored.

From 11-18-40 until mid-1942, rail passenger service on the Newport line did not exist.

Inasmuch as the remainder of the line was retained for freight service, pressure arose to reestablish the club car service at least during World War II, for businessmen who maintained their summer homes at Newport but desired to avoid the forty-mile drive to Los Angeles each day.

Thus the first restoration of rail passenger service on the Newport Beach line occurred on 7-20-42. The only rail service was one round trip of the club car, DXSaSu. It was not published in any public schedule and was not named the "Commodore" in the employee time table. The following was its schedule (with no stops between Los Angeles and Huntington Beach):

PM		AM
5.00	Los Angeles	8.37
5.19	Watts	8.17
5.31	North Long Beach	8.03
5.37	East Long Beach	7.57
5.44	Seal Beach	7.50
6.00	Huntington Beach	7.35
6.12	Newport Beach	7.25

Steel business car 1299 was now employed in this service; it would henceforth be the "Commodore" of future seasons.

The last day of operation of this trip was on 9-18-42, which must be termed the second abandonment of the Newport Beach line.

The second restoration of the Newport Beach line occurred on 5-2-43. Owing to the pressures of the war, including military traffic at Santa Ana Army Air Base and shortage of motor coach equipment, a fulltime rail schedule was restored on the Newport Beach line on that date.

The schedule provided for shuttle service between North Long Beach and Newport Beach, connecting at the former point with Long Beach trains to and from Los Angeles. A further oddity of the sched-

ule, although not strictly within the scope of the present study, is the absence of motor coach connection between Newport and the pre-1940 terminus at Balboa (which was provided for the Los Angeles-Newport rail trips of all other restored schedules) and instead the offering of Circle Taxi Co. service between Newport and Balboa, on a printed schedule connecting with all trains. A total of 7 round trips were established daily on 5-2-43, with a running time of 42 min between terminals. These left Newport at 6.45 am, 8.30, 10.28, 12.08, 3.43, 7.13 and 9.13 pm DXSu; at 7.58, 9.48, 12.08, 3.08, 5.13, 7.13, and 9.13 pm Sundays only.

This interesting schedule remained in effect for only two weeks.

On 5-15-43 through service between Los Angeles and Newport Beach was established for all trips, with a running time of 1 hour 18 min. (The Circle Taxi Co. schedules were also replaced by regular motor coaches between Newport and Balboa.) Service still consisted of 7 round trips daily.

These left Los Angeles at 7.45 am, 8.53, 11.30, 12.47, 1.4.30, 15.20, and 9.15 pm; they left Newport at 16.07 am, 16.52, 9.52, 11.07, 1.47, 3.42, and 7.42 pm. All trains daily were limited between Los Angeles and Dominguez Jct., stopping at Vernon Ave., Watts, Willowbrook (El Segundo Blvd.), Compton to receive or discharge passengers and any station between Watts and Dominguez to receive outbound or discharge inbound between points south of Dominguez. The two DXSu trips marked with "L" in the schedule above were limited Los Angeles to North Long Beach, stopping at Vernon, Watts and Compton only to receive or discharge passengers. Sunday schedule, effective 5-15-43, called for trips leaving Los Angeles at 6.33 am, 8.33, 10.33, 12.33, 2.33, 4.57, and 7.34 pm; leaving Newport at 8.24 am, 10.24, 12.24, 3.24, 5.24, 6.54, and 9.24 pm.

Once again, this schedule remained in effect for only approximately two weeks.

On 6-1-43 running time of most trains was increased 4 min. Outbound on weekdays, a new trip leaving Los Angeles at 4.15 was added, and the departure of the evening train was changed to 9.00 pm from 9.15. All inbound trains departed from Newport 4 min earlier than on the previous schedule, except that the 7.42 pm departure was changed to 7.08 pm, and a new 11.00 pm inbound departure was added.

The Club Car "Commodore" was reestablished under its own traditional name on 6-28-43, bringing the total of round trips per day (DXSaSu) to 9. The Commodore left Newport at 7.35 am, Huntington Beach at 7.44, and arrived Los Angeles at 8.45 am. It left Los Angeles at 5.00 pm, Huntington Beach at 5.59, and arrived Newport at 6.10 pm. Of course it was non-stop between Los Angeles and Huntington Beach. None of the other trips were altered on 6-28-43.

A new and quite different schedule took effect one week later, however, on 7-6-43. And it was for a highly unusual reason. The naval personnel at the submarine listening post at Seal Beach complained that the strange sound of rail interurbans on the Newport line confused the microphones because of its apparent similarity to the noise of enemy underwater craft. Complying with the wishes of the Navy, the company replaced all runs before sunrise and after sunset with motor coaches. A

total of 7 round trips daily were retained, including the Commodore. Cancelled were the 4.15 am and 9.00 pm outbound trains (6.33 am and 9.00 pm Sundays) and the 7.08 pm and 11.00 pm inbound trains (daily). This was the date of the permanent abandonment of evening service on the Newport rail line, and the end of the last all rail time table on the line. The same day the morning "Commodore" began operating 5 min earlier at all time points.

With Navy objections again a factor, all rail service on the Newport line was discontinued on 9-20-43. This was the third abandonment of the line.

Before passing on to the fourth restoration, it must be noted that the 1943 schedules were the last in the history of the line on which all service was provided by rail and on which anything like a fulltime rail service was provided. Henceforth one or two rail trips per day, with motor coaches at other hours, were the maximum extent of revival.

The fourth restoration of the Newport line occurred on 6-19-44, with service during morning and evening rush hours only, DXSu. Except for the "Commodore," reestablished once again, all trains were limited stopping only at Vernon Ave., Slau-son Ave., Watts, and Compton to receive or discharge passengers north of North Long Beach. The outbound trains left at 12.45 pm Saturday only, 5.05 pm ("Commodore") DXSaSu, and 5.25 pm DXSaSu. The inbound trains left Newport at 6.50 am DXSu and 7.30 am ("Commodore") DXSaSu.

On 7-10-44 the morning "Commodore" was changed to depart at 7.28 am.

The fourth abandonment of the Newport line occurred on 9-18-44.

The fifth restoration occurred on 6-17-45, with a more comprehensive schedule that included one Sunday round trip. This was also the last schedule of the Newport line under the terms of which it was possible to ride outbound from Los Angeles and return from Newport all by rail on the same day on any day of the week. Outbound trains left at 9.35 am daily, 1.15 pm Saturday only, 5.03 pm ("Commodore") DXSaSu, and 5.25 pm DXSaSu. Inbound trains left Newport at 6.50 am DXSu, 7.28 am ("Commodore") DXSaSu, 11.30 am Saturday only, 3.38 pm DXSaSu, and 5.45 pm Sunday only. All trains except the "Commodore" used the same limited stops as in 1944.

The fifth abandonment of the Newport line occurred on 9-15-45.

The sixth restoration of the Newport line was made on 6-17-46. The new schedule was not as comprehensive as that during 1945. Outbound trains left at 9.50 am Sunday only, 1.16 pm Saturday only, 4.46 pm ("Commodore") DXSaSu, and 5.05 pm DXSaSu. Inbound trains left Newport at 6.48 am DXSu, 7.33 am ("Commodore") DXSaSu, and 5.45 pm Sunday only. The "Commodore" arrived at Newport at 5.57 pm and arrived Los Angeles at 8.45 am.

Sunday service on the Newport line was permanently discontinued on 9-15-46. However, one round trip DXSu now continued throughout the year. Effective on 9-15-46 it left Los Angeles at 12.31 pm Saturday only, 5.21 pm DXSaSu; it left Newport at 6.28 am DXSu.

On 11-11-46 this train was altered to stop at the same limited stops that it had since 1944 but receiving outbound only and discharging inbound

only (except at Vernon Ave.). The train now left outbound at 12.30 pm Saturday only, 5.05 pm DXSaSu and left inbound at 6.21 am DXSu.

On 6-16-47 the "Commodore" was again added for the summer season, with times of other trains unchanged. The "Commodore" left Newport at 7.35 am, Huntington Beach at 7.43, and arrived Los Angeles at 8.48 am. It left Los Angeles at 4.45 pm, Huntington Beach at 5.47, and arrived Newport at 5.57.

On 9-13-47 the "Commodore" was discontinued. The one round trip now left Los Angeles at 12.28 pm Saturday only, and 5.03 pm DXSaSu; left Newport at 6.21 am DXSu.

The morning departure was changed to 6.19 am on 2-13-48.

The "Commodore" was reestablished on 6-21-48, under the following schedule: Leave Los Angeles at 4.43 pm, Huntington Beach 5.46, arriving Newport at 5.54. Leave Newport at 7.35 am, Huntington Beach at 7.43, arriving Los Angeles 8.46 am.

On 9-18-48 the "Commodore" was again discontinued. The regular train was altered to depart at 12.29 pm outbound Saturday only, 5.03 pm DXSaSu and inbound at 6.14 am DXSu.

The "Commodore" once again appeared effective 6-20-49. Its evening schedule was the same as in 1948, with morning times three minutes later at all points.

The date 9-9-49 was the last day of the "Commodore" in history, last regularly scheduled Pacific Electric club car service.

Saturday service on the Newport line was discontinued on 4-8-50. The one daily trip continued to leave Los Angeles at 5.03 pm DXSaSu, Newport at 6.14 am DXSaSu.

The sixth and final abandonment of the Newport Beach line followed shortly. The last car left Los Angeles for Newport Beach at 5.03 pm on Friday, 6-30-50.

23. LOS ANGELES-HUNTINGTON BEACH-NEWPORT BEACH-BALBOA VIA LONG BEACH-NAPLES JUNCTION

Route, 1911: From Main Street Station via Main, Seventh, private right-of-way to Watts, Compton, Dominguez Jct., and North Long Beach, thence via American Avenue, Ocean, Pine, Third (Long Beach downtown route conjectural), Esperanza, Broadway, and private right-of-way to Naples Jct., Seal Beach, thence via private right-of-way adjacent to Coast Highway to Sunset Beach, Huntington Beach, and Newport Beach, private right-of-way, and Main St. to Balboa Station.

As of July 1911, 4 outbound and 2 inbound trips operated on this line DXSu, with 1 round trip on Sundays. These left Los Angeles at 6.15 am (daily), 10.10 am, 3.10 pm, and 3.50 pm; and Balboa at 12.15 pm (daily) and 5.30 pm. Running times varied considerably but were principally in the range of 1 hour 45 min.

So far as is known, this line exclusively served the "old" trackage between Miramar and Naples Jct. in Long Beach, which was partially abandoned and rebuilt in 1924 upon establishment of the new Long Beach-Naples Jct. local line.

As of 1-6-13 there were 3 outbound and 2 inbound trips on this line. By 11-1-13 this had been reduced to 2 outbound and 1 inbound trips.

On 3-23-14 this line was rerouted in Los Angeles to the temporary Los Angeles St. surface terminal via private right-of-way, and Seventh St.

As of 4-16-14, cars on this line left Los Angeles at 4.00 am daily, 3.05 pm DXSu, and Balboa at 4.53 pm inbound, all via Naples. Thus it was also as of 7-11-14.

Shortly after 5-5-15 this line was rerouted in Long Beach from Esperanza to Olive between Third and Broadway.

By 5-1-16, service on this line had been reduced to one round trip per day, leaving Los Angeles at 3.19 pm, Balboa at 5.16 pm. Another early morning car also left via Long Beach, but now returned directly to the Newport route at Seal Beach, rather than using the distinctive Naples trackage. Its fate (it lasted till 1939) is henceforth considered as part of the regular Newport line (above).

The final date for the last genuine Naples-Newport round trip is lost in obscurity; it occurred at some time between 5-1-16 and the year 1920.

24. LOS ANGELES-HUNTINGTON PARK-MAYWOOD-BELL-WALKER LOCAL LINE

Route, 9-1-35: From Main Street Station concourse via Main, Ninth, private right-of-way to Slauson Jct., private right-of-way adjacent to Randolph St., to Walker Ave. (Bell). Return via reverse to Ninth, San Pedro, and elevated right-of-way to Main Street Station concourse. Between 6.45 am and 9.05 am all cars reversed their directions, running via 9th, Main, through Main Street Station concourse, via elevated right-of-way, San Pedro, and Ninth. This change did not occur in the evening rush hour.

This line was established on 9-1-35 to replace nearly all service on the Whittier line and at the same time to provide the Huntington Park-Maywood-Bell area with more frequent, local type service than had ever before been enjoyed.

First schedule for the Walker local line consisted of 20 min base headway, 30 min night and Sunday. During base hours running time was 34 min outbound, 33 min inbound. This same schedule was in effect on 1-1-36.

On or by 10-15-36 a cut in service occurred, reducing base service to a 30 min headway, except for 20 min in morning and evening rush hours. Under this schedule, which remained in effect at least on 12-1-37 and probably until abandonment, cars left Los Angeles at 6.00 am, 6.40, 7.04, 7.25, 7.44 and every 20 min to 9.04, 9.25, 9.50, and every 30 min to 3.50 pm, every 20 min to 6.10 pm, 6.40, 7.20, and every 40 min to 11.20 pm. Inbound service was comparable.

Abandonment of this line occurred on 3-6-38. The decision established the important precedent that freight profits could not be considered as offsetting passenger losses on the same tracks.

25. LOS ANGELES-HUNTINGTON PARK-MAYWOOD-BELL-WHITTIER VIA SANTA FE SPRINGS

Route, 1911: From Main Street Station via Main, Ninth, private right-of-way to Slauson Jct., and private right-of-way adjacent to Randolph St., through Huntington Park, Maywood, and Bell, thence via right-of-way to Los Nietos and Whittier.

During mid-1911, base interval between cars was 50 min on this line, with a 20 min service in the evening rush period and hourly evening service. Trips leaving Los Angeles at 5.00, 5.40, and 6.00 pm DXSu were "flyers" to Miles Station, with locals leaving at 5.05, 5.45, and 6.05 to that point only.

Base headway had been improved to 40 min by

10-15-12, with 15 min afternoon rush service, 20 min morning rush service, and hourly service in the evening. There were now no "flyers." This same schedule remained as of 7-11-14.

By 5-1-16, service had been reduced to hourly frequency in midday, with other headways as in 1914. The trip took 47 min. Last car left Los Angeles at 12.10 am.

As of 2-1-22 an hourly base service continued in effect, although DXSu 30 min service extended until after 10 am, and with rush hour trippers to and from Edgewater and Laguna stations only. There was 1 limited in each direction in the rush between Los Angeles and Edgewater, stopping only at Huntington Park (Pacific), Maywood Ave., and Slauson Jct., to receive outbound and discharge inbound. An irregular evening headway included departures from Los Angeles at 7.06, 9.06, 10.06, and 11.40 pm. One trip daily ran through from Whittier to Stern, another from Whittier to Fullerton.

This schedule continued in effect, with minor variations especially involving rush hour turnback runs, until late in 1927. At that time, although the hourly base service continued, the 30 min DXSu rush hour headway ended, with only the Edgewater trippers alleviating the situation. The limited at this time also began to stop at Atlantic Ave. Evening service, however, was improved slightly, with an 8.06 car creating a straight hourly headway. There were now two morning limiteds, one of them like the evening one as before, the other running nonstop from Santa Fe Springs to Atlantic. This second "super" morning limited was discontinued in mid-1928.

Slight fluctuations in rush hour turnback runs continued.

The first major change in the Whittier schedules since 1927 took effect around 6-31. It especially affected evening and rush hour service. Base headway was still hourly. Night departures from Los Angeles were made at 7.06, 8.45, 10.20, and 12.01. Through service to Whittier in the rush was now only hourly in the morning and about 45 min in the evening. Turnback cars: In the morning rush, 1 outbound to Walker; 3 in from Walker; 2 in from Edgewater. At noon, 1 out to Walker Saturday only. In the afternoon, 2 out to Walker DXSu, 1 out to Walker DXSaSu, and 2 out to Edgewater DXSu, with no inbound returns in the evening. Morning trippers continued to operate DXSu. The limited round trip continued as before, and also the combination car from Whittier to Fullerton. Running time had been reduced to 44 min outbound and 45 min inbound on weekday base operations, 41 min out and 42 min in on Sundays.

The next noted change is the elimination of the morning inbound limited on the 8-11-32 schedule. There was also a slight cut and rearrangement of the rush trippers, with some again using Laguna as a terminus.

By 6-11-33 the evening limited had disappeared.

Between 9-1-34 and 7-1-35 a drastic cut occurred in through service between Los Angeles and Whittier. The bulk of service at all hours now ran only between Los Angeles and Walker. Through cars to Whittier now left Los Angeles at 5.55 am, 7.05, 8.52, 11.35, 12.15 pm, 2.42, 4.41, 5.18, 7.06, and 10.45 pm (DXSu); and 7.05 am, 8.35, 12.05 pm, 3.35, 5.18, 7.06, and 10.45 pm (Sundays). Inbound, cars left Whittier at 7.00 am, 8.00, 9.45, 12.25 pm, 3.50, 4.35, 5.35, 6.15, 8.00, and 11.35 pm (DXSu);

7.50 am, 9.20, 12.50 pm, 4.20, 6.15, 8.00, and 11.35 pm (Sundays), or providing 10 round trips DXSu and 7 round trips on Sundays. Intermediate trips to Walker provided a total service as far as that point of approximately hourly base headways, with 10-20 min evening rush and 15-20 min morning rush service, and hourly evening service.

On 9-1-35 the Whittier line was discontinued except for one round trip DXSu. Service between Los Angeles and Walker was made into a separate local line (where it is described until its abandonment) with new and greatly increased frequency.

The one round trip operated under the following schedule as of 1-1-36 (limited Los Angeles to Walker, receiving anywhere for east of Walker, discharging westbound anywhere from east of Walker):

Leave Los Angeles 12.25 pm; ar Whittier 1.15 pm. Leave Whittier 1.25 pm for Fullerton. Arrive Whittier 4.03 pm from Yorba Linda; leave Whittier 4.25 pm, arrive Los Angeles 5.18 pm.

The same schedule was in effect as of 12-1-37.

The last car left Whittier for Los Angeles at 4.25 pm on 1-22-38.

26. INGLEWOOD-OCEAN PARK

Route, 1911: From Ocean Park via private right-of-way to Alla and Inglewood Station.

As of 7-11, one round trip daily was being run on this line. It left Ocean Park at 2.30 pm and Inglewood at 3.30 pm and was a "mixed passenger and freight."

This one round trip comprised the service of the line from 1911 to abandonment many years later, with, however, more frequent Sunday only service being operated between Inglewood and Venice at various scattered periods.

As of 10-15-12 an hourly Sunday service ran as indicated just above, and this remained in effect as of 11-1-13. The daily round trip now left from Ocean Park at 1.30 pm, Inglewood at 2.30 pm.

As of 7-11-14, hourly service (leaving Venice 8.30 am to 9.30 pm) was run on "Bright Sundays and Holidays," but the time table left the company considerable additional discretion, to wit: "On Sundays and Holidays, when weather conditions are favorable, service will be run according to requirements of travel." (Presumably in foul weather the service would not be operated according to requirements of travel?)

As of 5-1-16, six round trips were operated on "Bright Sundays."

The Sunday only service was reestablished after a period of discontinuance on 6-22-19. But, as of 12-29-19, there was but one round trip DXSu on the line, leaving Ocean Park at 7.53 am, Inglewood at 8.30 am. As of 8-15-20 the times had been altered to 9.00 am and 9.40 am, respectively, and, after remaining the same until the end of 1921, times were again changed as of 2-1-22, to 10.15 am and 10.55 am DXSu.

The one round trip that now provided all service on this lonely line was altered to an afternoon hour on 6-1-23: departing from Ocean Park at 1.10 pm, Inglewood at 1.50 pm. In the summer of 1924, came another change: leave Ocean Park at 2.35 pm, Inglewood at 3.15 pm. No further schedule changes are recorded until abandonment.

A travel check conducted by the Railroad Commission during 1927 revealed that in one week ending 9-3-27, one passenger rode the line, and 8 passengers rode the line during the entire month of Sep-

tember, 1927. Surely this was the most seldom travelled of all Pacific Electric passenger routes. Abandonment did finally come.

The last car left Inglewood for Ocean Park at 3.15 pm on 9-13-28.

One eastbound trip only, operating in the very early morning hours, was reestablished between Venice and Alla on 7-13-36 and ran until 5-12-40. This was a through trip from Los Angeles to Venice via Short Line which continued from Alla to Del Rey and Redondo Beach. Prior to 1936 it had used the Lagoon Line.

27. LOS ANGELES-LA HABRA-FULLERTON

Route, 1917: From Ninth and San Pedro via San Pedro, west through Main Street Station concourse, Main, Ninth, private right-of-way to Slauson Jct., thence via private right-of-way in or adjacent to Randolph St. through Huntington Park, Maywood, and Bell, and via private right-of-way to La Habra and Laon Junction and Fullerton.

Two dates appear in different records for the establishment of this line: 9-30-17 and 12-7-17. It may be conjectured that a preliminary shuttle service south of Laon Jct. was established on the earlier date, with some through trains being established on an integrated basis with the Yorba Linda line on the latter date.

Until mid- or late 1919, there were probably nine daily trains (listed in Official Guide on the "La Habra line"). By January 1920 this was cut to seven, and in late 1921 to five. It is believed that the Fullerton line never enjoyed a complete slate of through trains to Los Angeles and that in some cases it was always necessary to transfer to a Whittier or Yorba Linda connection.

As of 2-1-22, the following Fullerton schedule was in effect:

Arrive Fullerton: 7.02 am daily (from Whittier); 8.17 am DXSaSu (shuttle from La Habra); 9.00 am daily (through from Los Angeles); 11.20 am daily (shuttle from Los Nietos); 12.35 pm DXSu (from Whittier); 2.20 pm daily (shuttle from Los Nietos) 3.13 pm daily (shuttle from Laon Jct.); and 6.40 pm daily (through and limited, stopping at Huntington Park, Bell, Greening, Baker, and all stops east of Los Nietos).

Leave Fullerton: 6.30 am daily (shuttle to Laon Jct.); 7.33 am daily (through to Los Angeles); 8.27 am DXSaSu (shuttle to Laon Jct.); 9.50 am daily (shuttle to Los Nietos); 12.50 pm daily (shuttle to Los Nietos); 2.40 pm daily (shuttle to Laon Jct.); 3.20 pm daily (shuttle to La Habra).

Night service, non-existent in 1922, either never existed or was discontinued in the cut before January 1920. Running time in 1922 was 74 min between Fullerton and Los Angeles.

A later afternoon departure from Fullerton, at 4.55 pm, was added in mid-1924, shuttling to Los Nietos.

Only minor changes occurred until 1928. As of 11-26 there was but one through round trip daily (in both directions in the morning, and limited toward Los Angeles), with shuttle arrangements on all other service.

The Fullerton line in these years suffered severe motor coach competition from Motor Transit Company, then a rival to PE. Early in 1928 an apparent attempt was made to fight this threat by a major improvement in rail service.

It should be noted that under the arrangements of the mid-1920s, a double transfer was necessary on many trips. For if the shuttle ran to or from Laon Jct. or La Habra, the Stern train with which it connected very likely was itself a shuttle to Los Nietos, where a connection was made with a Whittier train for Los Angeles.

Shortly before 8-28 the following schedule was put into effect, providing more through trips, a modicum of night service, and eliminating double transfers entirely:

Arrive Fullerton: 7.01 am daily (shuttle from Los Nietos); 8.42 am daily (through and limited, Los Angeles-Los Nietos); 11.21 am daily (through and limited); 1.38 pm DXSu (shuttle from Los Nietos); 2.02 pm daily (shuttle from Los Nietos); 4.01 pm daily (shuttle from Los Nietos); 4.41 pm daily (through); 6.26 pm daily (through and limited); 10.39 pm daily (through).

Leave Fullerton: 6.34 am daily (through and limited from Los Nietos); 7.32 am daily (through and limited from Atlantic Ave.); 9.15 am (through and limited from Los Nietos); 12.40 pm (shuttle to Los Nietos); 2.25 pm DXSu (to Laon Jct. only, then to Yorba Linda); 2.40 pm daily (shuttle to Los Nietos); 4.15 pm (through and limited from Los Nietos); daily; 5.20 pm daily (through); 10.50 pm daily (through).

Note the restoration (or initial establishment?) of evening service. All through trains were consolidated with Stern trains except the evening round trip, which ran independently of the Stern line.

In mid-1930, after no basic changes in the interim, Motor Transit Company was purchased by PE and was now an ally rather than a threat. The effect on the Fullerton line was almost immediate and was drastic.

Effective, most probably, on 8-1-30, service was reduced to three round trips DXSu and two on Sunday. Limiteds were made local on Sundays.

The new schedule:

Arrive Fullerton: 7.01 am daily (shuttle from Laon Jct.); 2.02 pm DXSu (shuttle from Los Nietos) and 6.27 pm daily (through and limited DXSu, stopping at Walker and Slauson Jct. west of Los Nietos and consolidated as a car on a Yorba Linda train).

Leave Fullerton 6.34 am daily (through and limited from Los Nietos); 7.28 am daily (through and limited from Atlantic Ave.); and 2.25 pm DXSu (shuttle to Laon, thence to Yorba Linda). Through running time now ranged from 60 to 66 min.

As of 3-31, service was further reduced to two round trips. The 7.01 am arrival at Fullerton and the 7.28 am departure from that point were discontinued, leaving one rush hour round trip (limited and through), plus the mid-day shuttle. The through trip was of course consolidated with a Yorba Linda train.

The mid-day trip was actually a combination express car with a few seats for passengers, and ran from Los Angeles to Whittier to Fullerton to Yorba Linda to Whittier to Los Angeles, thus involving itself in the schedules of three lines.

For various changes in stops made by the limited during 1932, refer to the Yorba Linda line history.

On or shortly before 8-11-32 all Sunday service (i.e., the morning departure and evening arrival) was discontinued.

On or shortly before 10-26-33 the morning in-

bound limited trip was "defrocked" into local status, although the evening run still wore the garb of a limited. The morning trip now left Fullerton at 6.30, Laon at 6.43, and arrived Los Angeles at 7.40 am.

Probably effective on 9-1-35 (and certainly by 10-16-35), service was reduced to the one mid-day round trip DXSu only. This left Laon at 1.56 pm, arrived Fullerton at 2.09 pm. It left Fullerton at 2.30 and Laon at 2.43 for Yorba Linda.

This schedule was not altered until abandonment.

The last car left Fullerton for Laon at 2.30 pm on 1-22-38.

28. LOS ANGELES-LA HABRA-YORBA LINDA-STERN

Route, 1911: From Main Street Station via Main, Ninth, private right-of-way to Slauson Jct., thence private right-of-way adjacent to Randolph St., through Huntington Park, Maywood, Bell, and private right-of-way to Los Nietos, La Habra and Yorba Linda.

As of mid-1911, this line was served by 7 daily round trips and 1 late night round trip weekends only. These left Los Angeles at 5.10 am, 7.45, 10.25, 1.00, 2.25, 5.10, 8.30, and 11.30 pm SaSu only. Running time was approximately 75 min.

On 11-12-11 service was extended to Stern, a short distance east of Yorba Linda.

Service had increased by 10-15-12 to 8 and by 1-6-13 to 9 round trips daily plus 1 DXSu and the late night round trip SaSu only. Two round trips were now shuttle between Los Nietos and Stern, whereas all service had been through from Los Angeles in 1911. Running time was cut to 69 min to Stern.

By 10-15-12 two of the afternoon outbound trips had been made limited to Los Nietos. Running time had increased again to 74 min by 11-1-13.

About 1-15-16 service in Los Angeles was rerouted via Seventh to Los Angeles Street surface terminal. There were, as of 5-1-16, about 8 round trips daily, leaving Los Angeles between 5.20 am and 11.34 pm; also 1 early morning shuttle trip from Los Nietos. One limited ran in each direction but both directions of it ran in the evening.

On 12-3-16 another rerouting occurred in Los Angeles, inbound via Ninth, San Pedro, west through Main Street Station concourse, Main, Ninth and reverse.

Late in 1921 service was reduced and the bulk of it was changed to shuttle east of Los Nietos. The stable schedule which thus emerged in the early 1920s provided only a few through trips at occasional hours and forced patrons to transfer twice on some trips, from a Whittier car to a Fullerton car to a Stern car.

Typical of these years after 1921 is the schedule in effect as of 11-26:

Arrive Stern: 6.18 am daily (from overnight storage point at Yorba Linda only); 6.57 am daily (shuttle from Los Nietos); 9.08 am daily (shuttle from Laon Jct.); 11.27 am daily (shuttle from Laon Jct.); 2.27 pm daily (shuttle from Laon Jct.); 3.12 pm DXSu (combo from Fullerton); 4.28 pm daily (shuttle from Los Nietos); 6.39 pm daily (shuttle from Los Nietos); 9.26 pm daily (through from Los Angeles); 12.43 am daily (through from Los Angeles).

Leave Stern: 6.25 am daily (through to Los Angeles); 7.10 am daily (through to Los Angeles and

limited west of Edgewater, stopping only at Huntington Park, Maywood Ave., and Slauson Jct.); 9.43 am daily (shuttle to Laon Jct.); 12.43 pm daily (shuttle to Laon Jct.); 2.33 pm daily (shuttle to Los Nietos); 3.17 pm DXSu (through to Los Angeles); 4.55 pm daily (shuttle to Los Nietos); 6.45 pm daily (through to Los Angeles); 10.00 pm daily (through to Los Angeles); 12.49 am daily (to Yorba Linda for overnight storage only).

The mid-afternoon combo trip (only DXSu trip in the schedule above) ran to and from Yorba Linda only, with times shown at that point.

Further major cuts took place late in 1927. All evening service was discontinued, and only half the runs now continued beyond Yorba Linda to Stern.

The 10-28 schedule, representative of this latest phase, was as follows:

Arrive Yorba Linda: 6.47 am (shuttle from Los Nietos and through to Stern); 8.48 am (through from Los Angeles and limited to Los Nietos); 11.27 am (through and limited); 1.44 pm (shuttle from Los Nietos); 2.58 pm (shuttle from Laon Jct. and DXSu); 4.51 pm (through from Los Angeles); 6.30 pm (through and limited).

Leave Yorba Linda: 6.23 am (from Stern and through to Los Angeles and limited from Los Nietos) 7.27 am (from Stern and through and limited from Atlantic Ave.); 9.05 am (through and limited from Los Nietos); 12.30 pm (shuttle to Los Nietos); 3.27 pm (shuttle to Los Nietos; DXSu); 4.07 pm (through to Los Angeles and limited from Los Nietos); 5.10 pm (through to Los Angeles).

Running time on through trips between Los Angeles and Stern varied somewhat; the 5.24 pm limited outbound from Los Angeles arrived Yorba Linda 6.30 pm and Stern 6.35 pm.

Most probably on 8-1-30, service was cut to 3 round trips daily and all service beyond Yorba Linda to Stern was abandoned. As of 9-30, the schedule was as follows:

Arrive Yorba Linda 6.48 am daily (shuttle from Los Nietos); 2.58 pm DXSu (combo from Fullerton) and 6.36 pm daily (through and limited to Los Nietos but local Sunday).

Leave Yorba Linda 6.23 am (through and limited from Los Nietos); 7.27 am (through and limited from Atlantic Ave.); 3.15 pm DXSu (combo to Whittier). The two limited trips were local Sundays.

As of 3-31, only two round trips remained, the 6.48 am outbound arrival and 7.27 am inbound departure being discontinued. Thus there was now one rush hour trip in each direction plus the rambling midday combination express car.

The limited train in each direction (which arrived Los Angeles 7.38 am, departing 5.24 pm) made stops at Slauson Jct. and Walker west of Los Nietos. Early in 1932 another stop was added in Huntington Park, and by mid-1932 Maywood inbound only.

On or shortly before 8-11-32 all Sunday service was discontinued. On this date the schedule was as follows:

Arrive Yorba Linda: 2.56 pm DXSu (from Fullerton) and 6.35 pm DXSu (from Los Angeles, limited).

Leave Yorba Linda: 6.24 am (to Los Angeles, limited) and 3.19 pm (to Whittier).

On or shortly before 10-16-35, the limiteds began making all stops west of Walker to receive outbound and discharge inbound.

Only very minor variations occurred in this schedule until abandonment.

The last car arrived in Yorba Linda from Los Angeles at 6.32 pm on 1-22-38.

29. LOS ANGELES: LAUREL CANYON VIA HOLLYWOOD BOULEVARD LOCAL LINE

Route, 1911: From Hill Street Station via Hill, private right-of-way through tunnels, Sunset Blvd. Hollywood Blvd., private right-of-way, Hawthorn Av and Sunset Blvd. to Laurel Canyon.

Only service on the Laurel Canyon portion west of Gardner Jct. is considered in this section. In the early years, the Laurel Canyon line and the Hollywood Blvd. via Hill St. Local Line were for all practical purposes one and the same; however, as will be seen, at a later date the Laurel Canyon line became a shuttle, set apart from other lines.

In 1911 two out of every three cars on the Hollywood line ran through to Laurel Canyon, providing alternate 10 and 20 min headways in base service. Evening service was every 30 min. These arrangements persisted as of 12-1-12.

As of 1-6-13, one Hollywood car in three ran to Laurel Canyon, providing a straight 30 min base headway. Evenings one car in two ran through, maintaining the 30 min headway.

As of 11-1-13, it was again two out of three in base hours for a 10-20 alternation; in the evenings, one out of three provided the 30 min service. This was also true as of 7-11-14.

As of 5-1-16, a 15 min base service existed, with 10 min in the evening rush, and 30 min evening service.

Laurel Canyon service was through-routed with the Venice Blvd. Local Line via Hill St. on 10-25-16.

When asked, the PE Bureau of Research was unable to procure the exact date of establishment of shuttle service from Gardner Jct. to Laurel Canyon, replacing through service. However, the time table issued 11-1-21 shows Hollywood cars leaving inbound from Gardner Jct., implying such shuttle operation.

As of 1-1-23, and until abandonment, the shuttle headway was 15 min in base hours, 7½ min in rush. Service was provided (from Gardner) between 6.07½ am and 12.37½ am.

This line was abandoned on 3-10-24, the last car leaving Laurel Canyon at 12.45 am.

30. LONG BEACH: AMERICAN AVENUE LOCAL LINE

Route, July 1911: From American and Willow via American Ave., Ocean, Pine, and through-routed with West Seventh St. Local Line.

A constant headway of 30 min was maintained at all hours of the day and evening during 1911. The evening service was not through-routed, but ended at Pine and Ocean.

By 9-11 the line was now alternately through-routed with both West Seventh St. and West Third St. lines during the day, and with West Third St. during the evening.

As of 10-15-12, this line was through-routed alternately with three other lines: West Seventh, West Third, and Municipal Wharf. Day service was operated on a 20 min headway, evening on 30 min. There was no increased service in rush hours. The same schedule persisted as of 7-11-14.

By 1915 the line was separated from these three other lines and instead was through-routed with Seaside Park Local Line. As of 5-1-16, a 20 min base headway existed (30 min after 8.20 pm); last car left for "Willowville" at 12.05 am. Every se-

cond car ended at Pacific Ave.; every second car ran through to Seaside Park.

On 5-31-20, due to construction of the cement channel for the Los Angeles River, the line was temporarily separated from Seaside Park and was instead through-routed with Magnolia Ave. Local Line and with West Third St. By early 1921 the permanent through-routing with Seaside Park had been resumed.

As of 11-1-21, cars left Ocean & Pacific for North Long Beach (Willow St.) at 5.15 am, 5.43, 6.13, and every 15 min to 10.28 pm, then 10.58 and 11.28 pm.

On 7-1-22 all cars commenced terminating at Pacific and Ocean except one daily franchise car to Seaside Park. At the same time, the last northbound Los Angeles-Long Beach interurban car each night began making local stops to extend service later (12.05 am).

The schedule remained quite constant during the 1920s. On 1-12-28 the one through trip daily to Seaside Park was discontinued.

About 9-29 the last three southbound Los Angeles interurbans began making local stops to cover this route in addition to the one northbound trip; they left North Long Beach from 12.07 to 1.27 am.

During the spring of 1931, Los Angeles trains began making local stops in both directions to serve the patrons of this line before 7.00 am and after 7.30 pm daily, and all day on Sundays. Base service continued on 15 min headways provided by local cars. Evening and Sunday service was operated on 20 min headways, a local car alternating with a Los Angeles car making local stops.

This procedure apparently remained in effect until all operation of local cars was discontinued on 6-1-35. At that time, Los Angeles-Long Beach trains (except for a few rush hour limiteds) all began making all local stops along the line, every inch of which was included in the main line route.

In this absorbed form, the American Avenue Local Line continued to operate as a rail service in the year 1958.

31. LONG BEACH-CATALINA DOCK (WILMINGTON)

[Designated line 10]

Route, 1928: From Catalina Dock via private right-of-way, McFarland Ave., and private right-of-way, Seventh St., private right-of-way, Third, Pine Ave., Ocean Ave., Morgan Ave., private right-of-way, and reverse.

This line, as an independent service, commenced operations during 2-28.

As of 3-28, one round trip daily was operated, leaving Long Beach at 9.25 am and returning at 5.51 pm. These times were to vary slightly with the passing months.

Seasonal fluctuations caused great variations in the number of cars on this line in succeeding years. As of 8-29, cars left Long Beach at 9.10 and 9.40 am daily, and at 4.40 and 6.10 pm DXSu. As of 10-29 they left at 9.25 am daily and 2.15 pm DXSu.

During 7-30 there were 3 daily and 1 DXSu westbound trips, with 5 daily eastbound trips.

Last season during which there appear more than two round trips per day operated was that of 1931, when, in July, cars left Long Beach at 9.00 am daily, 9.40 am Sunday only, 10.00 am DXSu, and 3.00 pm DXSu. They returned at 10.00 am Sunday only, 10.15 am DXSu, 6.00 pm Sunday only, 6.30 pm

DXSu, and 10.30 pm Sunday only.

During the winter of 1932 only one round trip daily was operated. The summer of 1932 saw a second temporary DXSu trip added. After that we have no record of more than one regularly scheduled trip per day at any time of the year, which, as of 12-20-32, left Long Beach 9.25 am daily and had not changed by 12-1-37.

On 11-12-40 the route in Long Beach was changed to use Morgan Avenue to Pacific and Ocean in both directions.

This line was discontinued on 12-23-41, with the advent of World War II, and was resumed on 3-6-46. As of 10-1-47 the lone trip left Long Beach at 9.20 am daily, returning at 7.15 pm.

This line was discontinued on 4-29-49, the last car arriving at Long Beach at about 7.15 pm.

32. LONG BEACH: EAST FIRST STREET-BROADWAY LOCAL LINE

Route, 1911: Via Pine, Ocean, Pacific, First, Alamitos, Second, Esperanza, Broadway, and Redondo Ave. Combined as loop line with East Seventh St. Local Line.

As of 7-11, this line offered a 20 min service between 5.50 am and 11.50 pm. The same held true as of 9-11.

Later in the year 1911 the trackage on East First and to Esperanza and Broadway was abandoned, and this line disappeared. It was one of the earliest abandonments anywhere on the system.

33. LONG BEACH: EAST LONG BEACH-NORTH LONG BEACH VIA REDONDO AVENUE LOCAL LINE

Route, 1911: Via Pine, Ocean, Pacific, First, Pine, Third, Esperanza, Broadway, and Redondo Avenue to north of Eleventh St. (East Long Beach Station of the Newport Beach line).

The mid-1911 service on this line consisted of a 20 min headway between 6.00 am and 6.40 pm (at Ocean and Pine), then 40 min service to midnight. These times were repeated inbound 20 min later at Zaferia (the 1911 name for East Long Beach).

By 10-15-12 the line was extended via private right-of-way (of the Newport Beach interurban) to American Ave. and Willow St. (North Long Beach), also terminus of the American Ave. Local Line. The evening service was now 30 min. All cars operated through to North Long Beach. This schedule continued in effect as of 11-1-13.

California Railroad Commission, Decisions, refers to the extension of this line from East Long Beach to North Long Beach during February, 1914. If this was true, then it had been cut back to the former point after 11-1-13.

As of 7-11-14, this line was through-routed for the first time with East Seventh St. and newly enjoyed a 15 min base and 20 min evening service all operated through to North Long Beach.

This through-routing had certainly ended by 5-1-16, at which time the line had reverted to its 1913 independency and headways (20 min base, 30 min evening).

Shortly after 5-5-15, a rerouting occurred, cars using Olive rather than Esperanza between Third and Broadway.

For six months during 1920 this line was again through-routed with East Seventh St. Local Line.

During the years following 1916, a much heavier demand had developed for service on this route. So as of November 1921, cars left Pine St. Station at

5.20 am, 5.40, and every 10 min to 10.40 pm, 11.10 11.30, and 12.35 am. Alternate cars turned back at East Long Beach.

No basic changes occurred in this schedule until after July of 1931. As of 9-29, two later night trips were added to Seventh & Redondo only, leaving at 12.45 and 1.25 am.

As of October 1931, evening service was cut to a 15 min headway, alternate cars still ending at East Long Beach. The same schedule prevailed as of 8-11-32, but a major cut was effected at some time during succeeding years.

For the 1-7-40 schedule shows 20 min service during daytime hours with 30 min evening service. All cars now, however, ran through to North Long Beach. Still two late trips, at 12.50 am and 1.30 am, ran to Seventh and Redondo only.

On 2-24-40 service was discontinued except for a daily franchise car, which left Pacific Avenue Station for East Long Beach at 11.45 am and left East Long Beach at 12.10 pm for Broadway and Paloma.

The last car left Pacific Avenue Station for East Long Beach at 11.45 am on 10-21-40.

34. LONG BEACH: EAST SEVENTH STREET LOCAL LINE

Route, 1911: Via Pine, Ocean, Pacific, First, Pine, and Seventh to Redondo Avenue; combined with East First Street local line as a loop service. (Exact downtown route conjectural.)

As of 7-11, cars left Pine Ave. Station at 5.50 am and every 20 min to 11.50 pm.

Upon the abandonment of the East First St. line late in 1911, this line was through-routed (as of 10-15-12) with the Ocean Avenue Local Line (in a loop, via Redondo, Ocean, Pine, and Seventh) still with a constant 20 min headway. The same route and schedule remained as of 11-1-13.

Some time shortly thereafter, this combination was broken, and as of 7-11-14 this line was now through-routed with East Long Beach-North Long Beach, enjoying a 15 min base schedule and 20 min evening service.

By 5-1-16 this combination was in turn broken, and East Seventh St. service terminated at downtown Long Beach, probably at Pine and Ocean, with its eastern terminal at Seventh and Redondo. For about six months during 1920, the line was temporarily again through-routed with the East Long Beach-North Long Beach Local Line.

The East Seventh Street schedule as of 11-21, once again as an independent service, called for departures from Pine Ave. station at 5.25 am, 5.35, 5.55, and every 7 min to 8.57, 9.05 am, and every 10 min to 4.05 pm, every 7 min to 6.25 pm, 6.35, and every 10 min to 10.35 pm, 10.50, 11.15, 11.35, and 12.15 am. Reverse service was comparable from Seventh and Redondo. The same schedule remained in effect as of 4-1-22.

Service again increased around 4-23, to a level of 5 min frequency in morning and evening rush hours, 7 min during base hours, and 10 min in evenings, with Saturday and Sunday base the same as on weekdays except for a continuation of 7 min service until 10 pm. Surely this was the most important Long Beach local line, with headways of this nature.

A slight reduction occurred early in 1926, when a 6 min morning rush service was instituted, with other headways as in 1923. On Sundays a 7 min frequency prevailed between 8.20 am and 10.05 pm.

No major changes occurred until around 6-30,

when Sunday service was reduced to 10 min between 9.08 am and 10.48 pm, with 15-20 min service earlier and later. Weekday headways remained as frequent as in 1926.

On or shortly before 8-11-32, distinct cuts in overall service developed. Base headway dropped to 10 min Monday through Friday, with 7-8 min morning rush service, 5 min afternoon rush service, and 10 min evening service. Last car left at 12.17 am. On Saturdays 7 min service was provided in the morning rush, followed by 8 min service all day to 7.12 pm, then 10 min service. Sunday service remained as in 1930.

This line held its patronage well during the succeeding years of the depression. The 1-7-40 schedule differs only from the 1932 in offering 7 min afternoon rush service and 15 min service in evening hours after 8 pm until 11 pm, with last car still at 12.17 am. Weekend service had declined a bit more, with Saturday morning rush service 7-8 min, then 10 min service to 8.00 pm, 15 min until 11.00. A 12½ min headway obtained on Sundays as of 1-7-40 between 8.48 am and 9.18 pm, with 15-20 min service earlier and later.

On 2-24-40 this line was discontinued except for a daily franchise car which left Pine Ave. Station at 11.05 am and Seventh and Redondo for the station at 11.25 am.

The franchise car was abandoned on 10-21-40.

35. LONG BEACH: MAGNOLIA AVENUE LOCAL LINE

Route, 1911: From Fourteenth and American Avenue via Fourteenth, private right-of-way, Magnolia, Ocean, and Pine; through-routed with Pine Avenue Local Line.

Mid-1911 headway on this line was 20 min during daytime hours, with 30 min service in evenings. First car left Ocean and Pine at 6.05 am, last at 12.00 midnight.

The same through-routing and schedule remained in effect as of 7-11-14.

As of 5-1-16 this line had been separated from the Pine Avenue line but maintained the same headways as an independent service.

On 5-31-20 this line was temporarily through-routed with the American Avenue Local Line. By early 1921 it was separated therefrom and was quite probably again independent.

As of 2-1-22 cars on this line left Pacific Ave. Station at 6.00 am and every 30 min to 11.30 pm, then 12.15 am. Returning, cars left 14th & American at 6.15 am and every 30 min to 11.45 pm.

Early in 7-24 this line may have been briefly discontinued due to the power shortage. It emerges on 12-1-24 with an augmented schedule (since its nearby sister, Pine Avenue, had been abandoned that July). Cars now left Pacific Ave. Station at 6.00 am, 6.30, 7.00, and every 20 min to 6.00 pm, 6.30, and every 30 min to 11.30 pm, 12.15 am. A comparable list of return trips prevailed. Running time was 12 min in 1927.

The late 1924 schedule remained effective in the spring of 1928.

The Magnolia Avenue Local Line was abandoned on 6-24-28.

36. LONG BEACH: MUNICIPAL DOCK LOCAL LINE

Route, 1912: Via Ocean and private right of way to Municipal Wharf near Los Angeles River (old channel).

No record exists of this line in 1911. As of 10-

15-12 it was through-routed with the American Ave. Local line and enjoyed hourly service, leaving the wharf 6.10 am to 7.10 pm. As can be seen, the line did not possess night service. The same service was in effect as of 7-11-14.

This line was probably abandoned during 1915.

37. LONG BEACH-NAPLES JUNCTION VIA BROADWAY-BELMONT SHORE-SECOND STREET LOCAL LINE

Route, 1924: From Ocean and Pine via Pine, Third, Olive, Broadway, private right-of-way, Livingston, and Second St. to Naples Junction (connection with Newport Beach interurban line).

This line was only established in 1924, subsidized by real estate promoters of a new residential area. Its trackage brought it to meet the Newport line at a "Naples Junction" which was some distance further east than the earlier "Naples Junction" which had existed in 1911 and had later fallen into disuse (see Los Angeles-Newport via Long Beach line).

It shows itself first in the 10-1-24 schedule, with a 30 min base and hourly night service; last car left Pacific Ave. at 11.40 pm. During the mid-day, however, through Naples cars actually ran only hourly; alternate shuttle trips, connecting with Seal Beach cars, gave the outer portion of the line its 30 min service.

As of 1927, running time was 22 min.

No schedule changes occurred until 1933. As of 6-11-33 all service became through to downtown Long Beach, leaving Pacific Av. Station at 5.35 am and every 40 min to 8.55 pm, 9.45, 10.45, and 11.45 pm.

This same schedule remained in effect on 1-7-40.

On 2-24-40 the line was discontinued except for a daily franchise car which left Broadway and Paloma for Naples at 12.20 pm and left Naples Jct. at 12.35 pm for Belmont Pier (and Seal Beach).

Last car left Naples Jct. at 12.35 pm on 10-21-40.

38. LONG BEACH: OCEAN AVENUE-ALAMITOS HEIGHTS LOCAL LINE

Route, 1911: From Ocean & Pine via Ocean to Miramar.

The above route is partially conjectural; 1911 time tables do not show this line, which in 1910 had been operating via the old Naples Jct. right-of-way to join the Newport line.

As of 10-15-12, this line was combined with the East Seventh St. Local Line as a loop service via Pine, Seventh, Redondo, private right-of-way, and Ocean. A 20 min service was operated at all hours of the day and evening.

The same arrangements and schedule prevailed as of 11-1-13. The line is not shown in the 7-11-14 schedules, but California Railroad Commission, Decisions, include definite reference to active service on it as existing in 1915.

Shortly after 11-16-15 the line was abandoned west of 20th Place and Ocean, and a daily franchise car only maintained service between 20th Pl. and Miramar.

Permission to abandon the remaining section was received on 10-3-17, and presumably was carried into effect very shortly thereafter.

39. LONG BEACH: PINE AVENUE LOCAL LINE

Route, 1911: Via Magnolia, Ocean, Pine, and 14th St. to American Ave. Through-routed with Magnolia Ave. Local Line.

During mid-1911, cars left Ocean on this line at 6.05 am and every 20 min to 6.45 pm, 7.15, 7.35, and every 30 min to 12.05 am. The same through-routing and basic headways prevailed on 7-11-14.

As of 5-1-16 this line had become separated from the Magnolia Ave. line, but maintained the same basic headways as an independent service.

As of 11-1-21 the line was provided with 30 min service all day until 6.40 pm, night service being now a thing of the past.

No change in schedules occurred subsequently.

This line was abandoned early in the month of July 1924.

40. LONG BEACH-SAN PEDRO VIA WILMINGTON

[Designated line 9]

Route, 1911: From Ocean and Pine (conjecturally looping via Pine, Pacific, and First), via Pine, Third, and private right-of-way to Wilmington and direct private right-of-way to San Pedro (Fifth and Front).

An hourly service was standard on this line in 1911, leaving Long Beach from 6.30 am to 11.30 pm, and San Pedro from 7.00 am to 12.01 am. Running time was 27 min. The same headways prevailed as of 7-11-14. As of 5-1-16, however, a 40 min frequency had replaced the hourly; but night service had dropped to 80 min.

During 1917 the line was rerouted in Long Beach on a loop via Third, Pine, Ocean, Morgan, private right-of-way, and reverse to Wilmington. Further trackage rearrangements resulted in 1921 when the new cement channel of the Los Angeles River was in place; now the line crossed the River on Seventh.

By 2-22 the 40 min headway had been extended through the evening hours.

The 11-26 schedule is typical of this period. A 28 min running time existed. Cars left Long Beach at 5.50 am, 6.30, 7.15, 7.50, and every 40 min to 11.10, then 11.55 pm. Cars left San Pedro at 6.25, 7.15, 7.55, and every 40 min to 3.55 pm, 4.40, 4.55 DXSu, 5.14, 5.55, 6.35, 7.15, 7.55, 8.35, 9.14, 9.55, 10.35, 11.14, 12.10 am and 12.30 am.

At the beginning of 1928 a 30 min base service was inaugurated. Long Beach departures (as of 10-28) came at 5.50 am, 6.30, 7.05, 7.25, 7.45, and every 30 min to 5.15 pm, 5.50, and every 40 min to 11.10, 11.55, and 12.25 am. Cars left San Pedro at 6.30, 7.15, and every 30 min to 4.45, 5.00, 5.20, 5.55 pm, and every 40 min to 11.55, 12.30, and 1.00 am.

Throughout the 1930s this schedule was altered very little as to substance. Running time was cut to 23 min by 1932, owing to patronage decline.

On 9-15-40 evening service in Long Beach was rerouted via Morgan and Ocean to Pacific in both directions. On 9-29-40 evening service was restored to the previous loop route. On 11-12-40 service at all hours was permanently rerouted via Morgan and Ocean to Pacific in both directions.

The 7-21-41 schedule reveals how little change had occurred since 1928. Cars left Long Beach at 5.50 am, 6.26, 7.06, 7.26 DXSu, 7.46, 8.16, 8.48, and every 30 min to 6.18 pm, 6.53, and every 40 min to 12.13 am, 12.47 am. Cars left San Pedro at 6.30 am, 7.10, 7.45, 8.20, and every 30 min to

4.50 pm, 5.05DXSaSu, 5.20, 5.50, 6.25, and every 40 min to 11.45 pm, 12.20, 12.47, and 1.15 am.

World War II was to affect this line profoundly, but the results were not manifest overnight.

The first change was the rerouting on 2-15-42 between Wilmington and San Pedro to avoid the bascule bridge, closed as a war measure. Now cars left Wilmington on private right-of-way, B St., and private right-of-way adjacent to Wilmington & San Pedro Road, and private right-of-way to San Pedro station (Fifth and Front), i.e., the West Basin trackage. Running time was consequently increased to 31 min.

On 5-1-42 a late night round trip was added leaving Long Beach 1.50 am, San Pedro 2.25 am. Also 2 DXSu trips were added westbound in the morning rush, one returning east in the morning, and one in the evening. The weekday schedule was run on Labor Day, 9-7-42.

On 9-16-42 evening headway was changed from 40 min to 30 min. More DXSu rush hour trips were added to provide 10 min service at both morning and evening peaks. Running time was now 33 min.

On 9-28-42 a new round trip was added, leaving Long Beach 5.00 am DXSu, San Pedro 1.50 am daily.

On 1-22-43 all DXSu trips were made daily.

One westbound morning rush trip was added on 7-26-43.

Biggest single change occurred 2-13-44, when the base headway decreased from 30 to 20 min. Some rush hour trips were again dropped on Sundays, with 10 min service in peak periods weekdays only. Running time was 34 min. Another owl round trip was added between Wilmington and San Pedro only; this was discontinued on 4-30-45.

Then the war ended.

Two evening eastbound rush trips were discontinued Saturdays on 2-11-46.

Postwar "normalization" really took effect on 9-15-46, when base service dropped to its traditional 30 min level. The rush service remained 20 min. Sunday service was 30 min, except 40 min until 9.51 am.

Rush service dropped to the all-day level of 30 min on 8-22-47. Cars now left Long Beach at 5.02 am, 5.35, and every 30 min to 6.05 pm, 6.29, and 30 min to 9.29, 10.09, 10.54, 11.29, and 12.24 am. Cars left San Pedro at 5.45 am, 6.24, and every 30 min to 3.54 pm, 4.21, 4.54, 5.21, 5.44, 6.18, and every 30 min to 9.18, 10.09, 10.49, 11.29, 12.18, and 1.08 am.

Next and final schedule alteration occurred on 9-3-48, when base and evening service, along with all Sunday service, was cut to 40 min headway. In morning and evening rush hours DXSu a 30 min headway was retained. Running time was now 30 min westbound and 31 min eastbound. The West Basin route was still in effect.

Then came abandonment.

The last car left San Pedro via West Basin for Long Beach at 1.11 am on 1-2-49.

41. LONG BEACH-SEAL BEACH VIA BROADWAY-BELMONT SHORE LOCAL LINE

Route, 1911: From 73rd Place and Ocean Ave. (Alamitos Bay), via Ocean, private right-of-way, Broadway, Esperanza, Third, Pine, and Ocean; then through-routed with Seaside Park Local Line.

In July 1911 cars left Pine St. for Alamitos Bay at 5.40 am, 6.05, and every 20 min to 7.05 pm, 7.30, and every 30 min to 12.00 midnight. The ba-

sic schedule had not been altered as of 1-6-13.

Later during 1913, and by 11-1-13, the line was extended via a private trestle over Alamitos Bay, and private right-of-way to Seal Beach Station. In so doing, it entered Orange County, only local line of the Long Beach system to do this. Headways and through-routing remained unaltered from those of 1911 as of 7-11-14.

Around 1915 this line was separated from the Seaside Park Local Line and looped downtown via Third, Pine, Ocean, Pacific, First, Pine, and reverse. Shortly after 5-5-15 a rerouting onto Olive rather than Esperanza from Broadway to Third took place.

Severe declines in service followed. As of 5-1-16, cars ran every 30 min in the day, hourly at night.

By 11-21, cars were leaving Pacific Ave. Station for Seal Beach at 5.15 am, 6.20, 7.25, and hourly to 3.25 pm, and every 30 min to 6.25 pm, and hourly to 9.25, 10.55, and 12.05 am. The schedule was basically the same early in 1924.

With the establishment of the new Naples Jct. local line in mid-1924 (which see), service on the Seal Beach line was considerably improved. Although through service remained the same, now in addition alternate trip shuttle cars ran from Belmont Pier to Alamitos Bay only, giving a combined through and shuttle 30 min headway west of Alamitos Bay.

Running time to Seal Beach was 27 min in 1927.

No change had occurred in the schedule as of 12-20-32. (For about one month following 11-30-31 cars ended at Alamitos Bay due to trestle repair.)

However, as of 6-11-33, all service was being operated through, with no shuttle cars. Cars left Pacific Ave. for Seal Beach at 5.15 am, then every 40 min to 9.15 pm, 10.15, 11.15, and 12.15 am.

Once again there was practically no alteration for many years, and the 1-7-40 schedule is almost identical to that of 6-11-33.

On 2-24-40 service on this line was discontinued except for one franchise round trip daily, which left Belmont Pier at 12.45 pm for Seal Beach and left Seal Beach at 1.05 pm for Pacific Ave. Station.

The franchise trip was abandoned on 10-21-40.

42. LONG BEACH: SEASIDE PARK LOCAL LINE

Route, 1911: From Seaside Blvd. & Alpine Ave. via Seaside, private right-of-way, Ocean, and then through-routed with Long Beach-Alamitos Bay Local Line.

It is interesting to note that as late as 8-10, this entire route was served by through trains of the Los Angeles-Long Beach interurban line, operating on to Seaside Park.

As of mid-1911, Seaside Park local cars left Pine St. at 5.45 am, and every 20 min to 7.45 pm, 8.10, and every 30 min to 12.10 am. Return trips from the park were made at comparable times. The same basic schedule remained in effect as of 7-11-14.

By 1915 the line was separated from Alamitos Bay (now Seal Beach) and instead through-routed with the American Ave. Local Line. As of 5-1-16, cars ran every 40 min to 8.15 pm, then 9.25, 10.25, and 11.25 pm (from Pacific Ave.).

Service on the Seaside Park local line was temporarily discontinued during construction of a cement channel for the Los Angeles River for several months following 5-31-20.

When it was restored, it followed a new route: from Seaside and Alpine via Seaside, Pico, Seventh, private right-of-way, Morgan, and Ocean. It was again through-routed with the American Ave. Local Line, and now enjoyed vastly improved service. As of 11-21 cars left Pacific and Ocean at 5.45 am and every 15 min to 11.00 pm, then 11.45 pm. Re-turning, cars left Seaside Park at 6.00 am and every 15 min to 10.45 pm, then 11.15 and 12.01 am. The same schedule was in effect as of 5-1-22.

On 7-1-22 service on this line was discontinued except for one round trip daily for franchise purposes, leaving Pacific Ave. at 3.25 pm, the park at 3.40. Around 6-23 this trip was rescheduled to 2.30 pm and 2.45 pm, respectively. It was still through-routed with American Avenue. These last times remained unchanged thereafter.

All service on the Seaside Park line was abandoned on 1-12-28.

43. LONG BEACH-TERMINAL ISLAND

Route, 1942: From Ocean and Pacific via Ocean, Morgan, private right-of-way, Seventh St., private right-of-way to East Wilmington Jct., thence via McFarland Ave. and private right-of-way to Catalina Terminal (Fries St.) Connection at that point by ferry to Terminal Island.

Although this line at first followed the exact route of the Long Beach-Catalina Dock line, listed elsewhere, it is certainly more appropriate to treat the 1942 service here. This line was operated during World War II for the sole purpose of transporting shipyard workers to and from their place of employment. Trains operated at shift changes only.

This line was established on 2-4-42, after Long Beach-Catalina Dock trains had ceased on 12-23-41. The initial schedule provided 3 round trips DXSu. These left Long Beach at 7.11 am, 3.47 pm, and at 11.44 pm, with a 21 min running time. They left Catalina Dock at 8.25 am, 4.55 pm, and 12.57 am, with a 20 min running time.

After some minor changes in departure times, a fourth round trip was added on or shortly before 5-4-42, and the schedule of that date shows the line extended to North Long Beach (American Ave. and Willow St.) via Ocean and American. Cars left North Long Beach, as of 5-4-42, at 4.55 am, 6.55, am, 3.06 pm, and 11.27 pm. Returning, they left Catalina Dock at 8.25 am, 5.10 pm, 1.07 am and 3.02 am. Running time averaged 34-36 min from Willow St.

On 6-5-42 service was discontinued beyond the original terminal at Pacific and Ocean in Long Beach, and only three round trips daily remained. These left Long Beach at 7.09 am, 3.20 pm, and at 11.41 pm; they left Catalina Dock at 8.25 am, 5.11 pm, and 1.08 am.

On 6-29-42 this line was discontinued owing to lack of patronage.

On 4-12-43 the line was reestablished, but rerouted via the specially constructed trackage onto Terminal Island, via private right-of-way from Island Junction (midway between Long Beach and Wilmington) south across the bridge and into the California Shipbuilding Corporation yards.

The following is the 4-12-43 schedule: Leave Long Beach 6.16 am daily, 6.51 am daily, 7.05 am daily, 7.46 am DXSu (obviously for office workers) 3.37 pm daily, and 11.31 pm daily. Leave Terminal Island 8.15 am DXSu, 8.25 am daily, 3.45 pm daily,

4.46 pm daily, 4.56 pm daily, 5.25 pm DXSu, 6.10 pm daily, and 12.55 am daily.

As of 4-30-43, running time was 24 min. A new schedule on that date was as follows:

Leave Long Beach at 6.51 am daily, 7.05 am daily, 7.51 am DXSu, 3.06 pm daily, 3.37 pm daily, 11.31 pm daily. Leave Terminal Island at 8.10 am daily, 8.25 am daily, 4.20 pm daily, 4.42 pm daily, 4.56 pm daily, 5.14 pm DXSu, 12.38 am daily, and 12.51 am daily.

On 5-17-43 the trip eastbound at 4.20 pm was cancelled.

Running time was reduced to 19-20 min on 7-6-43. The same number of trips continued to operate with adjusted times.

The 12.43 am eastbound train was replaced by a 6.15 pm eastbound train on 2-13-44.

On 5-23-44 the 3.06 pm westbound was replaced by a 5.20 am westbound; a 3.02 am (note!) eastbound was added, and the 6.15 pm eastbound dropped. The 3.02 am ran daily except Monday.

On 7-1-44 service was substantially reduced to five westbound trips (two of them DXSu) and four eastbound (one DXSu). There were other slight fluctuations. By 1-8-45 running time had risen again to 23 min.

All Sunday service was discontinued on 2-11-45. On that date four round trips only remained. These left Long Beach at 7.01 am, 7.17 am, 3.35 pm, and 11.45 pm. These left Terminal Island at 8.16 am (daily except Monday), 4.39 pm, 4.51 pm, and 12.50 am (daily except Monday).

Service was further cut to three round trips on 7-2-45. Westbound, the 7.01 and 7.17 am trips were replaced by a 7.10 am; eastbound the 4.39 and 4.51 by a 4.45 pm.

On 7-23-45 service was cut to a single round trip DXSu which left Long Beach at 7.10 am, Terminal Island at 4.45 pm.

This line was discontinued on 9-16-45.

44. LOS ANGELES-LONG BEACH VIA DOMINGUEZ JUNCTION

[Designated line 6]

Route, 1911: From Main Street Station via Main, Seventh, private right-of-way to Watts, Compton, Dominguez Junction, North Long Beach (Willow St. and American Ave.), thence via American Ave. and Ocean Ave. to Long Beach Station.

(It might be of interest, although not strictly within the scope of this study, to note that as of August 1910 this line ran through to Seaside Park in Long Beach, in lieu of the local line of that name.)

As of mid-1911 a running time of 40 min on locals and 36 min on "flyers" was required for the entire distance between stations.

For the Long Beach line, most important inter-urban route of the entire Southern District and perhaps the most important of the entire system, we shall reproduce the July 1911 list of departures in its entirety. In this listing, trains run daily unless otherwise noted; "F" signifies a "flyer" run, stopping between Ninth St. and Tennessee St., Los Angeles, at Compton, and at Tenth, Sixth, Second, Ocean and American, and Pine St. in Long Beach.

Leave Los Angeles: 6.00 am DXSu; 6.15; 6.20 DXSu 6.50; 7.20 DXSu; 7.40; 8.00; 8.20; 8.25 Sunday only; 8.40; 9.00 F; 9.20; 9.40; 10.00 F; 10.10 DXSu; 10.20; 10.40; 11.00 F; 11.20; 11.40; 12.01 pm F; 12.20; 12.40; 12.45 DXSu; 1.00 F; 1.20; 1.40; 2.00

F; 2.15 DXSu; 2.20; 2.40; 3.00 F; 3.10 DXSu; 3.20; 3.40; 3.50 DXSu; 4.00 F; 4.20; 4.40; 5.00; 5.10 DXSu; 5.20 F; 5.40; 6.00 F; 6.20; 6.40; 7.00; 7.30 8.00; 8.30; 9.00; 9.30; 10.00; 10.40; 11.15; 12.01 am.

Leave Long Beach: 5.30 am DXSu; 6.00; 6.30 DXSu 6.55 F DXSu; 6.55 Sunday only; 7.10 DXSu; 7.35 F; 7.50; 8.15 F; 8.30; 8.50; 9.15 F; 9.30; 9.50 ; 10.15 F; 10.20 Sunday only; 10.30; 10.50; 11.15 F; 11.30; 11.50; 12.15 F; 12.30; 12.50; 1.15 F; 1.15 DXSu; 1.30; 1.35 DXSu; 1.50; 2.15 F; 2.30 ;2.50; 3.15 F; 3.30; 3.50; 4.10F; 4.25; 4.50; 5.10 F ; 5.30; 5.50; 6.00 DXSu; 6.10; 6.20 DXSu; 6.45; 7.15 7.45; 8.15; 8.45; 9.15; 9.45; 10.25; 11.15, and 12.00 am.

As of 10-15-12, "flyers" also stopped at 14th St in Long Beach.

The 11-1-13 schedule calls "flyers" limiteds, but with the same stops. The running time was now lengthened to 48 min outbound, 50 min inbound for locals and 42 min outbound, 46 min inbound for limiteds.

On 3-31-14, service was rerouted in Los Angeles via right-of-way to Seventh and Seventh to Los Angeles St. Terminal.

The 1911 schedule was basically unaltered as of 5-1-16.

On 2-11-17 the final Los Angeles routing took effect, via Ninth, San Pedro, and elevated right-of-way to the rear of Main Street Station, with return reverse.

A slight drop in service probably occurred in 1917.

A major cut occurred late in the year 1920; apparently at this time base service was reduced from 20 to 30 min frequency. As of 2-1-22 a 30 min base headway existed, with 40 min at night and 15-20 min in morning and evening rush hours. Base service was local below Watts, but in both directions during morning and evening peaks limited trains were run. Most of these were limited only north of Compton. However, one trip in each direction stopped only at Watts, Compton, Dominguez, Los Cerritos, and selected street stops in Long Beach; another in each direction was limited to Dominguez; and still another inbound trip stopped only at selected streets in Long Beach, then Compton and Watts.

Around 6-23 all base day trains were made limited DXSu between 6.00 am and 7.00 pm north of Dominguez Jct., stopping at Watts, Willowbrook, and Compton. Two northbound morning rush and one southbound evening rush trains in addition were further limited to making eleven selected street stops in Long Beach, and only Los Cerritos, Dominguez, Compton, and Watts farther north.

Late in 1925 base headway was again increased to 20 min frequency, with other service remaining as before. The running time as of 11-26 was 51 min for base limiteds.

A change at the end of 1928 added one daily round trip to improve late evening service. Last train now left Los Angeles at 12.35 am.

Effective on 8-11-32, rush hour "special" limiteds were discontinued; that is, all limiteds during the entire day were identical in the stops they made, following the 1923 base limited pattern.

Early in 1933 occurred a sudden return to 30 min base headways once again, for the first time since 1925. Morning and evening peak service continued

at the 20 min level, including on Sundays. The 40 min evening headway had never been changed, and it was unaffected in 1933.

The depression running time, as of 7-1-35, had declined to 46 min. Since 1933 the new limited arrangement had been: all trains DXSu limited between 6.00 am and 7.00 pm, stopping at Watts, Willowbrook, Compton, and any other stop between Watts and Dominguez to receive outbound and discharge inbound. Then, from 7.00 to 8.05 am inbound (four trains) and from 5.05 to 6.00 pm outbound (four trains), trips were limited to or from Dominguez, stopping at Watts, Willowbrook, and Compton only.

Early in 1937, possibly on 6-5-37, a 20 min base headway was once more restored. On top of the 1933 limited set-up, now three new "express" trips were superimposed in rush hours, making eight selected street stops in Long Beach, then nonstop to (or from) Vernon Ave., Los Angeles. These "expresses" left Long Beach at 7.14 am, 7.39, and 8.04 am DXSu; they left Los Angeles at 12.19 pm, 12.39, and 1.19 Saturday only, and at 4.43 pm, 5.00, and 5.15 pm DXSaSu. Running time was now 49 min for a base limited and 44 min for a rush hour "express."

This same basic schedule remained in effect as of 1-7-40. Last train now left Los Angeles at 12.40 am, rather than at 12.35.

On 5-18-40 inbound "express" trains began making additional stops on Saturdays only.

The effects of World War II were not immediate on this line, and as late as the 5-1-42 schedule, all was as it was in 1940. Then, on 5-12-42, came the first inkling, with the last car leaving Los Angeles at 12.50 am rather than at 12.40, but with no other changes. Running time was only 46 min for a base limited.

The first real changes came on 9-16-42. Rush expresses were abolished, but all trains 6.28 am to 8.13 am inbound were made three-stop limiteds (Watts-Willowbrook-Compton), as were all outbound trains between 4.30 and 6.00 pm. Rush hour headway was improved to 15 min between 7.00 and 9.00 am and 4.00 to 6.00 pm. Evening service, probably for the first time in history, was changed from 40 min to 30 min, 7.20 pm (Los Angeles) to 12.50 am (last train). First train left Los Angeles 5.00 am. Base limited running time increased from 46 to 53 min.

On 11-10-42 a late night round trip was added daily, leaving Los Angeles 1.34 am and Long Beach at 1.35 am. On 2-18-43 the Los Angeles time was changed to 1.39 am.

On 3-19-43 all three-stop rush hour limiteds were changed to regular base limiteds such as had never ceased operating since 1923, but times were not changed. All daily except Sunday trips were on this date made daily.

The phenomenal growth in weekend riding owing to the war was especially striking on the Southern District and caught up with the Long Beach line on 6-20-43. A 15 min Sunday headway went into effect that day between 6.50 am and 8.30 pm, then 20 min to 12.50 am. Trains continued to run limited on Sunday, 6.00 am to 7.00 pm. Weekday service was not changed.

The real and final stride of the war came on 2-13-44, with a schedule that eliminated limited trains altogether; every train was now local south

of Watts. Sunday 15 min service now began at 9.42 am, with 20 min service after 6.25 am. On the weekday schedule, the former 15 min morning and evening peak headway was changed to a straight 20 min 6.45 am - 7.05 pm, then 30 min to 1.00 am, 2.00, 5.00 am, and 30 min to 6.00 am, 6.23, 6.45, etc. Longer trains and larger cars made this possible. Base running time had lengthened to 60 min as a result of poorer equipment and heavier riding.

Limited trains did not absent themselves from this line for more than ten months. On 11-27-44 three limiteds were added DXSu in rush hours, leaving Long Beach at 6.39, 6.59, and 7.39 am, Los Angeles at 5.02, 5.22, and 6.02 pm. These stopped only at Vernon Ave., Watts, and Compton to receive and discharge passengers riding between Hooper Av. and North Long Beach. Limited running time was 54 min.

On 4-30-45 one late round trip was added Monday morning only, leaving Los Angeles at 4.00 am, and Long Beach at 2.25 am.

The war ended, but riding for a time remained at high levels. On 2-11-46 a new schedule: base trains between 6.00 am and 7.00 pm were again made limited, stopping only at Vernon Ave., Watts, Willowbrook, and Compton north of Dominguez, plus the street stops in Los Angeles. Three rush hour trips were now called "expresses," running DXSaSu. These left Long Beach at 6.40 am, 7.01, and 7.40; Los Angeles at 4.44 pm, 5.04, and 5.24. They were limited, Hooper Ave. to Long Beach Station, stopping only at Vernon Ave., North Long Beach, and eight selected streets in Long Beach. The running time was now 54 min for a base limited, 50 min for a rush hour express.

Owl service in a truly comprehensive form was added for the first time in history on 2-11-46. Cars left half-hourly to 2.00 am, then hourly to 5.00 (from Los Angeles), then half-hourly, etc. Sunday trains were still on a 15 min headway between 10.00 am and 8.30 pm.

The first of the many postwar curtailments came on 9-15-46. One owl trip was dropped, with hourly owl service after 1.15 am. Four southbound limiteds were "localized." Sunday service was changed to a more normal 20 min headway, and limiteds now ran only between 8.00 am and 7.00 pm on Sundays. Evening service was half hourly after 7.00 pm on weekdays, after 9.30 pm on Sundays.

On 2-13-48 one southbound rush hour limited was added DXSaSu, leaving Los Angeles at 4.33 pm. Sunday morning service was slightly reduced. Two round trips were then cut on 9-3-48, plus one Sunday morning round trip, which left Sunday service hourly until 7.45 am from Los Angeles.

On 4-8-49 one round trip was dropped daily and a second on Saturday, entirely affecting early morning service, i.e., 6.00 am. Further slight cuts followed on 5-22-50, including the discontinuance of the latest morning rush hour "express," and reductions in owl, late night, and early morning service. Owl headway was now 90 min instead of 60 (i.e., leave Los Angeles 12.24 am, 1.16, 2.16, 3.44, 5.10, etc.)

Saturday service was the target of the 10-8-51 cut, with Saturday headway expanded to 30 min after 3.45 pm from Los Angeles and not limited after the train of that moment.

Then, on 1-18-52, the latest of the three evening "expresses" was dropped, leaving two in each di-

rection.

Of major significance was the alteration on 6-9-52 to a 30 min base headway all day Saturday and Sunday. Evening service remained 30 min to 11.00 pm. Base running time was now 57 min. The Monday through Friday base headway remained at 20 min. All trains were limited as follows: Southbound, Monday through Friday 7.00 am-6.30 pm; Saturday, 9.00 am-3.30 pm; Sunday, 10.00 am-5.30 pm. Northbound, Monday through Friday 6.20 am-5.30 pm; Saturday, 8.00 am-6.00 pm; Sunday, 10.00 am-6.30 pm.

On 10-1-53 this route became line 6 of Metropolitan Coach Lines.

Monday through Friday base headway was reduced to its pre-1937 level of 30 min on 4-19-54, except in the height of the rush hour. Running time was now 60 min for base limiteds.

On 7-26-54 Monday through Friday evening service was reduced to 40 min after 7.00 pm, with Saturday and Sunday still 30 min. On 3-7-56 running time was reduced 1 to 5 min on nearly all trips.

There were no other significant schedule changes for this line between 1954 and mid-1958.

On 3-3-58 this route became interurban line 6 of Los Angeles Metropolitan Transit Authority. Then on 4-17-58 it was redesignated as line 36 of LAMTA.

One of the two morning rush hour expresses was discontinued on 4-17-58, but two still remaining a day in the evening. The midday running time was 52 min at this time.

The line continued to operate as a rail service as this was published, and it seemed as if this would be the last of the 143 Pacific Electric routes to do so.

45. LONG BEACH: WEST SEVENTH STREET LOCAL LINE

Route, 1911: From Seventh & Riverside Dr. via Seventh, Pine, Ocean, American, and through-routed with American Avenue Local Line.

As of mid-1911, cars left 7th & Riverside hourly during the day, with no night service after 7.00 pm. The same arrangements prevailed as of 7-11-14.

After this latter date and by 1915, service was discontinued on this line except for one daily round trip to hold the franchise.

Final permission to abandon this line was received by the railway on 11-16-15 and doubtless was executed shortly thereafter.

46. LONG BEACH: WEST THIRD STREET LOCAL LINE

Route, 1911: From Third and Riverside Drive via Third, Pine, Ocean, American, and then through-routed with American Ave. Local Line. West Seventh St. cars may possibly have looped back via this line, or vice versa.

To begin a bit earlier than usual, this line was through-routed with East First St. as of 8-1-10, while as of 2-11 it was through-routed with West Seventh St. via Pine St. And by 9-11 it was tied to American Ave. instead, as shown above.

As of 9-11 this route boasted two cars an hour during the day (but in a 15-45 min alternation), then hourly service till 12.25 am (from Third and Riverside). The same headways and arrangement prevailed as of 7-11-14.

With the abandonment of the West Seventh St. line in 1915, this line was apparently extended via Riverside Drive from Third to Seventh. As of

5-1-16, cars left Pacific Ave. for Seventh and Riverside (via Third St.) at 6.20 am, 7.15, and hourly to 6.15 pm, returning hourly from 6.30 am to 6.30 pm. Whether this service was still through-routed with American Ave. is not certain, but it seems likely.

Regular local streetcar service on this route probably ceased quite soon thereafter.

For several months after 5-31-20, American Ave. cars again served West Third St., principally as a means of conveniently turning them during the rehabilitation of the Seaside Park line.

Long Beach-San Pedro trains served this route until 11-12-40, when passenger service over this trackage finally ceased.

47. LOS ANGELES-MONROVIA-GLENDORA VIA SAN MARINO-ARCADIA [Designated line 4]

Route, 1911: From Main Street Station via Main, First, Los Angeles, Aliso, private right-of-way, private right-of-way adjacent to Huntington Drive to Sierra Vista, Oneonta Park, El Molino, San Marino, private right-of-way to Arcadia, St. Joseph St., private right-of-way to Monrovia, Olive Ave., and private right-of-way to Azusa and Glendora.

The bulk of the service on this line in Sept., 1911, ended or originated at Monrovia.

Translated into headways, an hourly weekday base service was in effect to Monrovia, with half-hourly Sunday service. Glendora trips, to give an idea, left Los Angeles at 6.10 am, 8.05, 9.25, 10.35, 1.30 pm, 2.45, 4.15, 5.20, 7.00, 9.30, and 12.01 am. Running time was 47-48 min to Monrovia, 68 min to Glendora.

Service, especially to Glendora, improved quite rapidly. By 10-15-12 the 11 daily trips had risen to 16; by 1-6-13 there were 19 outbound and 18 inbound, with a total of 32 round trips daily between Los Angeles and Monrovia. Headways were irregular. Sunday service had become practically the same as weekday.

Cars made no local stops south of El Molino, except northbound only at Echandia Jct. and at Sierra Vista, according to a footnote in the almost identical 11-1-13 time table.

On 3-23-14 this line was rerouted in Los Angeles via Aliso, San Pedro, and Seventh to Los Angeles Street surface terminal.

Service continued to creep slowly upward for a while; one more Monrovia trip had been added by 7-11-14. Midday headways to Monrovia were in the 40-60 min range. Running time to Glendora had increased to 71 min.

However, the 5-1-16 schedule marked a retrenchment of sorts. The base headway had been standardized at 60 min intervals, with nearly every trip now running through to Glendora. Half-hour service DXSu was interspersed from Monrovia only in the morning rush. In the late afternoon daily Monrovia trippers operated, producing for the most part a 25 min headway to that point. Evening departures (all through to Glendora) left Los Angeles at 6.20 pm, 7.40, 9.30, 11.10, and 12.01 am. Running time was now 73 min.

On 2-11-17 another rerouting took place, now via San Pedro and elevated right-of-way to the rear of Main Street Station, with return reverse.

Service then rose slightly once more, with the passing years. As of 9-19-20, a 60 min base headway was in effect to Glendora, with, in addition,

30 min service to Monrovia only in both directions between 5.30 and 9.06 am and between 2.05 and 7.05 pm. Early in 1921 one Monrovia trip began operating through to Glendora in addition. Late in 1922 one additional Glendora round trip was added, for a total of 30 through trips daily. The 30 min morning and afternoon Monrovia service ran DXSun and terminated at Shamrock Ave., as of 2-1-22. The running time was 47 min to Monrovia and 69 to Glendora, as of 11-1-21.

There had been no special limited trains up to this time (beyond the fact that all trains were limited west of El Molino). Around 10-22 one such limited in each direction first appeared. West of Monrovia it stopped at Shamrock Ave., Monrovia Station, Mayflower Ave., Alta Vista, Arcadia (1st St.), Golden West Ave., and San Marino. This left Glendora at 6.45 am and Los Angeles at 5.12 pm DXSu. It made the Glendora-Los Angeles run in a flat 60 min. Shortly thereafter Alta Vista, and then San Marino, were cut from its list of stops.

Only minor fluctuations occurred on this line during the 1920s.

Early in 1926 one Monrovia trip was cancelled. Hourly base and evening service to Glendora continued, with 30 min service DXSu to Monrovia at the same approximate hours as in 1920.

During 2-28 several adjustments were made. One Monrovia trip was extended to terminate at Glendora instead. Two outbound trips to Monrovia were added Saturday only, leaving Los Angeles at 12.30 and 1.30 pm. One Monrovia round trip DXSu in the early afternoon was cancelled, 30 min service not beginning now until 3.02 pm. Late evening service to Glendora was improved with the added through round trip and was now hourly all evening to the last car at 12.02 am. The rush hour limiteds now stopped also at Baldwin Ave., Fletcher Ave., and at Oneonta Park, but no longer stopped at Golden West Ave. Then, as of 8-29, the Fletcher Ave. stop for them was discontinued.

This same schedule remained in effect until mid-1931, when slight cuts were made, with fewer Monrovia DXSu turnbacks and with 90 min evening service after 9.00 pm. Running time to Glendora was now 63 min, as of 7-31—less than in 1911. But the new schedule provided for two limited trains (as described above) inbound in the morning, rather than only one.

This mid-1931 schedule remained in effect with hardly any changes until 1938.

Late in December of 1934 the first special service was established to the new Santa Anita Race Track in Arcadia. These race trains operated throughout the racing season daily except Monday.

On 2-21-38 slight cuts were made in the schedule. Now the last train to Glendora left Los Angeles at 11.00 pm; a 12.15 am train went to Monrovia only. Fewer outbound Monrovia DXSu cars remained. The limiteds now began stopping at San Marino and El Molino (at the latter to receive outbound only).

The details of the 1938-39 special Race Track service are available. These special trains left Main Street Station daily except Sunday and Monday between 12-31-38 and 3-11-39 inclusive. Departures were at 8.00 am, 9.00, 10.00, 10.30, 11.00, 11.30, 12.01 pm, 12.20, 12.40, 1.00, 1.30, and 2.00 pm, with return "immediately after races." The schedule states, "Additional service to meet

traffic requirements will be operated on Saturdays and other days of special stake or handicap events."

On 11-7-38 another slight cut was made in the regular schedule of the line.

The 1939-40 racing season saw the identical special train schedule as in 1938-39, but with racing on Wednesdays through Saturdays only. The season extended from 12-30-39 to 3-9-40, inclusive.

Next schedule change occurred on 6-9-40, when owing to construction work on a new Aliso St. bridge over the Los Angeles River, trains temporarily detoured in that area via private right-of-way and Macy St. One Glendora train inbound in the morning rush was added. The evening limited now had its rear car detached at San Marino and run as a local to Monrovia Station.

The 1940-41 racing season operated from 12-28-40 to 3-8-41, inclusive, with events daily except Sunday and Monday. New schedule for special trains called for departures from Los Angeles at 8.10 am, 9.10, 10.10, 10.40, 11.10, 11.40, 12.10 pm, 12.25, 12.40, 1.10, 1.40, and 2.10 pm. On 3-8-41 the last race track specials ran until after World War II.

No further schedule changes of import occurred until 5-25-42, when the first wartime improvements were introduced. Evening service was now put on a 75 min headway to Glendora, with the last car at 12.25 am and to Glendora, rather than Monrovia. More DXSu Monrovia only trips were added in rush. Limiteds now stopped at Michillinda and El Molino in both directions to receive and discharge.

On 11-27-42 one early morning inbound trip from Monrovia was added.

The entire schedule was enormously enlarged from first to last on 2-21-43. The rush hour limiteds were abolished. Base and evening service, including Sundays, became hourly to Glendora and 30 min to Monrovia. Evening rush hour trains ran to Monrovia every 10 min and morning rush hour trains from that point every 15 min. Last car now left Los Angeles at 12.45 am for Glendora. Running time to Glendora increased to 76 min.

On 3-27-43 a late night outbound trip to Monrovia was added, leaving Los Angeles at 1.45 am daily.

The new Aliso St. bridge was completed, and all trains were rerouted over it on 7-18-43 (outbound) and 7-21-43 (inbound).

Two owl-hour inbound trips from Monrovia were added on Sundays and one on weekdays on 10-17-43, operating to Echandia Jct. in Los Angeles only. It is likely that these were previously deadhead movements which now were open to the public.

Time of the last Monrovia car was set ahead from 1.45 am to 1.50 am at Main Street Station on 5-13-45.

First postwar cuts occurred on 11-26-45, affecting early morning and late evening service. Now cars ran hourly after 10.00 pm and the last car on the line left Los Angeles at 12.30 am.

Then, on 4-11-47, came cuts in early Sunday morning and daily early evening service. No Monrovia turnback cars remained in the evening, and this resulted in an improved headway between Monrovia and Glendora, i.e., 40 min after 6.48 pm and 70 min after 10.18 pm. Last car left Los Angeles at 12.38 am. Sunday service was now hourly until 9.25 am from Los Angeles.

The colorful race track specials reappeared each winter season once again, for as long as the line lasted.

Further important cuts occurred on 1-24-49. The Saturday rush hour service was reduced to its half hourly base level, with Monday-Friday rush service unaffected. Evening service became hourly after 7.35 pm. The 10.40 pm and 12.40 am (last car) trips ran to Monrovia only.

Sunday service was severely slashed on 11-25-49. All Monrovia half-hourly turnbacks were ended, with a straight hourly headway to Glendora (as before the war). Slight weekday cuts were made as well.

Late evening service was again cut on 4-7-50. Departures from Los Angeles were now at 7.35 pm, 8.40, 9.40, and 11.10 pm to Glendora, then 12.35 am to Monrovia.

A slight cut in evening weekday rush hour service was effected on 10-8-50, the date when Monrovia trains ceased to pull Sierra Madre's cars (as they had done in rush hours since 2-21-43).

Although two-man service remained on this line to its end, the introduction of slower suburban type equipment on 3-19-51 forced upward revisions in running time. During base and rush hours this increased about 5 min to Glendora, but night and Sunday running times remained the same as before. Departure times were shifted outbound, so that during the day Monrovia cars left at the times formerly occupied by Glendora trips, and vice versa.

No further changes in schedule occurred until abandonment. It should be remarked that midday service to Monrovia on weekdays was still running twice as often as before World War II.

The Monrovia-Glendora line was abandoned on 9-30-51. The last regularly scheduled car to Glendora left Main Street Station at 11.10 pm on 9-29-51, followed by the last regularly scheduled car to Monrovia at 12.35 am on 9-30-51. This in turn was followed by a special commemorative excursion car to Glendora, sponsored by the Southern California Division, Electric Railroaders' Association, last car to carry passengers under its own power over the Northern District of the Pacific Electric Railway Company.

48. MOUNT LOWE-ECHO MOUNTAIN LOCAL LINE (NARROW GAUGE)

Route, 1911: From Echo Mountain Station via private right-of-way to Circular Bridge, Granite Gate and Alpine Tavern (Mount Lowe).

This line met passengers arriving by counterbalance incline railway at Echo Mountain and carried them over a highly scenic route to a resort tavern owned by Pacific Electric.

Running time for this line in 1911 was 35 min. As of July 1911, the schedule was as follows: Leave Echo Mountain at 9.25 am, 10.25 am, 11.25 am, 12.35 pm (Sunday only), 1.35 pm (Sunday only), 2.55 pm, and 5.25 pm. Leave Alpine Tavern at 8.30 am, 10.00 am, 2.00 pm, 4.30 pm, and 7.00 pm (Saturday, Sunday, and holidays only). All trains daily except as noted in parentheses.

As of 11-1-13, running time had decreased to 30 min in both directions. Cars now left Echo Mountain at 9.30 am, 10.30, 11.30, 12.35 (Sunday only) 1.30 (Sunday only), 3.00, and 5.30 pm. They now left Alpine Tavern at 8.30 am, 10.00, 2.00, 4.30

and 7.00 (Saturday, Sunday, and holidays only).

Only minor changes in times had occurred by 5-1-16.

As of 2-1-19, these were the departures: From Echo Mountain at 9.30, 10.30, 11.30, 1.10 pm (Sunday only), 3.00, 5.30, and 8.40 (Saturday, Sunday, and holidays only). From Alpine Tavern at 8.40 am 10.00, 2.00, 4.40, and 7.15 pm (Saturday, Sunday, and holidays only).

Between 12-29-21 and 12-31-21 service was suspended on account of a three-foot snowfall. There were doubtless other suspensions of this sort, of which we do not have record. In addition, one day only every two to three years, service was probably discontinued owing to incline cable replacement, unless the electric line ran while passengers had only the steep foot path beside the cable incline. Such dates were 10-1-21 and 1-15-24.

As of 4-1-25, only change to the 1919 schedules was the inbound departure at 8.50 am rather than 8.40 am. Shortly before 10-28 the weekend-only evening trip was changed to depart at Echo Mountain at 8.30 pm and at Alpine Tavern at 7.30 pm.

Effective on 2-1-29 the entire schedule was altered: Leave Echo Mountain at 10.00 am, 11.00, 12.00 pm, 1.10 pm (Sunday only), 3.00, 5.45, and 8.30 pm (Saturday, Sunday, and holidays only). Leave Mount Lowe at 9.10, 10.30, 2.30, 4.55, and 7.30 pm (Saturday, Sunday, and holidays only).

First depression-born reduction in service occurred on or just before 1-1-32. Outbound, the 10.00 and 11.00 am departures were replaced by one at 10.45; inbound, the 9.10 and 10.30 am were replaced by one at 9.50 am.

By April of 1932, inbound service was revised to Mount Lowe departures at 7.25 am, 11.18, 2.30, 4.55, and 7.30 pm (Saturday, Sunday, and holidays only). Outbound service did not change.

In March of 1934, slight revisions were made in the times of two trips and an outbound Sunday only trip was added, leaving Echo Mountain at 9.05 am.

Another round trip was discontinued in between 9-1-34 and 3-11-35 with the schedule on the latter date as follows: Leave Echo Mountain at 10.45 am 11.45 am (Sunday only), 2.45, 5.45, and 8.30 pm (Saturday only). Leave Mount Lowe at 7.25 am, 2.20 pm, 4.45, and 7.40 pm (Saturday and Sunday only). The 7.25 am inbound trip was replaced on Sundays only by one at 8.45 am on or just before 2-2-36.

With this one change, the 1935 time table remained in effect on the employee time table effective 2-10-36. Running time was still 30 min outbound but on all but the evening trip was 25 min inbound.

On 9-15-36 service on this line was discontinued owing to the fire which on that date destroyed Alpine Tavern. A Franchise car only, which also took supplies to the watchman, continued to run irregularly over the line. The last occasion upon which this line carried passengers was a Railroad Boosters chartered excursion on 9-7-37. The line was physically destroyed by floods around 2-28-38.

49. MOUNT LOWE-INSPIRATION POINT LOCAL LINE

(MULE)

Route: From Mount Lowe (near Alpine Tavern) via private right-of-way to Inspiration Point. Two foot gauge. Motive power, animal traction.

This line, about which we have no information

concerning establishment or abandonment date or schedules, served sightseers. It was more or less a novelty, and fare may not have been charged.

Its nickname, publicized on a 1925 Mount Lowe folder, was the "O.M. & M. Ry.," i.e., One Man & Mule.

This line was most certainly discontinued on or before 9-15-36, when the electric railway service at Mount Lowe was discontinued.

50. LOS ANGELES-NORTH HOLLYWOOD-VAN NUYS-CANOGA PARK [Designated line 28 until 1951; then designated line 33]

Route, 1911: From Hill Street Station via Hill, private right-of-way through Hill Street tunnels, Sunset Blvd., Santa Monica Blvd., Highland Ave., private right-of-way, private right-of-way adjacent to Vineland Ave., Chandler Blvd., and Van Nuys Blvd., thence via Van Nuys Blvd. to Sherman Way.

Service on this line, to a Van Nuys terminus, commenced on 12-16-11. As of 10-15-12, there were 10 round trips daily on the line (one inbound car in the evening running only to Highland Ave.). These left Hill St. Station at 5.40 am, 6.50, 9.40 12.10 pm, 2.40, 4.00, 5.15, 6.30, 8.00, and 11.15 pm. They left "Hanna" (Sherman Way) at 5.40 am, 6.55, 8.10, 11.00, 1.30, 4.00, 5.20, 6.40, 7.45, (to Hollywood only), and 10.00 pm. Outbound running time was 70 min, inbound 65 min (a disparity explained by Cahuenga Pass grades). The table read: "No city traffic handled on this line."

On 12-7-12 this line was extended via private-right-of-way adjacent to Sherman Way west to Canoga Park (Topanga Canyon Blvd.), then known as "Owensmouth."

The following schedule was in effect as of 1-6-13. "C" denotes trip through to Canoga Park; "S" notes trip terminating or originating at Sherman Way in Van Nuys. Leave Los Angeles 6.00 am C, 7.45 am S, 9.30 C, 11.15 S, 1.00 pm C, 2.45 S, 4.30 C, 6.00 C, 8.00 C, and 11.15 pm C. Arrive Los Angeles at 7.40 am C, 9.15 C, 11.05 S, 12.50 pm C, 2.35 S, 4.20 C, 5.55 S, 7.50 C, 11.10 C. In the evening one additional trip ran from Canoga Park to Santa Monica and Highland, and a second from Canoga Park to West Hollywood car house. All trains operated daily. Running time was 1 hour 35 min from Hill Street Station to Canoga Park.

Shortly after 3-22-13, the new line to San Fernando from Van Nuys was given through service, and no trips ended at Sherman Way in Van Nuys, those not going to Canoga Park now going to San Fernando. San Fernando service will of course be considered separately. However, since Canoga Park was, at least in later years, the more important of the two terminals, we shall consider all service to Van Nuys or North Hollywood not going to San Fernando, and all post-1938 service, in the present section.

As of 11-1-13, there were 6 round trips DXSu to Canoga Park from Los Angeles, with 5 outbound and 6 inbound trips on Sundays. There was also one inbound trip DXSu to Santa Monica and Highland. Further, there were shuttle trips between 8.55 am and 4.30 pm between Canoga Park and Sherman Way in Van Nuys, connecting with through San Fernando trains. This combination of through and shuttle service, coordinated with San Fernando schedules, was to be a characteristic of the line as long as



Above: Snow in Los Angeles! PE had little need for snowplows---but once in a while its country was whitened. Here 668 & train are seen near Riverside Drive in San Fernando Valley on November 1, 1949. (REM)

Below: The famous Calship Special in 1944---five cars' worth of interurban emergency transportation. Here this heavy train is headed by USMC 328---a retreat from S.P.'s Oakland-Alameda-Berkeley electrified lines. (HLK)



it endured in its full form.

However the respective quantities fluctuated. As of 5-1-16, the great bulk of the service had been changed to through, with only a few shuttle trips in the early morning and late evening. Through trips left Los Angeles at 6.00 am (DXSu), 7.15, 9.30, 1.00 pm, 2.45 (DXSu), 4.30, 9.50, 11.30 pm. A 5.30 pm car ran to Sherman Way only, while an early morning car ran from Highland Ave. to Canoga Park.

Also on 5-1-16 for the first time we find a DXSu additional service running between Hill Street Sta. and Universal City: leaving at 6.45 am, 8.30, 9.11, and every 30 min until 4.11 pm.

By 5-18 the Canoga Park service had been increased to a two-hour base headway. The 30 min shuttle as far as Universal City had disappeared, probably by 1918.

Probably effective 10-14-20, service was somewhat increased, but the base headway remained two hours. Base running time was 1 hour 26 min outbound, 3 min less inbound. The great bulk of the trips were still through service.

A new supplementary service was established shortly before 8-25, operating DXSu during base hours between North Hollywood and Santa Monica and Highland on an hourly frequency.

On 2-7-26 the line was rerouted into the new Subway Terminal in Los Angeles via Sunset Blvd., Park Ave., Glendale Blvd., and private right-of-way through the subway. One round trip daily continued to use Hill Street Station. Running time was thus reduced to 82 min outbound, 81 inbound.

One limited train in each direction during rush hours was established for the first time late in 1926. (Of course, all trains were limited below Cahuenga Pass until 1938.) This train ran limited between Van Nuys and Cahuenga Pass, stopping only at Wilcox and North Hollywood Station. To Canoga Park there was now hourly service in the early morning and early evening, with double that interval in midday as before. Night service was through rather than shuttle, except for one trip, and graduated from 60 to 100 min in headway, the last train still leaving Los Angeles at 11.30 pm.

At the end of 1927 about 3 round trips were added, including a second inbound morning limited as described above.

Around 2-29, base headway was improved to 90 min frequency. All trips were now through to and from Los Angeles except for the first morning trip out and one early evening trip in. Sunday service continued on a two-hour frequency except hourly between 4.00 and 8.00 pm at Canoga Park. At this time the Hollywood-North Hollywood midday shuttle trips were ended.

Shortly before 10-11-31 depression instigated reductions occurred, lengthening the base headway to 2 hours once again. The same limiteds continued in rush hours. All service was through except for non-connecting pull-ins and pull-outs from Van Nuys in morning and evening.

Early in 1933 several weekday trips were cut. Only one morning limited train now continued. The evening service was especially reduced, with departures from Los Angeles at 6.20, 8.00, and 11.30 pm only. Base running time was 1 hour 28 min.

This line was ruined by flood waters in 2-38 in the North Hollywood area and was out of service for some time until the adjacent Southern Pacific

track could be electrified.

No changes in schedule then occurred until the abandonment of the portion from Van Nuys Blvd. and Sherman Way in Van Nuys to Canoga Park, on 6-1-38. This date also saw the performance of Los Angeles local work by cars of this line for the first time and now the term limited will be used to refer to cars omitting any stops whatsoever between Subway Terminal and Van Nuys.

The 6-1-38 schedule will reveal an enormous improvement in headway on the portion of the line remaining, due in part to the fact that all service to Van Nuys is being listed, with the demise of the San Fernando line, but also due to the great growth in population along this portion of the route.

Effective on 6-1-38, base headway became 40 min to Van Nuys, 20 min to North Hollywood. Evening service was 40 min to Van Nuys, with no North Hollywood turnbacks. Last car left Los Angeles at 12.05 am. Running time in base hours to Sherman Way in Van Nuys was 69 min. Two limiteds were established in each direction during rush hours, DXSu in the morning, DXSaSu in the afternoon—handling through patrons in Los Angeles only, then Cahuenga Pass to North Hollywood, stopping only at Wilcox Ave., except that one of the afternoon limiteds continued limited to Van Nuys, stopping only at Wilcox and North Hollywood Station.

There were no changes in this schedule of import until 8-6-41. On that date three rush hour limiteds in each direction were established, all DXSu except one of the afternoon trips, and, like their 1938 predecessors receiving (or discharging, as the case may be), anywhere south of Cahuenga Pass to or from Valley points, then running non-stop between Cahuenga Pass and North Hollywood, but stopping at Wilcox Ave., Moorpark St., and Universal City to receive or discharge. Running time was 75 min.

On 7-15-42 evening service only was improved by inserting North Hollywood turnback cars to provide 20 min service to that point to 11.00 pm, with 40 min service as before to Van Nuys. Service was extended later at night, last car leaving Subway Terminal at 1.21 am. A fourth morning limited was established.

On 1-11-43, limiteds began stopping additionally at Camarillo St.

Real improvement came 5-21-44, with 20 min service through to Van Nuys between 7.00 am and 1.40 pm from Subway Terminal. On Sundays this improved headway beyond North Hollywood was in effect between 9.00 am and 7.40 pm.

Unlike many other lines, service on this one did not decline after World War II, but continued to improve, owing to the tremendous increase in population in the San Fernando Valley. On 4-30-48, the 20 min through headway to Van Nuys was extended throughout the day until 7.40 pm daily. One evening limited was dropped and one morning limited was discontinued on Saturday only.

On 7-25-49 early evening service was changed to 40 min beyond North Hollywood on weekdays, with 20 min service as far as North Hollywood. The evening limiteds were made to do local work in Los Angeles all the way to Cahuenga Pass, then became limited only to Wilcox Ave., stopping at Universal City, Moorpark, and Camarillo, and were completely local on Saturday, which left very little limited

about them. Morning limiteds were increased to 6 in number, but all local on Saturday, and were limited from Wilcox Ave. to Cahuenga Pass only, once again doing all local work in Los Angeles.

This line was converted to one-man operation on 8-13-50, except for the outer portion between North Hollywood and Van Nuys (owing to use of Southern Pacific trackage for a portion of that distance). Running time increased to 1 hour 26 min in base hours, which had been the time to Canoga Park in earlier years! One morning limited was discontinued.

One-man service was extended all the way to Van Nuys on 12-26-50, with running time 1 hour 28 min.

On 6-25-51 all trips began operating through to Van Nuys except a few in rush hours. Evening headway was lengthened to 30 min, although, with cars running to Van Nuys, this resulted in an improvement beyond North Hollywood. Only one evening limited remained; there were still 5 morning equivalents.

All limiteds were abolished on 9-24-51, and the same day all trains began running through to Sherman Way in Van Nuys without exception, with 20 min base and 30 min evening service.

As of 7-21-52, running time was 89 min outbound, 87 min inbound.

This relatively stable and happy picture was to be shattered by complete rail abandonment.

Last regularly scheduled car left Subway Terminal for Sherman Way at 1.20 am on 12-28-52. This was followed by a commemorative excursion car under the sponsorship of the Southern California Division, Electric Railroaders' Association. On 12-29-52 business car 1299 ran over the line carrying officials, but was not available to the public to ride.

51. LOS ANGELES-NORTH HOLLYWOOD-VAN NUYS-SAN FERNANDO

Route, 1913: From Hill Street Station via Hill, private right-of-way through Hill Street tunnels, Sunset Blvd., Santa Monica Blvd., Highland Ave., private right-of-way, private right of way adjacent to Vineland Ave., Chandler Blvd., and Van Nuys Bl. thence via Van Nuys Blvd., and private right-of-way adjacent to Parthenia St., Sepulveda Blvd., and Brand Blvd. to San Fernando Road (San Fernando).

This line was established on 3-22-13. Newspaper accounts announce a shuttle service from Van Nuys to San Fernando, with 5 round trips daily, as the inaugural schedule. However, it is certain that at least by July 1913 a through service to Los Angeles had been established over the route described above.

As of 11-1-13, there were 6 outbound and 5 inbound trips daily, with 6 full round trips DXSu. In addition, shuttle service connected with Canoga Park through trains at Van Nuys between 6.15 am and 7.00 pm.

A somewhat different schedule obtained as of 5-1-16. Service was through, except for a few early morning and late evening shuttle trips, and was very infrequent. Cars left Los Angeles for San Fernando at 7.45 am DXSu, 11.15 am, 1.30 pm DXSu, 2.45 pm, not again till 6.35 pm, and a shuttle connected with the 11.30 pm Owensmouth car. Running time was 80 min outbound, 78 min inbound.

By 1-18, service had been considerably improved,

with ten round trips. As of 5-1-19, these were spaced on a two-hour headway in midday through to and from Los Angeles. Evening service was by a shuttle north of Van Nuys, and on very poor intervals; arriving at San Fernando, there were no train movements from 7.42 to 11.01 pm.

Probably on 10-14-20, service was increased to 13 round trips daily, of which 3 were shuttle. Yet as of 4-1-22, only 7 outbound trips were through and 6 shuttle, with 9 through inbound and 4 shuttle trips in that direction. No limiteds ran at this time, and all evening service continued as a shuttle. Running time in 1922 was 1 hour 26 min outbound, 1 hour 23 min inbound.

On 2-7-26 the line was rerouted into Subway Terminal in Los Angeles, via Sunset Blvd., Park Ave., Glendale Blvd., and private right-of-way through the subway. One round trip was added.

Around 2-29 service was much improved, with a 90 min base headway DXSu. Service was by shuttle in evening hours and early in the morning.

Shortly before 10-11-31 base headway was changed to 2 hours again. One morning limited now ran inbound DXSu, consolidated at Sherman Way with the Canoga Park limited, under which line its stops are listed. Running time was 1 hour 18 min. The evening shuttle service was at this time more frequent than the midday through service.

During the first part of 1933 DXSu evening service was greatly reduced and partially changed to through service. Last train now left Los Angeles at 9.45 pm (through on weekdays, shuttle on Sundays). On Sundays half the service continued to be by shuttle. One DXSu trip was conditional, a rather rare occurrence on a Pacific Electric time table: a shuttle ran from Van Nuys meeting the 6.20 pm trip from Los Angeles only if there were passengers to be carried. After 10-15-36 and by 6-5-37 this 6.20 pm trip was made a regular northbound shuttle trip.

This line was ruined by flood waters during 2-38 and was out of service beyond North Hollywood for a considerable period at that time.

As of 5-7-38, the schedule had hardly altered.

This line was abandoned shortly thereafter. The last car left San Fernando for Van Nuys at 11.12 pm on 5-31-38. The inner portion of the line, as far as Van Nuys, was retained, and is discussed under the Canoga Park service.

52. PASADENA-ALTADENA VIA NORTH FAIR OAKS AVENUE LOCAL LINE

Route, 1911: From Mariposa and Lake via Mariposa, private right-of-way, Fair Oaks Avenue to Colorado Street, and probably through-routed with another local line.

Complete details of Pasadena local line through-routings are not available for the earlier years. A base headway of 20 min was being operated to Altadena as of July 1911, with additional service, except evenings, from Fair Oaks and Montana to a terminus at Colorado and Los Robles, for a combined 10 min schedule as far north as Montana. But during morning and evening rush periods, the Montana turnback service was through-routed with the South Fair Oaks Avenue trackage, in effect constituting additional local service on the northend of the Pasadena Short Line.

This same basic schedule continued in effect on 1-6-13. A 20 min service was provided to Altadena

all day from 5.25 am to 12.25 am, with 10 min service to Montana between 7.00 am and 7.00 pm, the latter being through-routed to South Fair Oaks between 7.00 and 9.00 am and 4.00 and 7.00 pm.

By 11-1-13 the turnback Montana service was through-routed with the Lamanda Park Local Line at all hours, running to Lamanda Park Junction. It still supplemented the 20 min Altadena headway between 7.00 am and 8.00 pm.

As of 5-1-16, the same arrangements persisted, except that the 10 min daytime service from Montana St. ran only to Colorado and Allen, rather than to Lamanda Park Jct.

By 1921 service on this line had been reassigned to a through-routing with the East Washington St. Local Line, except that the Montana St. service still ran to Lamanda Park Jct. In 11-21 a 20 min Altadena headway prevailed from 5.30 am (at Colorado and Fair Oaks) to 11.20 pm, then 12.00, 12.40 and 1.10 am. In addition a 10 min rush hour service and 15 min base service operated as far as Montana St. This schedule remained in effect as of 1-1-23.

Major improvements came around 2-23. The 20 min headway continued to Altadena throughout the day and evening, but an improved Montana turnback service provided 10 min schedules to that point all day and until 10.00 pm, with a 5 min service to Montana in the morning and evening rush hours.

On 7-29-23 this line was separated from the East Washington line and through-routed instead with North Lake Avenue via Colorado St., thus forming a nearly complete loop.

The excellent service so newly received was reduced around 6-24, after which a straight 10 min Montana service was maintained between 6.18 am and 9.58 pm, without rush hour improvement.

Around 4-31 the 10 min Montana service was discontinued after 8.03 pm.

An improvement occurred on 4-3-32, when for the first time an 8-10 min headway began operating all the way to Altadena between 3.58 and 6.28 pm only. No other changes occurred in the weekday schedule, but Sunday service was revised so that all cars ran through to Altadena, with no Montana turnback cars. The Sunday headway was 20 min to 8.34 am, 8.44, 8.58, and 12 min to 8.33 pm, 8.55, and 20 min to 12.15 am, 1.00 am.

Probably on 7-15-32 weekday schedules were altered slightly to provide 10 min through service to Altadena only between 4.14 and 6.14 pm, with 10 min service to Montana until 7.58 pm.

Between 6-1-34 and 11-25-34 evening service was reduced to a 30 min headway after 10.00 pm.

Sunday service was changed to a 15 min headway, between 4-1-36 and 11-1-36, until 7.10 pm, then 20 min to 10.18 pm, then 30 min to close of service.

A further cut to 20 min service all day on Sunday until 10.18 pm probably took place on 12-5-37. With this change, the schedule remained quite static.

Operations of this line on New Year's Day were always affected by the Tournament of Roses parade, and the schedule for 1-1-41 might be noted, as it was the last such occasion for this line. A 20 min service ran 5.40 am to 7.00 am, then "frequent service" till start of the parade, with cars cut back to the car house at Union and Fair Oaks during the parade itself. After the parade "frequent service" ran until 7.00 pm, then the regular holi-

day (Sunday) schedule.

The line was abandoned shortly afterward. The last car left Altadena for Colorado and Fair Oaks, at 1.28 am on 1-19-41.

53. PASADENA: ARROYO SECO LOCAL LINE

Route, 1911: From California and Arroyo via California, Raymond, and Colorado to Broadway; it was apparently not through-routed with any other line.

During mid-1911, 15 min service was operated until 8.04 pm, then 30 min service to 12.05 am. As of 9-15-12, 15 min service was maintained throughout the evening as well.

Shortly before 11-1-13 this line became through-routed with the South Loop and Tournament Park Local Lines via Raymond, Colorado, and Los Robles. After 1916 all service was through-routed with the Tournament Park Local Line.

When we next pick up the detailed schedule, as of 11-1-21, 10 min service was being operated all day until 7.04 pm, then irregular approximate 12 min service to 7.36 pm, 15 min service to 10.51, and 30 min service to 12.21 am from downtown Pasadena.

As of 2-1-22, slight revisions changed this pattern to 10 min service to 7.14 pm, 7.26, 15 min to 11.26, then last car at 11.56 pm from Colorado to Raymond.

On 7-22-23 this line was separated from the Tournament Park Local Line and terminated at Raymond and Holly in downtown Pasadena. Cars left that point at 5.57 am and every 10 min to 9.57 pm, then every 20 min until 12.17 am, then 12.57 am.

This line was abandoned on 9-6-23.

54. PASADENA-CATALINA DOCK (WILMINGTON)

Route, 1930: From Union and Fair Oaks via Fair Oaks, private right-of-way adjacent to Huntington Drive, private right-of-way, Aliso, San Pedro, 9th and private right-of-way to Watts, Compton, and E. Wilmington, thence McFarland Ave. and private way to Catalina Terminal.

This line appears to have operated as an independent service only during the summer seasons of 1930 and 1931, from about July to September of each year. Southbound service may have been consolidated with a Pasadena Short Line train to Main Street Station, Los Angeles, but time tables indicate that at least the northbound service was truly independent.

During the 1930 summer season, cars of this line left Pasadena at 8.18 am daily and returned to Pasadena at 7.40 pm DXSu, 11.40 pm Su only.

During 1931, cars left Pasadena at 8.15 am Sun only and at 8.38 am DXSu; evening returns were the same as in 1930.

It is curious that this line ran as a semi-independent service only during two depression years. At all other times, before and since, Pasadena passengers have had to transfer at Los Angeles to trains of the Los Angeles-Catalina Dock Line.

55. PASADENA: EAST WASHINGTON STREET LOCAL LINE

Route, 1911: From Washington and Lake via Washington, Los Robles, and Colorado to Fair Oaks Ave. Through-routing not known.

As of mid-1911, service was provided over this line leaving Fair Oaks every 20 min from 5.50 am to 12.50 am.

Early in 1912 the line was extended east on Washington to Tierra Alta. As of 10-15-12, 20 min service operated from 5.30 am to 12.50 am. By 7-11-14 the last car was extended to 1.10 am. The same schedule persisted as of 5-1-16.

By 1921 this line was through-routed with Pasadena-Altadena via North Fair Oaks Ave. Local Line. As of 11-1-21, service to Tierra Alta left Colorado and Fair Oaks at 5.30 am and every 20 min to 11.30 pm, 12.10, 12.50, and 1.30 am. In addition, 10 min service was operated to Washington & Hill only between 6 and 9 am and 3 to 6.20 pm, DXSu.

As of 2-1-22 the last car left at 1.20 am.

Around 2-23 the turnback service was changed to end at Washington and Sierra Bonita St.

This line was abandoned on 7-29-23.

56. PASADENA: LAMANDA PARK LOCAL LINE

Route, 1911: From Colorado St. and Daisy via Colorado to Fair Oaks; through-routing not known.

The July 1911 schedule provided 10 min service from Fair Oaks between 5.35 am and 9.05 pm, then 20 min service to 1.15 am. The 1-6-13 schedule reads similarly.

Major changes had occurred by 11-1-13, possibly on 7-30-13, date of the creation of the Lincoln Ave. Local Line. A 20 min through service remained all day and evening, through-routing of which is undetermined. In addition, there was 20 min service as far as Allen Ave. and Colorado until 9.00 pm, through-routed with the Lincoln Ave. Local Line. Also, cars through-routed from North Fair Oaks Ave. ran every 20 min to Lamanda Park Jct. (Sierra Madre Blvd.) only, between 7.00 am, and 8.00 pm.

A rather faulty 7-11-14 schedule indicates that through service from Lamanda Park (on a 20 min schedule) ran to Montana and Fair Oaks during the day, and was then through-routed with Lincoln Ave. after 8.00 pm.

The picture is much clearer as of 5-1-16. At that time a 20 min through service from Lamanda Park existed all day and evening and was through routed with Lincoln Ave. at all times. In addition, a 20 min service also ran west of Colorado and Allen, all day until 7.28 pm, through-routed to Montana and Fair Oaks, thus providing 10 min service west of Allen except during evening hours.

The schedule in 11-21 provided 10 min rush hour and 15 min base and evening headways DXSu to Lamanda Park, with 5 min rush, $7\frac{1}{2}$ min base, and 15 min evening service as far as the Junction. On Sundays a 15 min headway prevailed the full distance, with $7\frac{1}{2}$ min to the Junction between 9.00 am and 7.00 pm. Through service was through-routed with Lincoln Ave., while Junction turnback cars apparently were all through-routed with North Fair Oaks to Montana St.

Around 2-23 major improvements occurred. A 5 min headway was now offered as far east as Allen all day between 6.32 am and 7.07 pm. A 5 min headway likewise extended to the Junction in rush hours but was 10 min east of Allen in base. The outer end suffered, however; a 10 min service now ran to Lamanda Park all day including the rush. The Allen and Junction turnbacks were through-routed with North Fair Oaks, except during base hours, when half instead terminated at Colorado and Vernon in downtown Pasadena.

In July 1923, coincident with the upheavals re-

sulting in abandonment of more minor Pasadena services, a major rescheduling occurred. At this time all through-routing with North Fair Oaks Ave. ended, and all cars on this line were through-routed with Lincoln Ave. A 10 min headway prevailed to Lamanda Park all day and evening, without change in rush hours, until 11.58 pm (Colorado and Fair Oaks outbound), then 12.20 and 1.00 am daily. In addition, a 5 min service was provided to the Junction until 10.00 pm DXSu, turning back at the other end at Lincoln Ave. and Glen.

Evening service was curtailed during 1924. About April of that year, the 5 min service stopped at 7.30 pm on weekdays; in July, it began ending in downtown Pasadena, rather than running through to Lincoln & Glen. Early in 1925, the 5 min service ceased after 6.44 pm.

At the beginning of 1928, the 5 min service was extended to Westgate & Lincoln except on Saturdays, when it continued to end in downtown Pasadena. Slight reductions in late evening service followed.

The basic pattern, inaugurated in 1923, of a 10 min through service at all hours plus 5 min service DXSu or evenings to the Junction continued in effect until 1932.

Effective 4-3-32, reductions occurred. A 15 min base service now existed to Lamanda Park, with 10 min rush hour service. To the Junction, a 5 min rush and $7\frac{1}{2}$ min base service were now offered. Of course the entire line had 15 min night service now. On Sundays, when, as before, all runs were through to Lamanda Park, a 12 min headway was now established in daylight hours, 15 min at night.

Further reductions took place soon thereafter—probably on 7-15-32. Rush hour service was reduced to 12 min to the Park, 6 min to the Junction; late evening service after 10.26 pm was cut to 20 min frequency.

As of 2-26-33 Junction turnbacks were eliminated in base hours, with a 10 min base headway to all points. There were no other changes to the last 1932 schedule.

As of 6-1-34, 20 min evening service commenced at 9.28 pm. The morning rush was completely eliminated from the schedule, with 10 min through service until 2.00 pm (and no turnbacks), followed by 5 min service to the Junction and 10 min beyond between 2.00 and 6.00 pm. Sunday service remained the same.

A 30 min headway after 9.46 pm daily was in effect on 11-25-34. The 5 min afternoon service to the Junction was now discontinued on Saturdays. The last after midnight car now left Fair Oaks at 12.16 am, instead of the former 1.02 am.

Apparently this was too harsh a cut in evening service, for, as of 4-1-35, it was restored to a 20 min headway to 11.17 pm, then 11.46 and 12.16 am.

On 3-1-36 the portion of the line east of Lamanda Park Junction was abandoned, all cars terminating at Sierra Madre Blvd. henceforth.

Sunday headway was worsened from its 12 min level, to 15 min all day until 10.00 pm by 11-1-36, and then again to 20 min all day by 12-5-37.

Evening service had been reduced to 20 min by 11-15-39, until 10.55 pm, then 11.25, 11.55, and a last car at 12.33 am.

This line lay along the major route of the Tournament of Roses Parade, affecting service every

New Year's Day. On 1-1-41, last New Year's for the line, motor coaches replaced cars between 5.30 am and 5.00 pm, following which rail service was resumed.

The last car on this line left Lamanda Park Junction for Colorado and Fair Oaks at 12.51 am on 1-19-41.

57. PASADENA: LINCOLN AVENUE LOCAL LINE

Route, 1913: From Lincoln and Montana Ave. via Lincoln and Fair Oaks to Colorado, through-routed (by 11-1-13 and probably from the first) with the Lamanda Park Local Line.

This line was established on 7-30-13.

The 11-1-13 schedule shows a 20 min headway all day from 5.33 am to 1.38 am (times at Montana). After 8.43 pm service ended at Los Robles and Colorado in downtown Pasadena; but as of 7-11-14 this late evening service ran through to Lamanda Park. The same 20 min service was in effect as of 5-1-16.

This sparse headway was doubtless greatly improved in the next few years. We rejoin the schedule in 11-21, when 10 min rush hour service and 15 min base, evening, and Sunday service was being provided.

Around 2-23 service was improved to the level of 10 min in base, rush, and on Sunday, and 15 min in the evening.

A 5 min service as far as Lincoln and Glen was established in 7-23. Late evening service was cut to 20 min after 10 pm, however. The turnback service to Glen was dropped around 7-24.

At the beginning of 1928 5 min service was re-established during daylight hours to Westgate and Lincoln DXSaSu. But this was again discontinued in mid-1928.

As of 8-29, a 10 min service ran daily to 9.41 pm, then 20 min to 12.21 am, and 1.07 am.

On 4-3-32 new headways took effect providing 10 min rush hour, 15 min base and evening, 12 min Sunday, and 15 min Sunday evening service.

On 7-15-32 rush service was reduced to 12 min, and evening service to 20 min after 10.24 pm. The other aspects of the earlier schedule remained.

A strange schedule had evolved by 2-26-33, with 12 min rush and 10 min base service. Evening service remained 15 min, then 20 after 10.24 pm.

As of 6-1-34, 10 min service ran all day, then 15 min service from 7.00 to 10.00 pm, then 20 min until last car at 1.16 am. Sunday service remained 12 min during the day, then like weekday evening service.

Further reductions occurred as of 11-25-34, to a 30 min headway after 10.20 pm, with last car at 12.20 am daily.

Sunday service had declined to 15 min all day, as of 11-1-36, with 20 and 30 min service after 10.05 pm. It further declined to 20 min all day as of 12-5-37.

Evening service was reduced to 20 min after 6.23 pm as of 11-15-39. This headway endured to 11.15 pm, then 12.05 am last car.

The Tournament of Roses Parade forced shuttle motor coach service upon this line until 5.00 pm on New Year's Day of 1941. Through rail service from Los Angeles each New Year's Day was in existence in the late 1930s, running to Lincoln and Forest to serve the Rose Bowl.

The last car on this line in history left Lincoln and Montana St. for Colorado and Fair Oaks at

12.22 am on 1-19-41.

58. PASADENA: NORTH LAKE AVENUE LOCAL LINE

Route, 1911: From "Altadena" (probably Mariposa and Lake) via Lake and Colorado to Fair Oaks; and through-routed with North Orange Grove Avenue local Line.

Cars ran every 20 min on this line, as of 7-11, from 5.50 am to 12.35 am.

As of 10-15-12, headways were 10 min from 5.50 am to 7.50 am, then 20 min to 4.30 pm, 10 min until 6.30 pm, and 20 min to 12.30 am.

Probably on or just before 1-6-13 this line was rerouted and extended via Lake and Mendocino to Allen Ave. Headways remained as in 1912, and had not been changed by 7-11-14.

As of 5-1-16, 10 min rush hour service had been dropped, with a 20 min headway the full length of the line at all hours.

A different pattern had emerged by 11-21. Then a 20 min service ran all day to Allen, with a 10 min service until 7.12 pm as far as Woodbury and Lake. This remained the pattern into 1923.

On 7-29-23 this line was separated from the North Orange Grove Avenue Line and instead was through-routed with the Altadena via North Fair Oaks Ave. Line, forming a nearly complete loop. The only effect of this on headways was to extend the 10 min Woodbury service until 10 pm. (Around 4-31 this was dropped after 8 pm.)

On 4-3-32 the portion of the line north and east of Woodbury and Lake was abandoned.

New headways were 10 min to 3.57 pm, then 8 min to 6.29 pm, 10 min to 8.17 pm, and 20 min to 12.58 am. On Sundays cars ran every 12 min from 9.16 am to 8.16 pm and every 20 min the rest of the day.

On 7-15-32 the 8 min service was discontinued, with a straight 10 min headway all day to 8.17 pm. There were no other changes.

Evening service had been reduced, as of 11-25-34 to 30 min after 10.17 pm, with last car at 12.17 am. This was a bit too stringent, and by 4-1-35 the last car had been restored at 12.55 am, with 20 min evening service from 6.57 to 9.57 pm. But 12 min Sunday service now gave way to 20 min at 6.52 pm.

Sunday reductions took place thereafter in two stages, to 15 min as of 11-1-36, then to 20 min as of 12-5-37.

The last Tournament of Roses parade in history to disrupt service on this rail line occurred on 1-1-41, forcing shuttle rail operation north of Colorado and Lake between 7.00 am and 7.00 pm.

The last car on this line left Woodbury and Lake for Colorado and Fair Oaks at 1.13 am on 1-19-41. After that moment the North Lake Avenue Local Line in Pasadena had been abandoned.

59. PASADENA: NORTH LOOP LOCAL LINE

Route, 1911: From Orange Grove and Allen via Orange Grove, Lake, Villa, Los Robles, and Colorado to Vernon. This line was never throughrouted with other lines, as far as is known.

The 1911 schedule called for 20 min service between 5.40 am and 12.20 am. This did not basically change thereafter. As of 7-1-23, cars left Colorado and Fair Oaks at 5.30 am and every 20 min to 11.10 pm, then at 12.00 midnight.

This line was abandoned on 7-3-23.

60. PASADENA: NORTH ORANGE GROVE AVENUE
LOCAL LINE

Route, 1911: From Los Robles Ave. and Orange Grove Ave. via Orange Grove and Colorado to Fair Oaks; through-routed with North Lake Avenue Local Line via Colorado St.

As of July 1911, cars on this line left Colorado and Fair Oaks at 5.38 am and every 20 min to 12.18 am, westbound.

The schedule hardly changed during the course of the line's post-1911 history. As of 7-1-23 cars left Fair Oaks at 6.00 am, 6.20, and every 20 min to 11.40 pm.

This line was abandoned on 7-29-23.

61 - 62. LOS ANGELES-PASADENA (AND) LOS ANGELES-ALTADENA VIA OAK KNOLL [Designated line 1]

Route, 1911: From Main Street Station via Main, First, Los Angeles, Aliso, private right-of-way, private right-of-way adjacent to Huntington Drive, to Sierra Vista and El Molino, then private right-of-way, Oak Knoll Ave., private right-of-way, Lake Ave., and Colorado St. Exact downtown routing in Pasadena in 1911 is not certain.

Half-hourly service was the staple of this line in 7-11, with 15 min service in rush hours. Running time was 45 min outbound, 43 min inbound. The same headways prevailed as of 7-11-14.

During 1913 this line was rerouted in Pasadena via Lake, Colorado, Raymond, through the car house Fair Oaks Ave., Colorado, and reverse. The 11-1-13 schedule required 55 min outbound, 52 inbound.

Major improvements in service had taken place by 5-1-16. A 20 min base service was in effect, with 15 min rush as before, and 30 min evening service to 12.28 am (last car at Los Angeles outbound).

On 12-3-16 the line was rerouted in Los Angeles via Aliso, Los Angeles, First, Main, east through Main Street Station concourse, elevated right-of-way, San Pedro St., Aliso St., and outbound.

As of 10-15-20 a 20 min base service was still in effect. A 15 min headway obtained in the evening rush hour only with 30 min evening intervals. The last car left Los Angeles at 12.24 am. Running time was 50 min in both directions.

For several years the schedule remained practically without a single change. There were no limited trains, over and above the fact that all trains were limited south of Sierra Vista.

During the first part of 1928 slight modifications in the schedule took effect. Early Sunday morning service was reduced to 30 min before 8.51 am. One limited train was added in each direction in the rush hour, leaving Los Angeles 5.08 pm and Pasadena at 7.49 am. This stopped at all stops on Colorado, then California, El Molino, Fletcher Av. and Oneonta Park, and finally Sierra Vista. The evening rush headway was improved to 10 min DXSu, with 20 min service during the morning rush hour.

As an experiment, on 10-20-28 the Los Angeles-Pasadena via Oak Knoll line was completely replaced by a newly-established Los Angeles-Altadena via Oak Knoll line, operating via the former route to Lake and Colorado, thence instead via North Lake Avenue to Woodbury Road.

A few days after 5-20-29, all trains were rerouted to the former Pasadena route, which was restored, but rear cars of a few rush hour trains, morning and evening, continued to operated be on

the North Lake Ave.-Altadena route to Woodbury and Lake, being consolidated or detached at Colorado and Lake. As of August 1929 there were now two morning limiteds inbound. Woodbury service left Los Angeles at 4.31 pm, 4.44, 5.08, 5.33, and 5.53 pm, and left Woodbury at 6.55 am, 7.33, and 7.53 am, all DXSu.

Only minor modifications occurred in the schedule thereafter until 1937. Early in 1930 the afternoon service to Woodbury was halted on Saturday. As of 8-11-32, Saturday afternoon rush service was reduced to 20 min, with Monday through Friday headways unaffected.

There is nothing further to report until Sunday service was reduced to 30 min on 11-14-37. The weekday base frequency remained 20 min.

As of 6-27-38 only three outbound trips remained with Woodbury cars, leaving Los Angeles at 4.31 pm 5.08, and 5.33 pm DXSu. Three inbound trips from Woodbury ran in the morning, two of them operating on Saturday. After 7.40 pm daily, the evening headway was lengthened to 40 min. Last car still left Los Angeles at 12.24 am, as in 1920.

As of 7-8-39, only one Woodbury inbound trip ran on Saturdays.

On 6-9-40 this line was rerouted in Los Angeles during temporary reconstruction of the Aliso St. Bridge across the Los Angeles River.

A Pasadena rerouting occurred on 9-30-40. Service was changed to run via Colorado and Fair Oaks to Union in both directions.

On 1-18-41 rush hour service to Woodbury and Lake was abandoned. Last car left Woodbury and Lake for Los Angeles at 7.25 am on 1-18-41.

The Oak Knoll line entered World War II with its traditional 20 min base headway, 10 to 15 min rush hour service, 40 min evening service, and 30 min Sunday service, and with still one evening limited and two morning limiteds.

On 8-2-42 running time was lengthened several min, and all Monday through Friday runs were added to the Saturday schedule. The limited trains were discontinued that date also. But other than this, no improvements were made, and the last car still left at 12.24 am.

Owing to wartime congestion in the Los Angeles terminal, and also to the introduction of motor coaches through the concourse, which the Pasadena routes were the last to use, this line was routed out of Main Street Station on 9-27-42 and assumed a loop route in Los Angeles entirely on streets, running via Aliso, San Pedro, Sixth, Main, First, Los Angeles, Aliso, and reverse.

Major wartime improvements finally caught up to the Oak Knoll line with the 2-21-43 schedule. The Sunday headway was improved to 20 min, as had been the case before 1937. Last car now left Los Angeles at 12.39 am. But evening headway remained 40 min.

The new Aliso St. bridge was put into service on 7-18-43 outbound, 7-22-43 inbound.

On 9-21-43 a Saturday night only trip was added, leaving Los Angeles at 1.40 am.

On 11-26-45 morning rush service was improved to a 10 min headway.

Each New Year's Day, 1946-1950, the line was rerouted to use the concourse in Main Street Station and run outbound via Main St. On 1-1-46 this rerouting was in effect from 3.45 am to 10am; on 1-1-49, from 3.45 am to 7 pm. Service, of course,

was continuous on each New Year's morning to serve the Pasadena Tournament of Roses Parade, as far as Colorado and Lake.

Readjustments occurred on 7-11-47, with the discontinuance of the Saturday 1.40 am trip, leaving the last car daily at 12.43 am. Saturday morning and afternoon service was reduced to the 20 min base level, with Monday through Friday rush hour service, both morning and evening, remaining at 10 min. Evening service now continued at 30 min until 8.34 pm before becoming 40 min.

The street loop in Los Angeles was abandoned on 10-5-47, with cars of this line running via Aliso, San Pedro, and elevated right-of-way to rear of Main Street Station, with return reverse.

Major schedule cuts came on 7-9-48, with week-day base service reduced to 30 min for the first time in over thirty years. Rush hour service was cut to 15 min. Late evening intervals now were 50 to 60 min. The last car of the night left Los Angeles at 12.38 am. Running time was 56 min in both directions.

On 8-8-49 Saturday rush service was reduced to 30 min except 20 at the very height. Early Sunday morning service was cut to 60-90 min until 9.33 am.

DXSu evening service was reduced to an hourly frequency after 7.50 pm on 11-25-49.

Last car was changed to leave Los Angeles at 12.15 am daily on 3-18-50.

Service on this line was discontinued on 10-8-50 except for one car DXSaSu on a franchise run, which left El Molino at 8.22 am and arrived at Pasadena at 8.41 am. Returning, it left Pasadena at 2.47 pm and arrived El Molino at 3.05 pm.

The last car on this line left Pasadena for El Molino at 2.47 pm on 12-28-50.

63. LOS ANGELES-PASADENA SHORT LINE

[Designated line 2]

Route, 1911: From Main Street Station via Main, First, Los Angeles, Aliso, private right-of-way, thence private right-of-way adjacent to Huntington Drive to Sierra Vista and Oneonta Park, thence via private right-of-way in Fair Oaks Ave., and Fair Oaks Ave. to Colorado; exact Pasadena routing in 1911 conjectural.

This route was the most important component of the Northern District of the Pacific Electric system.

The July 1911 schedule provided 15 min base service, 10 min morning and evening rush hour service and 30 min evening service. Running time was 38 min. There were 3 "flyers" inbound in the morning, 4 outbound in the evening with 35 min running time. On 1-6-13 the same headways were in effect, with only 2 morning and 3 afternoon "flyers."

As of 9-11 (and discontinued by 11-1-13), local service operated additionally every 20 min between 7 and 9 am and 4 and 7 pm between Mission St. in South Pasadena and Colorado and Fair Oaks, thence through-routed with the Altadena via North Fair Oaks Avenue Local Line. Similar local service operated between 8.00 and 11.00 pm (it was not through-routed) to give the portion of the line north of Mission St. a combined 15 min night service.

During 1913 the service was rerouted in Pasadena via Fair Oaks, California, Raymond, through the car house at Union, and returning south via Fair Oaks Ave.

The 11-1-13 schedule included 3 rush hour limiteds in each direction. In addition, all trains made no stops between Columbia St. (South Pasadena) and Commercial St. (Los Angeles) except Oxley St. and Oneonta Park. Headway remained 15 min in base hours, with continued 15 min service all evening to midnight. Last car left Main Street Station at 12.31 am. Morning rush hour service was 10 min, but evening service had been increased to 7½ min. On Sundays a 15 min headway prevailed except for 10 min during mid-morning. Running time was 45 min outbound, 43 inbound during base hours. One oddity was that, according to the schedule, the three rush hour limiteds offered not the least improvement in running time over the other trains. (Perhaps they only offered a better "on time" record?)

On 3-23-14, in response to public pressures, three evening rush hour "flyer" trains began operation. Unlike the rest of the service on this line, they used a new route on San Pedro St. from Los Angeles Street Terminal. (In 1916 they saved all of one minute!) These limiteds were still in operation as of 5-1-16, and were still the only Pasadena Short Line trains not running on Main St.

On 12-3-16 the line was rerouted in Los Angeles via Aliso, Los Angeles, First, Main, through the concourse of Main Street Station, and elevated right-of-way, San Pedro, and Aliso Sts. This rerouting affected all trains.

Service sharply climbed in 1917-18 to what was probably an all-time high of 90 trains daily in each direction. Unfortunately, details as to the headways are not available.

A sharp cut in the schedule occurred during the summer of 1920 and was definitely in effect by 10-15-20. The previous 88 trains were reduced to 59 round trips. New headways were 20 min during base and evening hours, 10 min in morning and evening rush. Last car left Los Angeles at 12.21 am.

Practically no changes were made in the schedule from that time until 1928. However, late in 1926, through service from Altadena in the morning rush hour only commenced. This originated at Mariposa and Lake and operated via Mariposa, private right-of-way, and Fair Oaks, joining the regular route at Union St. As of 11-26 two such trips left Altadena for Los Angeles at 7.15 am and 8.15 am DXSu. As noted, there was no similar evening service outbound. At this time also the last inbound train at night made all local stops to Los Angeles. (By this time all regular Pasadena cars had long been limited south of Sierra Vista and local north of that point.)

On or shortly before 3-1-28 evening service was reduced to a 30 min headway. Rush hour limiteds, discontinued between 1916 and 1920, were revived in the morning direction only, leaving Pasadena at 7.30 and 8.30 am. These stopped only at Colorado, California, Arlington St., Mission St., Oneonta, and Sierra Vista. Last car from Los Angeles under this new schedule left Main St. at 12.08 am.

On or shortly before 8-11-32 10 min evening rush hour service was replaced by a 20 min headway on Saturday afternoons.

This remarkably stable schedule remained in effect until 11-14-37, on which date Sunday service was changed to 30 min all day.

On or shortly before 6-27-38, evening service was reduced from 30 to 40 min frequency. At this

time we first note one outbound through trip to Altadena DXSaSu, leaving Los Angeles at 4.30 pm. The morning trips left Altadena at 7.13 and 8.15 am, hardly changed from 1926.

Owing to construction of a new Aliso St. bridge in Los Angeles, the line was temporarily rerouted via Macy St. in that area on 6-9-40.

In Pasadena the route was simplified on 9-30-40, when operation was changed to use Fair Oaks to Union St. in both directions. The Altadena cars now left that point at 7.11 and 8.15 am and were the two limiteds as described in 1928; the evening Altadena car left Los Angeles at 4.31 pm.

All through service to Altadena was abandoned on 1-18-41.

The first wartime schedule change, on 8-2-42, brought an end to the two morning limiteds and made Saturday service identical with Monday through Friday in rush hours. Running time was 37 min outbound and 41 min inbound.

The Los Angeles route was altered on 9-27-42, when cars were exiled from Main Street Station, concourse, by the first use of busses there. Now the cars ran via Aliso, San Pedro, Sixth, Main, First, Los Angeles, and Aliso. Running time was 41 min outbound, 39 min inbound. Last car still left at 12.04 am. Only two DXSu round trips had been added to the schedule since the outbreak of the war.

On 2-21-43 Sunday service was improved to a 20 min headway, and last car left Los Angeles at 1.10 am, uniquely running as a local all the way to Pasadena.

All night owl service was established on 5-15-43 by means of extending the Watts-Sierra Vista Local Line to Pasadena. It might be said that during owl hours the Pasadena Short Line was through-routed with the Watts Local Line in Los Angeles and absorbed the Sierra Vista Local Line. Last regular Pasadena train left Los Angeles 1.10 am daily. Running time was 42 min.

On 7-18-43 (outbound) and 7-22-43 (inbound) service was established over the new Aliso St. bridge in Los Angeles, replacing the temporary 1940 by-pass.

Thus the wartime peak was reached. It will be noted that during World War II the line enjoyed a lesser amount of service than during the 1920s, not true of many other major Pacific Electric inter-urban lines.

Each New Year's Day, 1946-1950, the line was rerouted to use the concourse in Main Street Station and run outbound via Main St. On 1-1-46 this rerouting was in effect from 3.45 am to 10 am; on 1-1-49, from 3.45 am to 7 pm. Service, of course, was continuous on each New Year's morning to serve the Pasadena Tournament of Roses Parade, as far as Colorado and Fair Oaks.

First postwar cut came on 7-11-47, with 30 min headway on Sundays and a Saturday rush service of 15-20 min.

On 10-5-47 the line was rerouted into Main St. Station in Los Angeles, via San Pedro and elevated right-of-way in both directions. The previous running time (42 min outbound, 41 min inbound) was unaffected.

Weekday base service was reduced to 30 min on 7-9-48. This was the first time in the history of the line, at least since 1911, that it had fallen so low.

On 8-8-49, owl service through-routed to Watts

was discontinued and last car now left Los Angeles at 12.44 am. Weekday evening service was now 60 min in frequency, and Saturday morning service was changed to 30 min or worse. Running time was 39 min.

Saturday afternoon rush service was changed from 20 to 30 min (same as base) on 10-8-50.

Two weeks later, 10-22-50, one-man operation commenced on this line, increasing running time to 45 min.

Weekday evening rush hour service, which had included intervals as slight as 11 min, was reduced to 15 min on 7-2-51. Running time was 43 min. The last schedule change on this line had now taken place. While certain Pacific Electric lines remained considerably above their pre-World War II average of service in 1951, it was evident that the Pasadena Short Line had fallen below all previous service standards.

Abandonment came soon thereafter. The last car left Los Angeles for Pasadena via Short Line on a regular schedule at 12.46 am on 9-30-51. It was followed, during the early hours of the morning, by a special commemorative car sponsored by the Southern California Division, Electric Railroaders' Association, last car in history to run by electric railway between Los Angeles and Pasadena with a load of passengers.

64. PASADENA-SIERRA VISTA-SHORB

Route, 1912: From Southern Pacific Station, Pasadena, via Broadway, Bellevue Drive, Raymond Ave, California St., Fair Oaks Ave., private right-of-way adjacent to Huntington Drive and to Main St., thence via Palm Ave. to Mission Road (Southern Pacific Station, Alhambra).

This line was established on 5-1-12. Service was constructed to connect with transcontinental trains at Alhambra for the convenience of Pasadena ticket-holders of the Southern Pacific.

As of 10-15-12, 7 round trips daily were operated. These left Pasadena at 6.25 am, 7.35, 8.50, 11.05, 2.30, 4.00, and 5.46 pm. They left Shorb at 6.55 am, 8.10, 9.30, 11.40, 3.11, 4.40, and 6.40 pm. Running time was 25 min in each direction.

As of 11-1-13, 8 round trips were operated, with a slightly improved midday service. By 7-11-14 a ninth had been added, probably representing the all-time peak in service.

Fluctuations continued; there were 8 as of 5-1-16; and only 7 in the Official Guide of 1-18. This number was again increased to 8 during 1920. At the beginning of 1921 the Guide returns to a listing of 7.

As of 11-21, these 7 round trips left Pasadena at 7.00, 8.20, 11.05, 12.15, 4.50, 7.40, and 8.40. They left Shorb at 7.35, 8.55, 11.40, 12.45, 6.15, 8.10, and 9.10 pm. Running time remained 25 min.

On or shortly before 4-1-22, schedules were cut to 6 round trips, omitting the 7.40 pm from Pasadena and comparable return. The number of trips did not change from that time until abandonment, although as of 3-1-24 the last car left Pasadena at 6.55 pm and Shorb at 7.30 pm.

This line was abandoned on 4-16-24.

65. PASADENA: SOUTH LOOP LOCAL LINE

Route, 1911: From Lake and Colorado via Lake, California, Los Robles, and Colorado to Fair Oaks. Through-routing, if any, is not known.

Service was provided every 20 min in 1911 from 6.15 am to 12.15 am. This same schedule endured as of 1-6-13.

As of 11-1-13, this line was through-routed with the Arroyo Seco Local Line and offered 30 min service all day and evening. The creation of the new Tournament Park Line had meanwhile effected a 15 min service over most of the South Loop route and was already undermining much of the importance of the latter.

These arrangements were still current as of 5-1-16.

The South Loop Local Line was discontinued soon thereafter, replaced by the Tournament Park Local Line and, on its Lake Avenue segment, by local stops made by Los Angeles-Pasadena via Oak Knoll interurban cars.

66. PASADENA: TOURNAMENT PARK LOCAL LINE

Route, 1913: From California and Wilson via California, Los Robles, Colorado, Raymond and thence through-routed with Arroyo Seco Local Line.

This line came into existence between January and November of 1913, at first providing alternate service with the South Loop Local Line. As of 11-1-13, 30 min headways obtained throughout the day, cars leaving Tournament Park at 6.10 am, 6.40 and every 30 min to 12.10 am.

At some date after 5-1-16 and before 1920, the South Loop Line was discontinued and, in effect, Tournament Park service was doubled as a result.

As of 11-1-21, 10 min service was standard during the day, with 15 min evening service to 10.51 pm, then 11.21, 11.51, and 12.21 am from Colorado and Raymond. No change occurred on Sundays.

The same schedule was in effect as of 7-1-23.

This line was abandoned on 7-22-23.

67. POMONA-CLAREMONT-UPLAND VIA NORTH POMONA

Route, 1912: From Pomona Station via Garey Avenue and private right-of-way to North Pomona, Claremont, and Upland; thence through-routed with Upland-Ontario Line.

This line was acquired by purchase on 4-13-12 from the previously independent Ontario and San Antonio Heights Railway Company. With its through routing, it provided a service between Pomona and Ontario but on a roundabout route which proved its vulnerability to direct highways at an early date.

On 10-15-12 the running time from Pomona to Ontario was 45 min. Cars left Pomona at 5.45 am, 6.40, and every 30 min to 9.40 am, then 10.45, 11.40, and every 30 min to 6.40 pm, and every hour to 11.40 pm. The schedule had not changed by 7-11-14, except that the running time declined a bit to 40 min early in 1913.

By 1916 the through-routing of Pomona-Claremont and Upland-Ontario service was beginning to "wear thin" in the schedule. As of 5-1-16, there were many trips which only served one or the other portion of the consolidated route. A basic hourly through service did exist still between Pomona and Ontario, but with nearly as many trips scattered throughout the day which ran only between Pomona and North Pomona. A 40 min running time persisted. One round trip daily ran only between Pomona and Upland. Last through Pomona-Ontario car of the day left Pomona at 10.57 pm.

On 11-1-18 service on this line was discontinued east of Claremont, and the line was separated from Upland-Ontario service.

As of 11-1-21, running time to Claremont was 20 min. There were 20 round trips daily to Claremont and a total of 32 to North Pomona. Slight increases in service occurred at the beginning of 1922, and one round trip now ran through to Upland. Hourly service, basically, was provided to Claremont, with additional trips to North Pomona only, interspersed every second hour (these connected with Los Angeles-San Bernardino trains) in midday and interspersed frequently in the evening rush, when a 15 min headway existed as far as North Pomona.

At the end of 1923, several North Pomona trips were cut, especially in the early evening. Several more were cut in 1926, leaving little besides the basic hourly Pomona-Claremont through runs. One daily round trip to and from Upland continued.

On or shortly before 4-1-28 more cuts were made, but the hourly Pomona-Claremont headway still remained in essence. In several cases, however, the car stopped at North Pomona now, transferring passengers to a Los Angeles-San Bernardino train for Claremont. (This is not shown on the public schedule, which would have the reader believe that two daily round trips of this local line were non-stop limiteds between North Pomona and Claremont!)

In its final years, the quantity of service did not much change, although headways became much less regular across the day.

The last car left Claremont for Pomona at 11.30 pm on 12-31-32.

68. POMONA: EAST FIFTH STREET LOCAL LINE

Route, 1911: From East Fifth St. and County Line via Fifth, Garey Ave., and through-routed with East Holt Avenue Local Line.

The 30 min service all day and evening listed as of 10-15-12 was probably already in effect during 1911. Cars left East Fifth terminus at 6.55 am, and every 30 min to 10.55 pm, then 11.50 pm.

The identical schedule persisted as of 5-1-16.

The introduction of one-man Birney service on 8-18-18 may have caused schedule revisions.

As of 11-1-21, the headway was 40 min, and cars ran from 6 am to 10 pm daily. On or shortly before 3-1-22 service was cancelled before 8 am on Sundays only. These times persisted at least until the power shortage of 7-24 and perhaps until abandonment.

Some doubt exists as to when actual full service on all the Pomona local lines ceased. The official abandonment date is 10-1-24, but they are missing from the 7-1-24 time table and it is quite possible that they ceased on 7-1-24 in actuality, as a temporary power shortage curtailment which then was permanently "ratified," so to speak, on 10-1-24. Or perhaps only a skeleton franchise car service ran on them between 7-1-24 and 10-1-24.

69. POMONA: EAST HOLT AVENUE LOCAL LINE

Route, 1911: From East Holt Ave. and Reservoir via Holt, Garey Ave., and through-routed with East Fifth St. Local Line.

The history and schedules of this line are identical in every respect with those of the East Fifth Street Local Line, which see.

70. POMONA: GANESHA PARK VIA WEST HOLT AND NORTH GAREY AVENUES LOOP LOCAL LINE

Route, 1911: Via Garey, private right-of-way, Huntington Blvd., West Holt Ave., and Garey (service in both directions of loop). Through-routed with West Second St. Local Line and with South Garey Avenue - Cemetery Local Line. Cars operated from South Garey via West Holt to Ganesha Park, returning via North Garey; from West Second via No. Garey to Ganesha Park, returning via West Holt.

As of 10-15-12 (and presumably 1911) a 30 min service was provided at all hours of the day and evening in each direction of the loop. This schedule remained in effect as of 5-1-16.

Introduction of one-man Birney cars on 8-18-18 may have caused schedule revisions.

As of 11-1-21 daytime headway was 40 min, with cars looping as described above. However, after 6.20 pm cars travelled northward from South Garey only hourly, operating to Ganesha Park via West Holt, returning to downtown Pomona via North Garey where they changed ends, returned to Ganesha Park via North Garey, operated inbound via West Holt and on to South Garey, providing hourly service but with a car leaving downtown Pomona for the Park every 30 min via one or the other of the two routes.

On or shortly before 3-1-22, Sunday service was held back until 9 am, whereas weekday service as before began at 6.20 am.

This schedule remained in effect at least until the power shortage of 7-24, and possibly until the final abandonment.

This line was abandoned on 10-1-24 (see note under East Fifth Street Local Line).

71. POMONA: SOUTH GAREY AVENUE-CEMETERY LOCAL LINE

Route, 1911: From Franklin & Palomares St. via Franklin and Garey, thence through-routed with Ganesha Park Loop Local Line.

The 10-15-12 headway of 30 min all day and evening was presumably also in effect in 1911, and it remained in force as of 5-1-16. Introduction of one-man Birney cars on 8-18-18 may have caused schedule revisions that day.

As of 11-1-21, a 40 min base service prevailed until 6.20 pm. All evening service ended at Garey and Franklin on the south end and was hourly till 10.30 pm.

As of 4-1-22, Sunday service did not begin until 9.00 am.

No further schedule changes occurred, unless caused by the power shortage of 7-24.

The line was abandoned on 10-1-24 (see note under East Fifth Street Local Line).

72. LOS ANGELES-POMONA VIA EL MONTE-BALDWIN PARK-COVINA [Los Angeles-Baldwin Park portion designated line 3]

Route, 1912: From Main Street Station via Main, First, Los Angeles, Aliso, private right-of-way, private right-of-way intermittently adjacent to Ramona Blvd. (now reconstructed and renamed San Bernardino Freeway), thence via private right-of-way, Badillo St. (Covina), private right-of-way to San Dimas Jct., La Verne, private right-of-way adjacent to Huntington Blvd., private right-of-way, and Garey Ave. to Fifth St. (Pomona).

This route was established on 9-1-12. Initially

it was paired with Los Angeles-San Dimas in providing service west of San Dimas Jct. This through service to San Dimas is dealt with as a separate line elsewhere. After 1914 it was similarly paired with the San Bernardino Line, but all local service in the El Monte-Covina area will be considered here, under the Pomona Line.

As of 10-15-12, there were 12 daily round trips between Los Angeles and Pomona, including 3 "flyers." These "flyers" ran nonstop from Baldwin Park to Valley Jct.; a fourth morning inbound flyer (discontinued by 1-6-13) ran nonstop from Covina. Running time was 90 min for base trains and 80 min for "flyers." The 90 had risen to 92 by 1-6-13. There were 6 additional trips each way between Los Angeles and El Monte and 3 additional also between Los Angeles and Covina. Headways were irregular, but through service to Pomona occurred at 80-110 min intervals during the midday. Last Pomona car at night left Los Angeles at 11.20 pm.

The schedule remained practically the same as of 11-1-13. Running time for base cars was again reduced to 90 min.

On 3-23-14 this line was rerouted in Los Angeles via San Pedro and Seventh St. to Los Angeles St. Terminal.

Effective 7-11-14, most of the through San Dimas service was discontinued, instead terminating at Covina, so it comes within the scope of the Pomona line for the first time. The following is a resume of departures from Los Angeles according to the schedule of that date:

5.00 am E (DXSu); 5.25 am C; 6.00 am C; 6.25 am E (DXSu); 6.48 am P; 7.10 am C; 7.52 am C; 8.20 am P; 8.53 am E; 9.20 am P; 10.45 am P; 12.40 pm P; 1.20 pm C; 1.55 pm P; 2.45 pm C; 3.19 pm P; 4.01 pm C; 4.30 pm C; 4.50 pm E; 5.05 pm P (and limited to Covina—the only outbound limited); 5.10 pm C; 6.10 pm E; 6.40 pm P; 8.10 pm P; 9.15 pm P; 10.10 pm C; 12.20 am P.

E-to El Monte; C-to Covina; P-to Pomona. Two San Dimas trips not shown. The inbound schedule was comparable, except that there were still three morning and one evening limiteds in this direction. Two of these inbound limiteds made no stops west of Covina; one, none west of Baldwin Park and one stopped at Baldwin Park, Ramona Park, and Ynez. Incidentally, Los Angeles-Covina running time was then exactly 60 min on local trains; the limiteds did it in 49-51 min.

As of 5-1-16, Pomona trains had been reduced slightly from 1914, as PE began to take advantage of shuttle car connections from North Pomona (San Bernardino line) to feed its passengers into Pomona from the west. Direct, through trains from Los Angeles to Pomona still left at 6.40 am, 8.05, 10.40, 1.10 pm, 3.27, 5.05 (limited to Covina), 6.38, 9.10 pm, and 12.20 am. There were frequent El Monte and Covina trippers in the morning and afternoon; an approximate 30 min headway existed as far east as Covina in the afternoon rush.

On 2-11-17 the line was again rerouted in Los Angeles, now via Aliso, San Pedro, and elevated right-of-way to rear of Main Street Station, with return reverse.

The next schedule change of importance occurred on 11-1-20. There were 19 through or shuttle or consolidated trains now serving Pomona each day, with a total of 31 trains as far as Covina.

As of 2-1-22 there were 8 round trips to Pomona

daily running through as independent trains, plus several rear cars of San Bernardino trains. In addition, there were 12 round trips to Covina only-- and 1 round trip to El Monte only. One round trip daily was limited, leaving Los Angeles at 5.10 pm, and Pomona at 6.20 am. This stopped at Garfield, El Monte, and all local stops east thereof.

Only minor adjustments were made later during the 1920s. An employee's schedule of 8-15-26 revealed a running time of 1 hour 24 min. There was still one rush hour limited in each direction, but now the rear car of the outbound limited was detached at El Monte and ran local to Covina. A total of 8 round trips daily ran as through, independent trains to Pomona. In addition, there were 14 outbound and 12 inbound trips DXSu to Covina only, 13 outbound and 11 inbound on Sundays to that point, and also 1 daily outbound, 2 Saturday only outbound, and 4 DXSu inbound to or from El Monte only. There were also through Pomona cars on several San Bernardino trains. Base headway of the independent Pomona service was 2 hours.

Practically no changes occurred until 11-2-31, when readjustments occurred. On that date the following pattern emerged:

From Pomona, inbound, 9 independent trips daily, plus 1 DXSu trip consolidated with an Upland-Los Angeles train and 1 daily trip consolidated with a San Bernardino-Los Angeles trains. Of these three morning trips were limited.

To Pomona, outbound, 11 independent trips daily, with no consolidations and no outbound through limiteds.

To and from Covina only, 2 daily and 1 Saturday only outbound; 2 daily and 2 DXSu inbound.

To and from El Monte only, 8 daily, 2 DXSu, and 1 Saturday only outbound; 8 daily and 3 DXSu inbound.

On 7-3-32, Sunday service was cut, leaving 9 round trips to Pomona (with no San Bernardino consolidations), and no El Monte or Covina locals on Sundays.

On 10-9-32 most of the El Monte only trips were discontinued on weekdays. One evening limited to Pomona was established. Three inbound trains were still consolidated with San Bernardino trains, but no outbound trains were thus scheduled.

Only slight adjustments were made between 1932 and 1937.

On 2-10-37 the last consolidation of a Pomona and a San Bernardino train disappeared from the schedule. Henceforth the trains of the two lines ran entirely independently of each other.

Improvements appeared in the 11-1-37 schedule. On that date 5 round trips DXSu were added between Los Angeles and Baldwin Park only in midday hours. This was the first use of Baldwin Park (midway between El Monte and Covina) as a terminal or origination point for trains. With other minor changes the new trip totals were now 12 outbound and 9 inbound between Los Angeles and Pomona.

Slight reductions occurred on 5-8-39.

The halving of San Bernardino rail line service on 6-9-40 forced the Pomona line to bear a greater share of the load along its distance and resulted in much increased service. For the first time an hourly base service was provided on the Pomona rail line, with 17-18 round trips weekdays. The rush hour Pomona headway was 30 min! Trippers to and from Covina and El Monte ran principally in

the rush hour. Baldwin Park again fell entirely out of use as a terminal point. On the same day, cars began using Macy St. in Los Angeles temporarily owing to construction of the new Aliso St. bridge over the Los Angeles River.

This vastly improved service was apparently considered redundant, what with considerable motor coach operation to Pomona as well. For on 10-20-40 a two-hour base headway to Pomona was restored, with alternate cars ending at Covina for an hourly headway west of that point. There were now 14 round trips to Pomona DXSu and 12 on Sundays, still more than before 1940. There were at this time 4 morning and 2 afternoon limiteds DXSu. One afternoon limited was local east of Covina; the rest were local east of El Monte.

This line was abandoned east of Covina with the commencement of service on 11-2-41. The last car left Pomona for Los Angeles at 10.30 pm on 11-1-41. For nine more years, as the remaining portion continued to operate, this service was known as the "Baldwin Park line."

Service ran to and from Covina in rush hours only DXSu, with all other trains running between Los Angeles and Baldwin Park only.

The 11-2-41 schedule provided hourly base service to Baldwin Park (Maine Ave.). A 30 min headway prevailed during early afternoon hours on Saturday only. Approximate 15 min service was operated during morning and evening rush hours. Evening service was hourly or worse. Last car left Los Angeles at 12.25 am. Sunday service was hourly to Baldwin Park. Several rush hour trains ran to and from El Monte only. There were 3 morning inbound limiteds and 2 afternoon outbound limiteds which were limited from Valley Jct. to El Monte, stopping only at Devonshire and Garfield Ave. All limiteds ran through to Covina, as did several other rush hour trains, as follows:

Leave Los Angeles for Covina at 5.55 am, 4.45 pm (DXSaSu), 4.46 pm (Saturday only), 15.10 pm (DXSaSu), 6.00 pm.

Leave Covina for Los Angeles at 16.40 am, 17.00, 17.30 am, and 6.05 pm.

Once again, all these Covina trains were DXSu.

On 12-3-41 several round trips were added. Early afternoon and rush hour service was improved. Now cars ran every 30 min to Baldwin Park after 2.10 pm Monday through Friday, after 12.10 pm on Saturday. Evening service was brought up to hourly standards to 11.05 pm, then 12.25 am. Covina service was not basically affected.

An additional round trip was extended to Covina on 5-18-42, DXSu. This left Covina at 7.50 am, Los Angeles at 12.25 am! There were no other changes. But it could not now be said that Covina service was confined wholly to the rush hours.

All limited trains were abolished on 1-24-43, as the line shifted into wartime gear. Five Covina round trips remained, but all in the rush hours or early morning:

Leave Los Angeles for Covina at 4.50 am, 5.50 am then 4.50 pm, 5.20, and 6.10 pm.

Leave Covina for Los Angeles at 6.07 am, 6.37, 7.07, 7.37 am, then 7.22 pm.

Also on 1-24-43 the base headway to Baldwin Park was improved to 30 min at all midday hours. Rush hour service was 15 min. Evening service was improved to 40 min frequency, as was Sunday. Running time to Baldwin Park was 54 min, to Covina 70

min.

On 7-18-43 (outbound) and 7-22-43 (inbound) cars were rerouted back to the new Aliso St. bridge in Los Angeles.

Sunday service was improved on 12-11-43 to 30 min frequency after 12.50 pm.

Next, evening service was improved on 5-31-44 to 30 min frequency, and cars now ran every 30 min on Sundays after 9.50 am. Outbound Covina departures remained the same, but inbound Covina times were altered to 6.05 am, 6.25, 7.05, and 7.25 am, then 7.30 pm.

No changes occurred again until 11-4-46.

During the period of exposition at the Los Angeles County Fair, near Pomona, each year passenger service was extended, by means of special Fair trains, from Los Angeles to Fair Grounds, southwest of La Verne. This usually occurred during the last two weeks of September of each year from 1946 to and including 1950.

On 11-4-46 Covina trips were rerouted via new trackage east of Baldwin Park which had been obtained from the Southern Pacific and electrified, enabling freight trains to avoid street running in Covina. The new route was via private right-of-way to Second and Front Sts. in Covina, rather than to Badillo & Citrus. This added 3 to 4 min to the through Covina running time. No other schedule changes were made.

All service was abandoned east of Baldwin Park on 3-28-47. The last regularly scheduled car left Covina for Los Angeles at 7.26 pm on 3-27-47.

However, a company employee reported that a franchise car was run from Baldwin Park to Covina for about 30 days following the official abandonment--as an "extra" train during midday hours.

But let us not overlook the sharp schedule cuts to Baldwin Park service that also took effect on 3-28-47. Evening headway abruptly became hourly rather than 30 min. Sunday headway declined to 40 min.

On 6-11-48 base service was cut to 40 min, and Sunday service became hourly all day.

This was not the end. On 7-1-49 base service became hourly. But early afternoon service, between 1.45 and 4.00 pm, was improved from 40 min to a 20-30 min average. One early Sunday morning round trip was out.

With this schedule the line was completely abandoned on 10-15-50. The last car left Los Angeles for Baldwin Park at 12.25 am on 10-15-50.

73. POMONA: WEST SECOND STREET LOCAL LINE

Route, 1911: From Second and Oak via Second, Garey, and thence through-routed with Ganesha Park Loop Local Line.

As of 10-15-12 a 30 min schedule was performed on this line all day and evening, and this was probably also the 1911 headway. No changes had occurred as of 5-1-16.

The introduction of one-man Birney cars on 8-18-18 may have caused schedule revisions.

As of 11-1-21, cars left Second & Oak at 6.40 am and every 40 min to 6.00 pm. Evening service had by this time been discontinued.

As of 3-1-22, Sunday service began at 9.00 am, rather than the weekday hour.

No further changes occurred on this line, except for possible curtailments during the power shortage of 7-24, until final abandonment.

This line was abandoned on 10-1-24. (See notes

under Pomona: East Fifth Street Local Line.)

74. REDLANDS: BROOKSIDE AVENUE-SAN MATEO

LOCAL LINE

Route, 1911: From Brookside and San Mateo via Brookside and Citrus to Orange; through-routed with East Citrus Avenue Local Line.

As of 4-1-12, cars left Orange St. for Brookside Ave. at 6.37 am and every 40 min to 9.17 pm, then 10.07 and 11.00 pm daily. Cars returned inbound at 6.44 am and every 40 min to 8.44 pm, 9.34 10.14 and 11.06 pm.

Inasmuch as this line appears in the list of active Redlands streetcar routes in the 7-11-14 time table, but is not present in that of 5-1-16, it may be presumed that the Brookside-San Mateo Local Line was abandoned around the year 1915.

75. REDLANDS: COUNTRY CLUB VIA GARDEN STREET

LOCAL LINE

Route, 1911: From Country Club via Garden, Cajon, and Orange to Citrus; through-routed with the Olive Avenue-Terracina Local Line.

As of 4-1-12, cars left Citrus Ave. for the Club at 6.45 am, 7.40, 8.15, 8.45, 9.20, 10.20, 11.20, 11.50 am, every 30 min to 2.20 pm, then 3.20, 4.20 and every 30 min to 7.20, 8.10, 8.40, 9.40, 10.45 and 11.15 pm. Inbound cars returned from the Club 15 min later in each case. One early morning inbound car ran through to Santa Fe Station on Orange north of Citrus.

Introduction of one-man Birney cars on 10-28-18 may have caused schedule adjustments on this line.

As of 11-1-21, cars left Orange and Citrus for the Country Club at 6.15 am and hourly to 2.15 pm, then 3.35 pm and hourly to 7.35 pm, 9.10, and last car at 10.15 pm. Returns were comparable.

Probably effective 12-20-22 service was substantially improved. As of 1-1-23 cars left Orange and Citrus at 6.25 am, 6.58, 7.25, 7.58, and similarly each hour to 10.25 am, 10.58, 11.35 am, 12.08 pm, 12.35, and similarly each hour to 5.35 pm, 6.08, 6.40, 7.50, 8.50, 9.50, and 11.00 pm. a to Elizabeth St. only. This provided 30 min base service to Elizabeth St.

This schedule remained in effect until discontinuance of the line on 7-8-24, owing to the power shortage of that year.

As of 12-1-24, the rail line had reappeared after this temporary motor coach substitution. But its schedule was much reduced. Now cars left Citrus and Orange at 6.35, 6.35, 7.25, 8.35, 9.25, 10.35, 11.25, 12.35 pm, 1.25, 2.35, 3.40, 4.40, 5.50, 6.40, 7.50, 8.40, 9.50, and 11.00 pm. b to Garden Court only. This provided an approximate hourly service to Garden Court, and but one car each two hours to the Country Club.

This schedule remained unaltered until abandonment of the line, which occurred on 5-23-26.

76. REDLANDS: EAST CITRUS AVENUE-WABASH AVENUE

LOCAL LINE

Route, 1911: From Citrus and Wabash via Citrus to Orange, and through-routed with Brookside-San Mateo Local Line.

As of 4-1-12, cars left Orange and Citrus for Wabash Ave. at 6.11 am, 6.50, and every 40 min to 8.50 pm, then 9.40, 10.20, and 11.15 pm. In the opposite direction, cars left Wabash at 6.25 am, 7.05, and every 40 min to 9.05 pm, 9.55, 10.35,

and 11.30 pm.

Probably around the year 1915 this line was separated from the San Mateo Local Line; owing to the abandonment of the latter.

Introduction of one-man Birney cars on 10-28-18 may have caused schedule adjustments on this line.

The line appears by circumstantial evidence to have been through-routed with the Smiley Heights line during the years around 1921.

As of 11-1-21, cars left Orange and Citrus at 6.30 am and every 30 min to 2.00 pm, 2.25, and every 30 min to 6.55 pm, 7.55, 8.55, and 9.55 pm.

Probably effective 12-20-22, the service was slightly improved, last car leaving at 10.20 pm.

This line was discontinued on 7-8-24 owing to the power shortage. Unlike Smiley Heights and Country Club, it apparently had no bus replacement during this period.

As a rail service it reappeared on 12-1-24, but no longer with 30 min service. Instead, the following sadly reduced headways prevailed, incorporating a turnback for the first time:

Leave Orange and Citrus at 6.05 am, 7.05, 8.05, 9.05, 10.05, 11.05, 12.05 pm, 1.05, 2.05, 3.05, 4.20, 5.20, 6.20, 7.20, 8.20, 9.20, and 10.20 a-to Judson St. only.

This schedule continued in effect until final abandonment, which occurred on 5-23-26.

77. REDLANDS: OLIVE AVENUE-TERRACINA LOCAL LINE

Route, 1911: From Laurel via private right-of-way, Olive Av., and Orange to Citrus; then further through-routed with County Club Local Line.

As of 4-1-12, cars left Citrus Ave. for Terracina at 6.17 am, 6.50, 7.20, 8.20, Su only-9.05, 9.50, 10.50, 11.20 am, every 30 min to 1.50 pm, 2.50, 3.50, every 30 min to 7.20 pm, 8.00, 9.10, and 10.10. Cars left Terracina for Citrus Ave. at 6.30 am, 7.05, 7.30, 8.30, Su only-9.15, 10.02, 11.02, every 30 min to 2.02 pm, 3.02, 4.02, every 30 min to 7.32 pm, 8.10, 9.20, 10.20, and 11.35 pm. One early morning outbound car left from Santa Fe Station (on Orange north of Citrus).

Through-routing arrangements in later years are not certainly known. Introduction of one-man Birney cars on 10-28-18 may have caused schedule adjustments on this line.

As of 11-1-21, cars left Orange and Citrus at 6.47 am, 7.47, 8.47, then 11.47 am, 12.47, 2.10, and hourly to 7.10 pm, then 9.50 pm.

As of 2-1-22, the midday gap was widened, with no cars between 12.47 and 4.10 pm.

This line was abandoned 12-20-22, with possible franchise service until 6-13-23. It had been a streetcar line with interurban headways!

78. REDLANDS: SMILEY HEIGHTS LOCAL LINE

Route, 1911: From Orange and Lugonia Ave. via Orange, Cajon, Cypress, Center, Cedar, and private right-of-way to Smiley Heights and Lawton Villa.

As of 4-1-12, cars left Lugonia Ave. for Smiley Heights at 6.00 am, 6.40, 7.17, 7.30, 8.00, 8.40, 9.02, 9.32, 10.00, 10.32, 11.02, 11.32, 12.00 n, 12.32, 1.02, 1.32, 12.00, 2.32, 3.02, 3.32, 4.00, 4.32, 5.02, 5.32, 6.08, 6.38, 7.08, 7.38, 8.30, 8.30, 9.00, 9.00, 10.07 pm. S-Leaves from Citrus and Orange only. R-Leaves from Santa Fe Depot and Orange only. C-Leaves from Casa Loma and Orange only. L-Operates through to Lawton Villa at Smiley Heights.

As of 4-1-12, cars left Smiley Heights inbound as follows (for Lugonia Ave. except as indicated): R6.20 am, X7.00, 7.30, R8.00, X8.30, 9.02, X9.32, 10.02, X10.32, 11.02 and thus each 30 min to X5.32 pm, 6.08, X6.38, 7.02, XC7.45, C8.03, CX9.00, CX10.00, C10.40, V11.32 pm. R-To Santa Fe Depot only. C-To Casa Loma only. X-Leaves Lawton Villa 3 min earlier than time shown. V>Returns to Citrus and Orange via Olive Ave. rather than regular route.

The portion of this line north of Orange and Citrus Avenues was discontinued shortly thereafter, being replaced by local stops on the San Bernardino-Redlands Line.

Introduction of one-man Birney cars on 10-28-18 may have caused schedule adjustments on this line.

During 1920 a small outer portion of the private right-of-way, connecting with the Terracina line, was abandoned.

As of 11-1-21, cars left Orange and Citrus at 6.30 am and every 30 min to 1.30 pm, 1.55, and every 30 min to 10.25 pm. Here indeed was what we could call the "Hollywood Blvd." line of Redlands!

Probably effective 12-20-22, service was slightly improved. Cars now left at 5.35 am and every 30 min to 11.05 am, 11.50, and every 30 min to 10.20 pm, then 11.00 pm.

On 7-8-24 this line was discontinued owing to the power shortage in California that summer. It received a temporary motor coach replacement. As of 12-1-24, it had reappeared as a rail line, and, in contrast to other Redlands local routes, with much the same headways as before.

This line outlasted all other Redlands local street railway lines by a decade. As of November 1926 cars left Orange and Citrus at 5.35 am and every 30 min to 11.05 pm.

Evening service was discontinued shortly before 3-31. The new schedule, in effect as of that time, had cars leave downtown Redlands at 6.35 am and every 30 min to 12.35 pm, then 1.35 and every 30 min to 6.05 pm.

Service was changed to begin at 7.05 am during mid-1934.

Then, late in 1934 or early in 1935 (and as of 6-15-35), the schedule was further curtailed, with cars leaving at 8.05 am, every 30 min to 1.35 pm, then a gap to 4.05 pm and every 30 min to 5.35 pm.

The last car left Smiley Heights for downtown Redlands at 5.50 pm on 7-19-36.



The end of the Smiley Heights line; here Birney 331, the last car, is ready to leave for Redlands on July 19, 1936. (EL)



Pacific Electric offered passengers miles of oceanside views, for its rails girded sunny beaches from Port Los Angeles to Balboa. The above scene shows one of these stretches---that between Playa del Rey and El Segundo. The car is 955, the franchise car on the line in 1940. (AA-AH)

79. LOS ANGELES-REDONDO BEACH-CLIFFTON VIA INGLEWOOD-HAWTHORNE (NARROW GAUGE)

Route, 1911: From Second and Hill Sts. (Los Angeles) via Hill, Pico, Grand, private right-of-way Santa Barbara, Leimert, Crenshaw, private right-of-way, Florence, Market (Inglewood), La Brea, Hawthorne Blvd. (Hawthorne), and private right-of-way to El Nido and Redondo Beach, thence Pacific Ave., and Catalina Ave. to Avenue I (Cliffton).

As of 9-11, a 40 min base headway was operated on this line, with hourly or poorer intervals in the evening. One "flyer" train ran in each direction in DJSu rush hours.

Running time was 62 min from Los Angeles to the terminus at Cliffton.

This line, a hold-over from the Los Angeles and Redondo Railway, was discontinued on 11-12-11. The portion above Broadway & Hawthorne in Hawthorne was turned over to Los Angeles Railway for operation and was not abandoned as a street railway route until 5-22-55. The lower portion was converted to standard gauge, cars running via Watts. For this subsequent standard gauge service see the section below devoted to the Los Angeles-Redondo Beach-Cliffton via Watts-Delta-Hawthorne Line.

80. LOS ANGELES-REDONDO BEACH-CLIFFTON VIA PLAYA DEL REY-MANHATTAN BEACH-HERMOSA BEACH

Route, 1911: From Hill Street Station via Hill, Venice, private right-of-way adjacent to Venice Blvd., Culver Blvd., private right-of-way to Playa Del Rey, Manhattan Beach, Hermosa Beach, and Pacific St. to Pearl St., Redondo Beach.

As of July 1911 a half-hourly service was maintained all day, with hourly evening service. Last

train left Los Angeles at 11.30 pm. Four inbound morning trains only did no local work east of Vineyard, inferring that all others did, whereas certainly within the next few years all trains of this line were made limited east of Vineyard. Running time to Redondo Beach was 63 min.

On 11-12-11, a portion of the service, at least, was extended to Cliffton via Pacific and Catalina Ave. to Avenue I.

As of 10-15-12, only the evening service ran through to Cliffton, other trains beginning or ending at Redondo proper. The same headways remained as in 1911. No changes had occurred by 11-1-13, and most trains apparently still did Los Angeles local work. As of 7-11-14, no service was shown running through to Cliffton, but schedules otherwise remained the same.

Major reductions in service had occurred by 5-1-16, at which time an hourly base headway was now in effect. Half-hourly service did continue at early morning and late afternoon periods (daily), however. Running time was 68 min to Redondo and another 6 to Cliffton. Evening and midday trains were running through to Cliffton. By this time all trains were exempt from local work east of Vineyard.

As of 6-21-19, 40 min base service was offered, with 30 min service in morning and evening rush hours, and 60 min evening service. Last car left Los Angeles 11.30 pm. There were no limitations, beyond the fact that all trains were limited east of Vineyard. All trains now ran to Cliffton.

We must also note the phenomenon of additional local service during this period between Manhattan Beach and Redondo Beach. Such was established

on 7-25-16 and discontinued on 10-1-16 and was quite likely seasonal during summers of great traffic.

Late in 1920, the number of trains per day declined to 21 in each direction. An hourly base schedule was in effect, with 30 min rush service and hourly evening service. The base run time was 73 min outbound, 71 min inbound, between Los Angeles and Cliffton.

Manhattan-Redondo local service was reestablished as quite a permanent affair on or shortly before 2-1-22. As of 2-1-22, this provided, when combined with through Los Angeles train schedules, a 20 min base and 30 min evening service south of Manhattan. Three round trips ran as far north as El Segundo. On the south end, all this local service ended at Redondo proper until, on 1-1-23, it was extended en masse to Cliffton.

One round trip DXSu on the through line was added shortly before 11-1-22. The through schedule then remained unchanged until the end of 1926.

On 6-1-24 all local Manhattan-Cliffton service was discontinued. It had remained at the 1922 level all the while.

The addition of one crucial train by 11-26 gave 15 min outbound service at the height of the evening rush. One limited train, outbound only, now appears also. Running DXSaSu, it left Los Angeles at 5.16 pm and stopped at Vermont and Western to receive, then Culver City-Main St., Palisades Del Rey, Marine and Center Sts. (Manhattan), 29th, 20th, Pier Ave., 6th St. (Hermosa), 11th St. (Redondo), and then all necessary stops to Cliffton. Running time to Cliffton was now 78 min on base.

By August 1929 one early morning round trip is seen to be added between Redondo and Playa Del Rey only; the 1926 schedule was otherwise unchanged.

Around 7-30 a distinctive early morning train first appeared, thereafter to become a fixture on the schedule. The first outbound trip of the day, leaving Los Angeles at 4.00 am, had previously followed the usual route of the line. Now, however, it ran via the Venice Short Line to Venice, then via the Lagoon line and to Playa Del Rey and Cliffton. This car made only the outbound trip in this fashion.

One Saturday noon only outbound trip was added as of 9-30.

As of 3-31, two evening limiteds were in operation DXSaSu. These made selected stops similar to but slightly varying from those made by the 1926 limited and left Los Angeles at 4.55 and 5.14 pm.

Late in 1932, and by 12-20-32, service was cut slightly. The evening service was changed to a 90 min headway. Limiteds were changed. The 4.55 pm was now only limited between Vineyard and Culver City. The 5.12 pm made all stops to Vermont, then Western, Main St. and Washington Blvd. (Culver City); Playa Del Rey; Rosecrans, Marine, and Center (Manhattan); 35th, 29th, 20th, Pier, 6th, and 2nd (Hermosa); 9th (Redondo), and then all stops to Cliffton. The early morning Redondo-Playa Del Rey only round trip now vanished.

The remainder of the history of this line is largely a history of changes in the stops made by the two rush hour limited trains. As of 4-1-34, the 5.12 pm limited had been revised to stop at all stops to Vermont, then Western, Crenshaw, Main St. and Washington Blvd. (Culver City), Playa Del Rey, Rosecrans (Manhattan), and local beyond. As of

6-25-34 an additional stop was made at 43rd St. in Manhattan Beach.

As of 1-1-36 the 5.12 limited was local beyond Playa Del Rey.

As of 5-4-36, two morning limiteds inbound were added for the first time. These left Cliffton at 6.31 am (limited Culver City to Vineyard, stopping only at Hauser, Dunsmuir, Redondo Bl., and La Brea Ave.) and 7.26 am (limited Culver City to Vineyard with no stops). Outbound limiteds left 4.50 pm (limited Vineyard to Culver City) and 5.12 pm (limited Vineyard to Playa Del Rey, stopping at Main St. and Washington Bl.) Only the 7.26 am ran on Saturdays.

On 7-13-36 the 3.55 am via Venice was rerouted to use the Inglewood line from Venice to Alla, there joining the regular route to Cliffton.

As of 10-1-37, the 6.31 am limited also stopped at La Cienega Blvd.; it would have been much simpler to list the stops which it did not make.

Only further change was the introduction, on or shortly before 1-15-40, of local work between Los Angeles and Vineyard for all trains after 7.00 pm and all day Sunday.

In essentials, the 1932 schedule continued in effect until, on 5-12-40, all service was discontinued except one franchise round trip daily.

This car left Los Angeles at 9.30 am, Culver City at 10.04 am, Manhattan at 10.30, Redondo at 10.43, and arrived Cliffton at 10.49 am. Returning it left Cliffton at 3.15 pm, Redondo at 3.21, Manhattan at 3.33, Culver City at 4.00, and arrived Los Angeles at 4.37 pm. It was one of the very few franchise runs to appear on the public motor coach time table of a line.

The last car left Cliffton for Los Angeles at 3.15 pm on 11-18-40.

81. LOS ANGELES-REDONDO BEACH-CLIFFTON VIA VERMONT HEIGHTS-DELTA-GARDENA (NARROW GAUGE)

Route, 1911: From Second & Hill Sts. (Los Angeles) via Hill, Pico, Grand, private right-of-way Santa Barbara, Vermont Ave., private right-of-way, to Gardena, El Nido, Redondo Beach, thence via Pacific Ave. and Catalina Ave. to Avenue I (Cliffton).

A 40 min base service was operated on this route as of 9-11, with hourly or less frequent headways in the evenings. A total of about 25 round trips daily were scheduled, none being "flyers." Total running time to Cliffton averaged 62 min.

This line was discontinued on 11-12-11. The portion north of 116th St. and Vermont was given to Los Angeles Railway for operation and was not abandoned as a narrow gauge street railway route until 5-22-55. The lower portion was converted to standard gauge, cars operating via Watts. For this subsequent service, see the sections below devoted to the Los Angeles-San Pedro via Watts-Delta-Gardena-Hermosillo-Torrance and also to the Los Angeles-Redondo Beach-Cliffton via Watts-Delta-Gardena lines.

82 - 83. LOS ANGELES-REDONDO BEACH-CLIFFTON VIA WATTS-ATHENS-GARDENA (AND) VIA WATTS-DELTA-GARDENA

Route, 1911: From Main Street Station via Main, Ninth, private right-of-way to Watts, Athens, Strawberry Park, Gardena, El Nido, and Redondo Beach, thence via Pacific Ave. to Pearl St.

On 11-12-11 this line was established, all cars terminating at Redondo Beach.

As of 10-15-12, service had been extended to Cliffton via Pacific Ave. and Catalina to Avenue I at all hours.

On the above date, a 30 min base service was in operation, with approximately hourly evening service. There was one "flyer" inbound in the morning, outbound in the evening, which stopped at all streets from Cliffton to Redondo Beach, then Elena St., Redondo, then Gardena and Athens only. Running time was 45 min outbound, 50 min inbound, with "flyers" 40 min in both directions. These times are to and from Redondo Beach; 5 min additional was required to and from Cliffton.

On 3-31-14 this line was rerouted in Los Angeles via Seventh St. to Los Angeles St. surface terminal.

As of 7-11-14, with the 1912 headways still in effect, running time had increased to 50 min outbound and 52 min inbound, the limiteds (as they were now called) taking 46 min in each direction.

Severe service reductions had taken effect by 5-1-16, on which date there was now an hourly service base, with 30 min service at morning and evening peaks and hourly night service (last car leaving Los Angeles at 11.55 pm). The limited remained only in the outbound direction. Cars now ran through to Cliffton only in the early morning, early evening, and after midnight, dovetailing with hours of Del Rey-Cliffton service without overlap.

Then, on 12-3-16, the line was rerouted again in Los Angeles, via Ninth St., San Pedro, elevated right-of-way through Main St. Station concourse and thence via Main, Ninth, and outbound.

Late in 1919 there was still an hourly base schedule. Rush hour service was 40-45 min, and evenings cars ran hourly to 8.40 pm, then 10.05 and 11.30 pm from Los Angeles. There was one limited, still running outbound in the evening only, which left Los Angeles 5.15 pm and arrived at Redondo 6.12 pm, stopping at Slauson, at Watts, Athens, Strawberry Park, Gardena, Hermosillo, and all points south thereof.

As of 2-1-22 most of the service (at the 1919 frequency still) ran through to Cliffton. The one limited was now local south of Athens. Running time, as of 2-1-24, was 63 min outbound, 64 min inbound, between Los Angeles and Cliffton.

A major curtailment probably took effect on 6-1-24. As of 7-1-24 base headway had fallen to every two hours, although better than this in mid-afternoon. Evening cars left Los Angeles at 6.00, 6.40, 8.40, and 11.30 pm. Running time was now 62 min. The one evening limited survived. Several trips were still short-turned at Redondo.

Minor cuts occurred at the end of 1929 and early in 1931 again, with no great headway changes.

The Redondo Beach line was split on 10-26-33, half of its former service via Athens now for the first time running via Delta, in order to give the Delta area passenger service following the abandonment of the Redondo via Hawthorne line and the demotion of the San Pedro via Gardena line to shuttle service.

Initial service via Delta, effective 10-26-33, provided 8 round trips daily, plus one round trip DKSu to and from Redondo only, plus one outbound trip DKSu to Cliffton. Service was quite compre-

hensive, except that there were no cars running on the Delta route early on Sunday morning, until an arrival at Los Angeles at 9.57 am. Last Delta train of the evening left Los Angeles at 10.10 pm daily. Approximately one round trip via Delta was cut by 11-5-34 and another on or shortly prior to 7-1-38.

The Athens line (proper) had its service reduced on 10-26-33 owing to the Delta intrusion. However, this was not as severe as might be supposed, for overall Redondo-Gardena service was improved on that date (from a 2 hour to a 65 min frequency) in lieu of the defunct Redondo-Hawthorne line. Remaining on the Athens line were 11 outbound and 9 inbound trips daily. Slight cuts in service occurred by 6-25-34, again by 11-5-34, and on or shortly before 7-1-38, at which time only 7-9 trips in each direction remained via Athens.

The limited train was discontinued on 10-25-33.

On 2-26-39 the Delta-Gardena-Redondo Line was abandoned. This resulted in the complete abandonment of passenger service from South Los Angeles to Delta and along Vermont Ave. to the point north of Gardena where the Athens line rejoined.

This abandonment brought an approximate doubling to the service of the Athens-Gardena line. Effective on that date, there were 15 outbound and 16 inbound trips DKSu (plus the one Saturday night round trip), and 14 round trips on Sundays. This had been the approximate level of 1924 service, when there had been Redondo-Hawthorne cars in addition. Base headway was 70 min, with a 40 min evening rush headway and 30-40 min morning rush service. Evenings cars left Los Angeles at 6.15, 7.40, and 10.00 pm, with a late car on Saturday only at 11.30 and on Sunday only at 11.45 pm. Sundays there was a straight 70 min headway from 6.40 am to 9.40 pm, then the late car.

No further schedule changes occurred.

The last car on this line left Cliffton for Los Angeles via Athens at 12.30 am on 1-15-40.

84. LOS ANGELES-REDONDO BEACH-CLIFFTON VIA WATTS-DELTA-HAWTHORNE

Route, 1911: From Broadway and Hawthorne, Hawthorne, via private right-of-way to El Nido. It is not certain whether at this time it was immediately changed to standard gauge operation.

As of 10-15-12, this line enjoyed approximate 30 min service all day and evening, cars leaving Hawthorne between 5.28 am and 12.01 am. The same schedule was in effect as of 7-11-14.

Beginning in August 1914, this line was through-routed, except during evening hours, with the shuttle line from Hawthorne to El Segundo (which later had through service to Los Angeles of its own and is described elsewhere as the Los Angeles-El Segundo via Watts-Delta-Hawthorne Line). There were, as of January 1916, 40 trips in each direction between El Nido and Hawthorne, from 5.10 am to 1.00 am, of which seven ran through to El Segundo between 7.49 and 5.10 pm.

During March 1916, this line was separated from the Hawthorne-El Segundo line and began receiving some measure of through service from Los Angeles--operating from Los Angeles Street Terminal via Seventh, private right-of-way, and Watts.

The 5-1-16 schedule, which reflects these last changes, also shows the basic pattern which was to endure thenceforth until 1931. What was provided

was a complex mixture of through and shuttle service. A roughly hourly service was offered during the day and evening, with no rush hour increase. In morning and afternoon periods somewhat comparable to rush hours, however, the service was run through to and from Los Angeles (usually terminating at El Nido, with only one early morning round trip actually through from Los Angeles to Redondo). At other times the service was a shuttle between El Nido and Athens, connecting at both ends with Redondo via Gardena trains.

The passing years brought lengthening headways and less through service.

On 12-3-16 such through service was rerouted in Los Angeles via Ninth, San Pedro, elevated right-of-way through Main Street Station concourse, Main Ninth, and reverse.

As of 3-31-20, only 3 round trips were being operated through on this line from Los Angeles to Redondo Beach (with a running time of 60 min outbound, 57 min inbound). These left Los Angeles at 5.30 am, 5.18 pm (DXSu), and 6.15 pm; they left Redondo at 5.10 am, 6.44 am, and 3.15 pm. On all other trips some transfer was necessary, either at El Nido, Delta, South Los Angeles, or two places. Midday shuttle headway was approximately hourly.

In order to provide a sample of the complex mixture of through and shuttle service being provided in this period, the following are departure lists as of 4-1-22:

Leave Los Angeles at a5.25 am, b6.10 am, b7.45, b8.38, c10.50, c12.50 pm, e1.50, f3.00 (then leave Hawthorne at 4.37 pm for El Nido), f4.15, a5.18- (DXSu), a5.30 (Sunday only), g5.45, a6.18, c7.40, c10.05, and c11.30 pm.

- a-Through from Los Angeles to Redondo.
- b-Shuttle from Hawthorne to El Nido.
- c-Shuttle from South Los Angeles to El Nido.
- e-Shuttle from South Los Angeles to Redondo.
- f-Shuttle from Hawthorne to Redondo.
- g-Through from Los Angeles to El Nido.

Certain of the through Redondo trips may have operated through to Cliffton at this time and were certainly doing so by 1924. To continue:

Arrive Los Angeles at a6.05 am, x7.11, a7.31, b8.18, b9.58, c10.46, c12.44, c2.44, a4.12, e5.20, (then leave El Nido at 4.50 pm for Hawthorne), e6.16, x7.30, f8.31, c10.01, and c12.37 am.

- a-Through from Redondo to Los Angeles.
- b-Shuttle from El Nido to Hawthorne.
- c-Shuttle from El Nido to South Los Angeles.
- e-Shuttle from Redondo to Hawthorne.
- f-Shuttle from Redondo to South Los Angeles.
- x-Through from El Nido to Los Angeles.

Probably effective on 6-1-24, the quantities of through service were greatly improved, most of it operating through to Cliffton. Here are the departures as of 10-1-24, reflecting the situation:

Leave Los Angeles at a5.15 am g6.10, a7.44, aa8.38, aal0.05, aall.50, aal.50 pm, aa3.15, c3.48, a5.20 (DXSu), g5.44, aa7.40, aal0.10 pm.

- a-Through from Los Angeles to Redondo.
- aa-Through from Los Angeles to Cliffton.
- c-Shuttle from South Los Angeles to El Nido.
- g-Through from Los Angeles to El Nido.

And, in the other direction:

Arrive Los Angeles at a6.05 am, g6.57 am (DXSu), a7.33, g8.18, a9.48, aall.46, aal.46 pm, c4.28, aa5.39, a6.37, g7.34, aa8.30, aall.19 pm.

- a-Through from Redondo to Los Angeles.

aa-Through from Cliffton to Los Angeles.

c-Shuttle from El Nido to South Los Angeles.

g-Through from El Nido to Los Angeles.

Running time was 64 min in base hours from the Cliffton terminus to Los Angeles.

The schedule did not greatly change for several years thereafter. Then, early in 1931, about two round trips per day were discontinued. Now all trips ran through to and from Los Angeles, but several had southern termini at either Redondo or El Nido, rather than Cliffton. The last car of the night left Los Angeles at 10.10 pm.

Around December 1931, one outbound Saturday trip was discontinued, and one Sunday round trip also. So far as is known, these were the last schedule changes for this line.

This line was abandoned on 10-25-33. A new line via Delta and Gardena to Redondo was established, partially taking its place (which see), but passenger service no more existed over the trackage from Delta to Hawthorne and El Nido.

85. RIVERSIDE-ARLINGTON

Route, 1911: From Riverside Station via Main, 14th, Brookton, private right-of-way, and Magnolia Ave. to Arlington (Harrison St.)

As of 1-6-13, this line possessed 20 min service all day and evening daily. No change had occurred by 11-1-13. However, by 7-11-14, 30 min service had interposed during midday hours (10 am to 2 pm) and after 6 pm; last car left Riverside at 11.10 pm.

On 10-20-14 the line was rerouted over new and more direct trackage via Main St. and Magnolia Ave. to Arlington.

On 2-17-15 trackage was placed in operation via Magnolia Ave. and private right-of-way to Corona. From 1915 to 1924, Riverside-Corona service was operated as one continuous line and will here be considered as such.

As of 5-1-16, a 30 min service ran all day and evening as far as Arlington (to 10 pm, then 10.45 and 11.30 pm). One car each hour ran beyond as far as Tyler, and one each two hours to Corona (through 4.30 pm, then at 6.30 and 10.45 pm).

As of 11-2-16 the line terminated at 6th & Main in Riverside, and running time was 38 min southbound, 43 min northbound. A 30 min service still ran day and night to Arlington, last car leaving Riverside at 12.05 am. Of these trips, the following ran through to Corona (leaving Riverside); 5.15 am, 6.30, 7.30, 8.30, 10.30, 12.30 pm 2.30, 4.34, 6.30, 9.30, and 11.00 pm daily. Returning trips from Corona were comparable. Use of Tyler as an additional turnback point had been discontinued.

No change in this schedule occurred until 1-1-22 when, on that date, Corona service was made hourly during all base hours, but still with the conspicuous mid-evening gap.

On 7-7-24 the Riverside-Arlington line was separated from Arlington-Corona service, initially as a power conservation measure to permit use of Birney cars on the latter, but one which thereafter was not changed. The 7-7-24 schedule provided 30 min service all day and evening to Arlington, with last car departing from Riverside at 11.00 pm. The running time was 20 min southbound, 23 min northbound to Arlington. The terminus in Arlington was at Van Buren St.

One week later, 7-13-24, the Arlington terminus was extended to "Arlington Station," a short distance further south.

Corona-Arlington service after 7-7-24 may be examined under the line of that title.

The new schedule which took effect 9-28-25 provided a 23 min running time in base hours.

The next schedule change took effect on 4-1-28, when the Riverside-Arlington line was through-routed with the San Bernardino-Riverside via Colton line as a "San Bernardino-Arlington line," at the behest of the California Railroad Commission. About half of the trains on this combined line ran between Riverside and Arlington only, maintaining the usual 30 min headway on that portion of the longer route. The last car left Riverside for Arlington at 11.32 pm.

On 6-15-28 this experiment ended, not to be repeated, and the 1925 schedule once again took effect, including the last car at 11.00 pm.

Next change took effect on 3-8-31, with the introduction of hourly evening service, rather than 30 min. Last car now left Riverside at 11.05 pm.

On or shortly before 11-2-31 this line was rerouted in Riverside, now running via Market to Seventh rather than Main to First (the previous terminus for some years).

On 11-15-31 the last car from Riverside was altered to an 11.15 pm departure. Running time, as of 6-15-35, had declined to 21 min.

During 1940 the Riverside terminus was changed to First and Market.

No change of consequence occurred in this schedule until 1942. On 7-25-42 three DXSu trips began running Sundays as well.

When the last day for rail service on this line came, it was operated under a schedule which in practically every detail had taken effect nearly twelve years earlier.

The last car left Arlington for Riverside at 11.35 pm on 1-9-43.

But the abandonment of a line during the wartime year of 1943 requires some further explanation. Special permission was obtained from the Office of Defense Transportation, the reasons being these: the capacity of the single track line was limited to half-hourly service, whereas March Field was placing demands upon the line that required more frequent service. The small 100-class cars were needed for the Echo Park Avenue line in Los Angeles, to release three of the larger 600-class cars for more valuable work on the Hollywood lines.

This line was the last rail passenger service operated by the company in San Bernardino or Riverside counties (or wholly outside Los Angeles County), and after 1940 it was isolated from all other rail passenger services of the company.

86. RIVERSIDE: BROCKTON AVENUE LOCAL LINE

Route, 1914: Via Main, Fourteenth St., Brockton Ave., and Arlington Ave. to Magnolia Junction (Magnolia Ave.) At its establishment or soon thereafter, it was through-routed with the Fairmont Park Local Line.

This line was created on 10-20-14, when Riverside-Arlington cars commenced running via Magnolia Ave. direct, rather than via Brockton Ave.

As of 5-1-16, cars left Magnolia Jct. for Fairmont Park at 6.30 am, 7.05, and every 30 min to 10.35 pm, then 11.18 and 12.15 am.

On 4-21-19 the portion of the line south of Brockton and Jurupa Avenues was abandoned.

On 5-1-19, the line was separated from Fairmont Park Local Line and ran via Main to First.

As of 11-1-21 cars left Seventh and Main at 6.15 am and every 30 min to 11.15 pm outbound.

The following changes probably took effect on 7-7-24: The line was once again through-routed with the Fairmont Park line. Cars were reduced to hourly frequency, running from Jurupa at 7.00 am and every 60 min to 11.00 pm.

Around 1-25 the line was separated again from the Fairmont Park line and terminated at Seventh and Main. A half-hourly headway was restored at this time all day and evening: from 6.15 am to 11.15 pm (at Jurupa).

Brockton Ave. proved the most durable of the strictly local routes in Riverside. For better than a decade thereafter it continued to operate, with practically no changes in schedule. On or shortly before 8-11-32 the last evening round trip was dropped, cars now running from 6.15 am to 10.45 pm. On or shortly before 10-25-33 Sunday service was discontinued before 8.15 am and evening service after 9.45 pm, except for a Saturday only trip at 10.15 am.

Without further schedule changes, the line was abandoned with the departure of the final car from Brockton Ave. and Jurupa at 10.30 pm on Saturday 5-31-36.

87. RIVERSIDE: FAIRMONT PARK LOCAL LINE

Route, 1911: From Fairmont Park via Locust, Houghton, Main; through-routed with Victoria Hill Local Line.

As of 11-1-13, service on this line was provided every 20 min from 6.50 am to 11.10 pm.

On or shortly after 10-20-14 the line was through-routed with the Brockton Ave. Local Line. As of 5-1-16 cars left Fairmont Park at 6.08 am, 7.08, and every 30 min to 10.08 pm, then 10.58, 11.38 pm.

On 5-1-19 this line was separated from the Brockton Ave. line and again through-routed with the Victoria Hill line.

As of 11-1-21, cars left Fairmont Park at 6.40 am, 7.20, and every 20 min to 7.20 pm, and every 40 min to 11.20 pm. Running time to 7th & Main was 5 min from the park.

Effective on 7-7-24, the line was changed to be through-routed with both the Brockton Ave. and Victoria Hill routes. Each of these two lines ran hourly, hence should have given Fairmont Park a half hourly service. However, the 10-1-24 schedule shows cars leaving Fairmont Park for both lines at the same moment once an hour. Either the schedule is in error, or perhaps some shuttle arrangement was in effect, unpublicized, for one or the other of the two through-routed lines.

Around January 1925 this line was demoted to very poor service and separated from all other lines. As of 2-25, cars left 7th & Main for the park at 7.50 am, 10.00 am, 1.00 pm, 3.00, 6.00, 7.30, 8.30 9.30 and 10.30 pm. The relatively frequent evening service must attest that patronage was confined largely to pleasure-seekers.

This line was entirely abandoned on 3-1-25.

88. RIVERSIDE: RUBIDOUX-EVERGREEN LOCAL LINE

Route, 1911: From Seventh & Vine via Seventh to Rubidoux Drive.

As of 11-1-13, this line enjoyed 15 min service all day from 6.00 am to 11.00 pm daily.

This short crosstown line always operated independently of other routes.

As of 5-1-16, cars left Rubidoux Hill at 6.10 am and every 20 min to 10.50 pm, with times 10 min later at Evergreen.

As of 5-1-24, cars left Rubidoux at 6.15 am and every 20 min to 11.15 pm; Evergreen, 6.25 am until 11.05 pm.

This line was abandoned on 7-7-24 as a power conservation measure that became permanent.

89. LOS ANGELES-RIVERSIDE VIA CEMENT PLANT-BLOOMINGTON-RIALTO

Route, 1911: From Riverside (Seventh and Market Sts.) via Market and private right-of-way to Cement Plant and Bloomington.

As of 10-15-12 an hourly service all day and evening was being provided to Bloomington, with 19 round trips daily. In addition, one round trip ran to and from the Cement Plant only. Last car for Bloomington left Riverside at 11.00 pm. Running time was 30 min. Service remained about the same as of 11-1-13.

On 3-24-14 the line was extended via private right-of-way and private right-of-way in Riverside Ave. to Rialto.

As of 7-11-14, service had been considerably reduced. Cars left Riverside at 6.10 am, 6.20, 7.40, 9.15, and every 90 min to 4.45 pm, then 6.00, 8.20, 6.15, 7.45, 9.15, and 11.10 pm. C-to Cement Plant only. B-to Bloomington only. Running time to Rialto was 38 min, 28 to Bloomington. No attempt was made to offer a connection with Los Angeles-San Bernardino trains at Rialto; instead, passengers were advised to change at San Bernardino for Riverside!

This last situation quickly changed. On 3-15-15 most local service on the line was replaced by through service from Los Angeles, consisting of rear cars of Los Angeles-San Bernardino trains departing from Main Street Station, detached at Rialto, and run thence over this line to Riverside.

As of 5-1-16, arrivals at Riverside from this line were as follows: B7.02 am, SR8.16 am, then TR9.47, TR11.17, SR12.08 pm, TR1.57, TR4.47, SR5.13, C5.52, B6.14, TR6.53, SR9.57, and SR1.44. Cars left Riverside northbound as follows: B6.14 am, TR6.25, SR7.14, TR7.25, SR9.12, TR10.30, then TR1.25 pm, SR3.04, TR3.50, TR5.00, C5.14, B5.24, SR7.30, SR10.25 pm. B-To or from Bloomington only. C-To or from Cement Plant only. SR - Shuttle to or from Rialto. TR-Through car to or from Los Angeles.

As of 5-15-21, little basic change had occurred. The morning shuttle round trip to Rialto (which left Riverside at 7.13 am) ran through to Foot-hill Blvd. in Rialto (arriving 7.41 am daily, and leaving 7.43 am southbound), as the only passenger service north of Rialto Junction. This extension into Rialto was discontinued by 1929. Service ended at Riverside Station, except for the 6.18 am northbound car to Bloomington only and the 5.09 pm car to Cement Plant, plus both the afternoon Cement Plant inbound cars (at 4.52 and 5.52 pm) which ran through to and from Fourteenth and Market Streets, 4 min beyond the given times.

Effective on 8-15-26, independent service was changed as follows: Leave Riverside 7.13 am for

Rialto, 3.32 pm, 4.05, and 11.40 pm for Cement Plant. Arrive Riverside 3.58 pm, 4.31, and 12.28 am from Cement Plant.

Only minor changes followed until 3-10-30, on which date one Cement Plant round trip was discontinued in the late afternoon.

On 11-25-30 the late evening Cement Plant round trip vanished.

On 11-2-31 all local Cement Plant service was discontinued; and all service was now run through to Los Angeles, consisting of rear cars of San Bernardino trains. At this time there were 9 round trips daily and 1 Sunday night only.

On 10-9-32 the Sunday night round trip was discontinued.

It is quite possible that during 1933 and 1934, shuttle cars to Rialto were used in place of the through rear cars on many trips, but the time tables do not indicate this.

As of 6-15-35, shuttle service from Riverside to Rialto replaced all but one early morning through trip from Los Angeles. Shuttle cars left Riverside at 7.25 am, 9.40, 11.40, 1.40, 3.40, 5.40, 7.57, and 9.25 pm. They left Rialto at 9.06 am, 10.58, 12.58, 2.58, 4.58, 6.20, 8.59, 12.12 am. Thus there were 8 round trips daily, plus the one remaining through round trip.

Most probably on 2-1-38, all night service on this line was discontinued. Five daily round trips remained. These left Riverside at 7.25 am, 9.40, 11.40, 3.40, and 5.40 pm. Returning, they left Rialto at 9.06 am, 10.58, 12.58, 4.58, and 6.20 pm. The one through trip from Los Angeles in the morning was at this time discontinued.

On 5-8-39, the 5.40-6.20 round trip was discontinued, leaving 4 round trips daily.

Much more direct service to Riverside was being offered by Motor Transit Company, owned by Pacific Electric; hence this rapid withering of rail service to one of the most important Orange Empire cities.

On 6-9-40 service was reduced to one round trip daily. This left Riverside at 12.10 pm, arriving Rialto at 12.40. Ten minutes later it left the latter point, arriving again at Riverside at 1.20.

This line was completely abandoned on 11-18-40.

90. RIVERSIDE: VICTORIA HILL LOCAL LINE

Route, 1911: From Victoria Country Club via Victoria Ave., Bridge St., Olivewood St., Lime St. 14th St., Main St., and through-routed with Fairmont Park Local Line.

As of 11-1-13, a 20 min service was operated on this line from 6.50 am to 11.10 pm.

On or shortly after 10-20-14 this line was separated from the Fairmont Park Local Line, terminating at Sixth and Main. As of 5-1-16, cars left Victoria Hill at 6.20 am and every 30 min to 11.20 pm; from Sixth and Main, 15 min earlier.

On 5-1-19 this line was changed to resume its through-routing with Fairmont Park. As of 11-21, cars left Victoria Country Club at 6.20 am, 7.00, 7.40, and every 20 min to 7.40 pm, then every 40 min to 11.40 pm. Running time from the terminus to Seventh and Main was 12 min.

The power shortage of the summer of 1924 brought severe curtailments, probably put into effect on 7-7-24. Now an hourly service prevailed from Victoria Hill, with departures at 6.15 am, 7.00 am, and every 60 min to 11.00 pm.



Above: Butterfly 1218 & train were inbound from Santa Ana one afternoon in April, 1945, when this photo was snapped. The scene is near West Santa Ana. (CDS)

Below: Grade crossing accidents were ever hazards for the big red cars and their passengers. Here an 840 and a truck have tangled near Universal City in the Twenties. (DT)



Around 1-25 the line was separated from the Fairmont Park line and operated independently under a much improved schedule from Seventh and Main Sts. Cars left Victoria Bridge at 6.10, 6.40, 7.10, 7.40, 8.20 am, and every 30 min to 7.20 pm, then hourly till 11.20 pm (leaving times at Seventh and Main were 15 min earlier than each of the above).

This rejuvenation proved to be "second wind." The line was abandoned on 3-1-25.

91. RUBIO CANYON-ECHO MOUNTAIN LOCAL LINE (CABLE INCLINE)

Route, 1911: From Rubio Canyon via private right-of-way to Echo Mountain. This route was a counterbalance type (funicular) incline railway.

As of July 1911, cars left Rubio at 9.15 am, 10.15, 11.15, 12.25 (Sunday only), 1.25 (Sunday only), 2.45 and 5.15 pm. Cars left Echo Mountain eastbound at 9.05 am, 10.35, 2.35, 5.05, and (Saturday and Sunday only) 8.15 pm.

Only slight changes had occurred by 2-1-19.

As of 11-15-20, cars left Rubio at 9.17 am, then 10.17, 11.17, 12.57 (Sunday only), 2.47, 5.17, and 8.27 pm (Saturdays, Sundays, and holidays only). A car left Echo at 9.10, 10.30, 2.30, 5.10, and also at 7.45 pm Saturdays, Sundays, and holidays only.

It should be noted that in these years there were fewer listed eastbound departures than westbound. Owing to the counterbalance nature of the propulsive force on this route, it may always be assumed that, when a car was travelling in one direction, another car was making a similar opposite journey. Such unlisted movements must be considered deadhead runs. (And did the incline run in between these scheduled trips for the benefit of hikers in the area?)

The 9.10 am eastbound departure was changed to 9.20 am shortly before 8-1-23. At that time, for a brief period only, an eastbound departure was also made at 7.25 am on Mondays and days following holidays only, to enable weekend Mount Lowe visitors to reach Los Angeles before the start of business.

But, as stated, it was not until 2-1-29 that the schedule was entirely rewritten. With that date, cars left Rubio at 9.50 am, 10.50, 11.50, 1.00 pm (Sunday only), 2.50, 5.35, and (Saturday, Sunday, and holidays only) at 8.20 pm. Returning, cars left Echo at 9.40 am, 11.00, 3.00, 5.25, and (with the usual weekend restriction) at 8.00 pm.

It might also be remarked that this line was discontinued for one day only at intervals of each two to three years, owing to the necessity of replacing the cable ropes. Such dates were, among many others, 10-1-21 and 1-15-24. The service may also have been at least interrupted on 12-29-21 for a period of three days, account two-foot snowfall.

On or shortly before 1-1-32, the 9.50 and 10.50 am trips from Rubio were replaced by a single trip at 10.35 am, while the 9.40 am and 11.00 am trips from Echo were similarly replaced by a single trip at 10.20 am.

On 4-10-32, morning eastbound service was improved, as the 10.20 am trip was replaced by two, at 7.50 am and 11.43 am. The remainder of the schedule, including all westbound service, was unaffected.

The schedule remained basically the same until on or shortly before 9-1-34, when alterations pro-

duced the following departures: Leave Rubio 8.55 am (Sunday only), 10.20, 11.45, 1.00 pm (Sunday only), 2.48, 5.35, and (weekends, as indicated above) 8.20 pm. Leave Echo at 7.50 am (Sunday only), 11.35, 2.55, 5.20, and (weekends) 8.00 pm.

Service was further reduced as of 3-11-35, with the following schedule: Leave Rubio Cyn. 10.35 am 11.35 am (Sunday), 2.35, 5.35, and (Saturday only) 8.20 pm. Leave Echo 7.50 am, 2.45, 5.10, and (Saturday and Sunday only) 8.10 pm.

As of 2-2-36 the 7.50 am trip from Echo was altered to 9.10 am on Sunday morning only.

On 9-15-36, owing to the fire which destroyed Alpine Tavern, all service was discontinued except an unpublicized irregular franchise, principally to bring supplies to caretaker crews.

The incline last carried revenue passengers on a Railroad Boosters excursion on 9-7-37. During dismantling operations in 1939, crews briefly revived the use of the incline for the facilitation of their destructive aims.

92. LOS ANGELES-RUBIO CANYON VIA PASADENA

Route, 1911: From Main Street Station via Main, First, Los Angeles, Aliso, private right-of-way, and private right-of-way adjacent to Huntington Drive to Sierra Vista and El Molino, thence via private right-of-way, Oak Knoll Ave., and private right-of-way, Lake, Colorado, Fair Oaks, private right-of-way, Mariposa, Lake, and private right-of-way to Hygeia and Rubio Canyon. Return via private right-of-way, Lake, Mariposa, private way, and Fair Oaks Ave. to Oneonta Park, and reverse.

During July 1911, service was being operated on this line as follows, with a 75 min outbound running time and 62-70 min inbound: Leave Los Angeles at 8.00 am, 9.00, 10.00, 1.30, and 4.00 pm (plus two midday trips on Sundays only from Pasadena to Rubio only). Leave Rubio 9.15 am, 10.45 2.55, 5.15, and (Sunday only) 8.25 pm.

Inbound trips to Pasadena only begin appearing by 1912; as of 11-1-13, two of these ran daily; leaving Rubio at 9.25 am and 10.45 am; but these were discontinued thereafter, and all service became through to and from Los Angeles except on Sundays.

Only minor changes occurred in succeeding years. As of 11-15-20, the service offered was as follows: Leave Los Angeles 8.00, 9.00, 10.00, 1.30, 4.00, and (Saturday, Sunday, and holidays only) 7.10 pm. Leave Rubio at 9.20, 10.40, 2.45, 5.20, and (Saturday, Sunday and holidays only) 8.37 pm.

On or shortly before 10-1-24 an additional inbound trip was added, leaving Rubio 11.30 am.

Effective on 4-1-28, the 4.00 pm trip from Los Angeles was changed to depart at 4.15 pm, and, for the first time, this outbound run was rerouted via the Pasadena Short Line (or reverse of the inbound route described above). Running time on this trip was reduced to 62 min, compared with 80 min for the other outbound trips still using the Oak Knoll trackage through Pasadena.

Shortly thereafter the weekend 7.10 pm was also rerouted via the Pasadena Short Line outbound, although the three morning trips adhered to their Oak Knoll routing unflinchingly for some time.

Effective on 2-1-29 departure times were changed on the morning trains, leaving Los Angeles at 8.30, 9.30, 10.30, 1.30, 4.30, and (weekends) at 7.10 pm (plus a Sunday trip from Pasadena in the

noon hour). Inbound trains left Rubio at 9.50 am, 11.10, 11.50, 3.15, 5.35, and (weekends) 8.20 pm.

No further changes occurred until on or shortly before 1-1-32. At that time one round trip daily was eliminated. In place of 8.30 and 9.30 outbound trips there was one at 9.15 am; in place of 11.10 and 11.50 am inbound trips there was one to Pasadena only at 10.35 am. An earlier Rubio departure at 8.05 am was added on 4-10-32, plus an 11.55 am inbound trip to Pasadena only. As of 1-1-33, the 10.35 am trip to Pasadena only was no longer operated.

On or shortly before 1-2-34, all outbound trains were changed to operate via the Short Line route except the 10.30 am trip, usually requiring 65 min for the trip (the 10.30 am took 75 min). The 1.30 pm was changed to 1.40 pm outbound, although it returned to 1.30 pm by 3-11-35. There were other slight changes during 1934.

Another major cut occurred on or shortly before 3-11-35. At this time all service without exception operated via Pasadena Short Line in both directions. Now only a 9.30 am departure remained in the morning, plus a 10.30 am trip on Sunday only. The weekend evening trip now ran between Pasadena and Rubio only.

The employee time table of 2-10-36 was quite possibly the last to take effect. According to it, cars left Los Angeles at 9.30 am, 10.30 (Sunday only), 1.30, and 4.30; and, from Pasadena on Saturday only, at 7.48 pm. Cars left Rubio at 8.05 am DXSu, 9.20 am (Sunday only), and 3.05 pm for Los Angeles, and then at 5.25 pm and (Saturday and Sunday only) 8.25 pm for Pasadena only. Morning inbound service was limited from Colorado St. in Pasadena to Los Angeles, stopping to receive at California, Glenarm, Mission, Monterey Rd., Oneonta Park, and Sierra Vista.

On 9-15-36 regular service on this line was discontinued, owing to the fire which on that date destroyed Alpine Tavern, for which this line was a gateway.

It should be noted that the inbound morning limited continued to operate from Altadena to Los Angeles under the same schedule and should actually be considered a Pasadena Short Line train, at least after 1936.

Daily franchise service between Los Angeles and Rubio was maintained until floods destroyed the upper portion of the line around 2-28-38. Franchise service as far north as Hygeia Station continued until abandonment on 3-31-38.

93. SAN BERNARDINO-ARROWHEAD HOT SPRINGS

Route, 1911: From San Bernardino Station via Third St., D St., Highland Ave., Mountain View Av. and private right-of-way to Arrowhead Hot Springs hotel.

It should be noted that service on this trackage within San Bernardino is treated separately as the D Street-Highland Avenue Local Line, which had quite an independent history.

Certainly the best through service to Arrowhead ever operated came during the very early years of the existence of this line. As of 10-15-12, week-day service was as follows: Leave San Bernardino at 6.30 am, S7.50, F9.15, S11.30, 1.50, S3.30, F5.30, S6.55, and (Sat only) 11.30 pm. Leave Arrowhead at S7.05 am, F8.25, S10.05, 1.05 pm, S2.30 F4.05, S6.05, 7.35, and (Sat only) 12.00 am. S-To or from Santa Fe Station, San Bernardino. F-Com-

ination freight and passenger. On Sundays, cars left San Bernardino at 6.30 am and hourly to 5.30 pm, then 6.55 pm (last car). They left Arrowhead at 7.00 am and hourly to 6.00 pm, then 7.35 pm.

Hourly service soon ended, and, as of 7-11-14, there were but 6 round trips daily: Leave San Bernardino at 6.55 am, 9.40, 11.25, 2.10 pm, 4.40 6.40, and (Sat only) 11.30 pm. Leave Arrowhead at 7.34 am, 10.49, 12.19, 3.19, 5.34, 7.34 pm and (Sun only) 12.04 am. With slightly changed times, these trips continued as of 5-1-16.

Late in 1920 this schedule was pruned to provide but 5 round trips.

This five-trip schedule, as of 9-15-21, called for 35 min running time northbound and 28 min southbound (the final grade was steep). Cars left San Bernardino at 6.25 am, 9.27, 12.57, 3.42, and 5.42 pm. Cars left Arrowhead at 7.04 am, 10.04 2.19, 4.19, and 6.19 pm. Evening service had been entirely discontinued.

On 5-1-22 service was increased to 6 round trips departing from San Bernardino at 7.27, 9.27, 11.27 1.42, 4.27 and 5.42 pm; from Arrowhead at 8.04, 10.04, 1.04, 2.19, 5.04, and 6.19 pm.

On 7-7-24 all passenger service on this line was discontinued, owing to the power shortage of that year, which forced Pacific Electric to reduce overall electric consumption on its system by one quarter.

Reestablishment came on 1-15-25, following winter rains that enabled restrictions to be removed. But at this time service was changed to a shuttle operation from Highland Ave. and B Street to Arrowhead Hot Springs. There were 5 round trips to the terminus, plus 3 to Severance and 6 to Crusher only. The public time table of 2-25 shows these runs as through services from downtown San Bernardino, but the employee schedule indicating a shuttle north of Highland Ave. is probably more trustworthy.

On 3-25-25, through service was reestablished from downtown San Bernardino. The new schedule was as follows: Leave San Bernardino 6.42 am, 7.42SC, 9.27, 12.57, 3.27, 5.42 pm. Leave Arrowhead 7.35C, 8.20S, 10.04, 1.40, 4.25, and 6.25 pm. S-To or from Severance only. C-Shuttle to or from Highland Avenue and B Street.

This schedule remained in effect without change until 7-10-30, when the following combination of through and shuttle service replaced it. (For sake of clarity, all times are shown at Highland Ave., rather than San Bernardino Station.) Northbound, leave T6.57 am, SX8.02, TX9.42, TC1.12 pm, SC1.32 pm, TC3.42, S4.02, TX5.57. Southbound, arrive S7.57 am, TX8.32, TX10.17, SC1.30 pm, TC2.02, SC4.00, T5.17, TX6.32. T-through to or from San Bernardino Station. S-Shuttle north of Highland Ave. X-To or from Severance only. C-To or from Crusher only. Thus it will be seen that only two round trips daily ran to the terminus of the line.

On 11-1-30 this nightmare experiment came to an end, and the 1925 schedule was reestablished in its exact former form, save that the 10.04 am inbound trip was changed to leave Arrowhead 10.10 am. This brought a return to five round trips to Arrowhead.

But the whimsy of the schedule-makers for this line was far from ended. A new and yet more weird experiment was placed in effect on 6-1-31. All

service was changed to shuttle north of Highland Ave. Only one round trip daily to Arrowhead was retained, leaving Highland Ave. 10.00 am and the outer terminus at 10.35 am. Cars left Highland Ave. for Crusher at 6.13 am (DXSu), 6.31 (DXSu), 7. and every 30 min (gasp!) to 7.00 pm, 8.13, and every 30 min to 10.43 pm. Cars left Crusher at 6.22 am (DXSu), 6.49 (DXSu), 7.19, and every 30 min to 7.19 pm, 8.23 and every 30 min to 10.53 pm.

The orchestra dies save for a few steady, constant bass notes on 11-25-31. On that date the schedule was rewritten eliminating the 30 min Crusher service entirely, but making amends for this crushing blow by restoring three round trips to Arrowhead Hot Springs daily. These left San Bernardino at 6.57 am, 3.12, and 5.12 pm; Arrowhead at 7.38 am, 3.53, and 5.53 pm, and ran to and from San Bernardino Station. They now constituted all the service on this line.

This was the last schedule ever to include passenger service on the Arrowhead Hot Springs line. Its calm regularity hardly kept alive the memory of 30 min service to Crusher during 1931.

The last car in history to leave Arrowhead for San Bernardino on a regular schedule did so at 5.53 pm on 8-31-32.

There are probably more surprises in the schedule history of this line than in that of any other Pacific Electric rail route, with the possible exception of Newport Beach.

The last car to carry passengers to Arrowhead Hot Springs was a commemorative excursion operated by Railroad Boosters on 6-15-41.

94. SAN BERNARDINO-COLTON VIA MOUNT VERNON AVENUE

LOCAL LINE

Route, 1911: From Ninth and J Sts., Colton, via J, 8th St., private right-of-way, Mount Vernon Av. and Third St. to D St., San Bernardino.

As of 10-15-12, this line offered base service of 20 min and evening service of 30 min, except 20 min on Saturday evenings. On Sunday mornings the headway was 30 min, but later in the day changed to 20 min, including Sunday evenings.

During mid-1913 the Colton line became through-routed with the D Street-Highland Avenue Local Line. As of 11-1-13 a 20 min service ran all day until 7.30 pm, then 30 min to 11.30 pm.

A service cut had occurred by 7-11-14, when a straight 30 min service was being offered from 6.04 am to 12.04 am daily (leaving times, Colton).

As of 5-1-16, a 15 min service was provided from 6 am to 9 pm on weekdays, then half hourly to midnight; but with 15 min service to midnight on Saturdays and Sundays, although half hourly before 8.30 am on Sundays.

As of 1921, a 15 min base and 30 min evening service was given; last car left San Bernardino at 11.30 pm. This schedule continued in effect with hardly a change through all the years from 1921 to 1932.

On 7-10-32, Sunday service was changed to 30 min at all hours.

The depression brought a reduction in base hour service, effective 1-24-33. A 15 min service continued morning and evening only (6.30 am-8.30 am and 2.15-5.45 pm from San Bernardino), with 30 min at all other times. Last car now left San Bernardino at 11.43 pm. Running time was 19 min from downtown San Bernardino to Colton.

It might be noted that the through-routing of the line with the D Street-Highland Avenue Line was never altered from 1913 until end of regular service.

The better headway of 15 min all day was restored on 10-12-36, with 30 min service nights and Sundays only.

On 11-28-37 Sunday service was reduced to an approximately hourly frequency after 10.00 pm.

The 1933 schedule of half-hourly base service was reestablished on 4-18-38, with 15 min service during the same morning and afternoon hours as in the 1933-1936 period.

There were no further schedule changes of consequence.

The line was abandoned on 2-22-42, just before a wartime moratorium on electric railway shrinkage.

95. SAN BERNARDINO: D STREET-HIGHLAND AVENUE

LOCAL LINE

Route, 1911: From Highland Avenue and D Street via D St., Third, E St., and through-routed with Urbita Springs Local Line.

As of 10-15-12, 20 min service was offered on this line until 8.30 pm, then 30 min service to 11.30 pm.

During mid-1913 this line was divorced from the Urbita Springs line and instead through-routed at all times with San Bernardino-Colton via Mt. Vernon Ave. Local Line.

The 11-1-13 schedule, carrying the new through-routing, provided 20 min service until early evening hours, then 30 min to 11.54 pm.

As of 7-11-14, this line was now through-routed with both the Colton and the Urbita Springs local lines, alternate D Street cars running to one and the other. D Street headway was now 15 min from 5.49 am to 11.19 pm daily (from Highland and D).

By 5-1-16, the line had become permanently separated from Urbita Springs and instead solely combined with Colton, which was to be the arrangement thenceforth until 1942. A 15 min headway was offered at all times to 9 pm, then 30 min to midnight, but with 15 min service to midnight on Sat and Sun; early Sunday morning service was 30 min to 8.30 am.

As of 1921, 15 min service extended during the day until 7.57 pm, then 30 min to 11.57, and last car from downtown at 12.14 am.

The 1921 schedule remained in effect without alteration until 1932.

At some time between 1916 and 1932, the line was extended two blocks via Highland Ave. to B Street. The first schedule which explicitly gives B St. as the terminus is dated 12-20-32.

On 7-10-32, 30 min service was established all day on Sundays.

The company briefly experimented with reduced evening service during the next depression year. Effective 1-24-33, the last car left downtown San Bernardino at 11.23 pm. But apparently protest was too strong. Effective 2-20-33, a 12.13 am car was restored.

The northern portion of this line served an area of San Bernardino which was rapidly gaining population during the 1930s. Suburban service to Arrowhead Hot Springs continuing north from Highland and B, had been discontinued in 1932. Now there was a clamor for extension of street railway service for some distance at least over the dormant

rails.

Thus effective 5-1-37 the line was extended via private right-of-way adjacent to Mountain View Ave. to a terminus at 34th St. The previous running time from downtown San Bernardino of 15 min was increased to 22 min, to give an indication of the gravity of the extension. Under the schedule established that date, headways remained the same, but with the last car leaving San Bernardino at 12.27 am.

During certain years alternate cars only ran through to Colton during base hours; those which did not do so terminated at Santa Fe Station, San Bernardino.

There were no further schedule changes until 1942. On 2-22-42 this line was separated from the Colton line, owing to the complete abandonment of that route, and all service on this line was discontinued except for one franchise round trip daily.

On 8-4-42 the franchise trip was eliminated and the line was totally abandoned for passenger service.

96 - 97. SAN BERNARDINO-HIGHLAND (AND) SAN BERNARDINO-PATTON

Route, 1911: From San Bernardino Station via Third St., Sierra Way, private right-of-way, private right-of-way adjacent to Sixth St., private right-of-way, Second St. (Harlem Springs), private right-of-way to Patton Junction; thence splitting into two branches: north via private right-of-way to Patton, and east via Pacific Ave. to Center St. (Highland). One trip in one direction only maintained a franchise service over another route: inbound via private right-of-way adjacent to Sixth, private right-of-way, Seventh St., D St., and 3rd St. to San Bernardino Station.

The 10-15-12 schedule provided hourly service outbound to Highland, as a through and uninterrupted ride. Nine inbound trips were interrupted by a side trip to and from Patton. The trip which left Highland at 8.25 am was the solitary trip using the Seventh St. trackage in San Bernardino.

As of 1-6-13 all inbound trips (except the 8.25 am) detoured via Patton. The same schedule was in effect as of 11-1-13.

As of 7-11-14, 8 trips out of the hourly schedule now apparently ran first to Patton, then to Highland outbound, and all trips returned from Highland directly to San Bernardino.

During 1915 the Seventh St. franchise trip was discontinued, and all cars ran via Sierra Way, then known as A St.

As of 5-1-16, the 1914 schedule remained in effect, except that 10 outbound trips now detoured via Patton, and evening service had been improved to a straight hourly level to 11.10 pm (last car from San Bernardino).

Thus it may be seen that the Patton line, which principally served a state home for the insane, carried remarkably little traffic and was always integrally related to the Highland service.

These routes were the earliest upon which the company placed motor coach service. However, for many years both motor coaches and electric trains ran jointly. Indeed, it may be said that motor coaches first began serving an insane asylum before being extended to other parts of the system.

This early arrival of busses occurred on 7-12-17

and doubtless brought with it a major reduction in rail service on both the Highland and Patton lines.

As of 9-15-21, the following rail schedule was in operation: Leave San Bernardino for Highland at 5.25 am, P6.40, 8.40, 10.25, 12.25 pm, P3.35 pm 5.17, 6.25, 7.50, P9.10, and P11.10 pm. Leave Highland for San Bernardino at P6.00 am, 7.35, P9.10, 11.10, P1.10 pm, 4.10, 5.45, P7.00, 8.25, 10.10, and 11.50 pm. All trains ran daily. P-Side trip to and from Patton included.

During the early autumn of 1923 the 3.35 pm trip from San Bernardino was changed to depart at 3.50.

On 6-1-24 all service to and from Patton was abandoned. Evening service to Highland was at the same time discontinued. Six round trips remained between San Bernardino and Highland, leaving outbound at 6.55 am (DXSu), 8.40, 10.25, 12.55, 3.50, and 5.17 pm. Returning, they left Highland at 7.35 am (DXSu), 9.15, 11.15, 1.25, 4.30, and 5.50 pm. Running time was 22 min west, 25 min east.

Minor variations in the times of these trips occurred later during the 1920s.

Next important change in the schedule was made on 3-26-32. All Sunday service was discontinued, and three round trips remained DXSu. These left San Bernardino at 6.42, 3.48, and 5.17; Highland at 7.15, 4.30, and 5.50.

It is possible, according to information in company files, that there was a temporary reduction in service effective 7-3-33, but this is not recorded in employee time tables, nor is this substantiated by the 10-25-33 public time tables which list the three round trips exactly as in 1932. So also does the 4-1-34 time table.

On or shortly before 9-1-34, service was reduced to a single DXSu round trip leaving San Bernardino at 3.40 pm, Highland at 4.30 pm.

By 1935 this round trip was removed from public schedules and is believed to have been operated principally for school children. However, evidence leads to the belief that this trip survived until 7-20-36, when the Highland line was finally abandoned in favor of the paralleling motor coaches which had begun their operations nearly twenty years before.

98. SAN BERNARDINO-REDLANDS

Route, 1911: From San Bernardino Station via 3rd private right-of-way, Mill, private right-of-way, private right-of-way adjacent to San Bernardino av and Orange to Redlands Station. During the morning rush hours only, through-routed in San Bernardino with Urbita Springs Local Line.

A base headway of 40 min was offered as of 10-15-12, with hourly evening service, except 40 min service on Saturday and Sunday evenings only. Three trips (leaving Redlands at 7.20, 8.00, and 8.40 am) ran through to Urbita Springs; five morning trains from Urbita Springs ran to Redlands. Last car on week nights left San Bernardino at 10.30 pm (10.50 on Sunday, 11.30 on Saturday).

On or by 3-14-13, the line was completely separated from the Urbita Springs line.

Early in 1914 the extra weekend runs disappeared and a 70-75 min evening headway obtained (last car at 11.05 pm), with 40 min base service remaining.

This line became through-routed with the San Bernardino-Riverside via Colton line by 1-16.

As of 5-1-16 hourly service was provided to 7.26 pm, then 8.40, 9.48, and 11.26 pm (from San

Bernardino). 70 min were required from Riverside to Redlands, with a 5 min layover in San Bernardino; actual running time from San Bernardino to Redlands was 29 min.

There were some fluctuations in service between 1916 and 1920.

A new schedule took effect on 11-1-20, establishing certain through trips from Los Angeles to Redlands via San Bernardino for the first time. These will be discussed under the Los Angeles-San Bernardino line elsewhere (as they were rear cars of San Bernardino trains), but such through trips will be counted in schedule summaries for this line from 1920 to abandonment.

The new 1920 schedule provided approximately hourly service during base and evening periods, with an improvement to 40 min headway during the evening rush hour only.

Running time during midday hours averaged 30 to 32 min, as of 11-26. By this date headways had become slightly irregular, rather than the constant hourly beat of the earlier 1920s, but number of trips had not changed.

On 4-1-28, this line was separated from the San Bernardino-Riverside line, terminating at San Bernardino station. This was an experiment fostered by the California Railroad Commission. A total of 15 round trips daily plus 2 round trips DXSu were offered, on very irregular headways.

On 6-15-28, the line was again through-routed with the Riverside line, except during midday hours. (Naturally, the through Los Angeles service after 1920 was never through-routed in this manner.)

As of October 1928, 19 round trips were programmed DXSu, 18 on Sunday.

Early in 1931 a reduction was made to 16 round trips. Through-routed trips to Riverside and trips ending at San Bernardino were intermingled at most hours of the day.

Probably on 11-2-31, a major cut occurred, to 9 round trips daily. Base service was now every two hours. The influence of Motor Transit Company "supplementary" bus service was indeed now being felt. Last car of the day left San Bernardino at 9.08 pm. Nearly all trips were again through-routed to Riverside. Running time was 35 min east and 31 min west.

This schedule remained in effect, hardly with a change, until abandonment.

The last car left Redlands for San Bernardino at 9.45 pm on 7-19-36. At the time, Redlands was probably the most important city on the Pacific Electric system to be served exclusively by motor coaches.

99. LOS ANGELES-SAN BERNARDINO-REDLANDS VIA EL MONTE-COVINA-UPLAND

Route, 1914: From Los Angeles Street surface terminal via Seventh, San Pedro, Aliso, and private right-of-way to El Monte and Covina, Badillo St. in Covina, thence private right-of-way to La Verne and "Pomona Jct." (Park Ave., Pomona), then to North Pomona, Etiwanda, Fontana, Rialto, and San Bernardino, on Rialto Ave. in San Bernardino, and north on private right-of-way to the Station.

This line was established on 7-11-14. However, on a more or less informal basis, at least two round trips daily had operated between Pomona and Etiwanda as early as 1-14.

The first schedule, effective 7-11-14, provided 8 trains daily--a number which remained typical of the line until 1940. These trains left Los Angeles at 3.00 am, L7.20, L9.00, 11.30 am, L2.15 pm, L4.23, L7.10, and 11.15 pm. They left San Bernardino at L6.38 am, L8.08, 10.05 am, LXL.05 pm, L4.05 L5.08, L7.33, and 10.28 pm. L-Limited, stopping only at Barranca St. (Covina), San Dimas, La Verne, North Pomona, Claremont, Upland, and points east. LX- Stops also at Ramona Park and Ynez. Other trains made "all stops between Los Angeles and San Bernardino." Running time of the limiteds varied between 2 hours 16 min and 2 hours 20 min. The midday eastbound local took 2 hours 35 min.

On 11-4-14 this line was rerouted more directly via a new private right-of-way between La Verne and North Pomona, the so-called "Lordsburg cut-off." This saved the trains 5 to 15 min in running time.

Through service from Los Angeles to Riverside, consolidated with trains of the San Bernardino line from Los Angeles to Rialto, was established on 3-15-15. It is described under the Riverside-Rialto Line.

As of 5-1-16 the same 8 trains still ran, with slightly different times. Limiteds now took between 2 hours 2 min and 2 hours 5 min for the trip and made all stops east of Covina in addition. One morning rush hour train also now ran DXSaSu from Upland to San Bernardino.

On 2-11-17 the Los Angeles route was changed to use Aliso, San Pedro, and elevated right-of-way to rear of Main Street Station, returning reverse.

It should be mentioned that all service running locally between Los Angeles and the Covina area is discussed under the Los Angeles-Pomona line, and that this article concerns itself only with service east of Pomona. Pomona trains were also consolidated with San Bernardino trains on many occasions, as is discussed, once again, under the Pomona line.

The diet of 8 round trips daily continued until a major improvement was effected on 11-1-20, with 10 round trips beginning that date. The same day, through service was established on 4 round trips between Los Angeles and Redlands. Two "name trains" were also inaugurated with the new schedule, the eastbound afternoon "Citrus Belt Limited" and the westbound morning "Angel City Limited." (There have only been six "name trains" during Pacific Electric history, of which five were on the San Bernardino line; see also appendix I.)

Running time was 2 hours 5 min as of 11-1-21, except for 1 hour 45 min on the name trains. The through running time to Redlands was 2 hours 50 min, the longest single continuous journey ever to be available on the Pacific Electric system. Five round trips daily ran through to Redlands at this time.

As of 2-1-22, in addition to the 10 through trips, one eastbound only trip ran from Pomona to San Bernardino, leaving Pomona 6.30 am daily.

The following is a resume of the 10 through trips, as of 4-1-22 but substantially the same as since 11-1-20:

Leave Los Angeles A3.20 am, L7.10, L9.15, 10.35, L1.30, L3.25, CBL4.35, Lf5.45, 7.30, 10.00 pm.

Leave San Bernardino L6.45 am, ACL7.45, L8.45, LL0.45, LL.00, L3.00, L4.00, L5.35, L8.05, and 10.05 pm.

A-Departs from surface tracks, 6th & Los Angeles
L-Stops at all stations east of Claremont, all stations between Covina (Barranca St.) and North Pomona, also Covina (Citrus Ave.), Baldwin Park (S.P. Crossing), and El Monte.

f-Also stops at Garfield Ave.

ACL-Angel City Limited and CBL-Citrus Belt Limited. Stops at stations in Rialto, Upland (Euclid Ave.), Claremont, North Pomona, La Verne, San Dimas, San Dimas Jct., Covina (Barranca St. and Citrus Ave.), and Baldwin Park.

At the beginning of 1924 a 1.30 am departure from San Bernardino to Pomona was added. The early eastbound trip was changed from 2.30 to 2 am. A Saturday and Sunday departure from Los Angeles to San Bernardino at 11.15 pm was also introduced. In mid-1925 station stops at Fontana, Alta Loma, and Etiwanda were added on the two name trains. In addition, the 11.30 eastbound train now ran to Upland daily, to San Bernardino on weekends only.

Effective on 4-1-28 the limited trains leaving Los Angeles 9.15 am and San Bernardino at 4.10 pm began making stops only at stations in the various cities and had running time reduced to equal the 1 hour 45 min of the name trains, although as yet these two trains bore no names.

During 1930 these two trains were designated, respectively, as the "Orange Empire Limited" and "Metropolitan Limited." However, although these appeared in the public time table, the employee time table did not show these two names, although it did show the other two name trains established in 1920. As of 1930, the OEL and ML were given the same restrictions as the ACL and CBL, except that the former also stopped at El Monte Station and ML would discharge at Bench.

On 11-2-31 a first reduction in service occurred on the line, as a result of depression-induced decreases in patronage. All name trains were on that day obliterated from San Bernardino schedules forever. All trains except late evening and early morning remained limited between Los Angeles and Covina and North Pomona and Claremont, stopping at Garfield (receiving east, discharging West), El Monte Station, Baldwin Park, and Covina (Citrus), with one minor exception. One early morning train ran westbound from Upland to Los Angeles, while the 1.40 am train from San Bernardino now terminated at El Monte! The 11.30 pm train from Los Angeles ran Sundays only. Standard limited time during the day was 1 hour 50 min eastbound, 1 hour 49 min westbound.

As of April 1932, the 5.05 pm train from Los Angeles was limited to La Verne with selected stops.

On 7-3-32 all limited trains were made local on Sundays only, performing local work as far west as Valley Jct. There were no weekday changes.

Then, on 10-9-32, all limited trains were discontinued throughout the week, except the 4.40 pm eastbound (limited to Covina). The Sunday only late night trip was discontinued. There were now 9 round trips daily to San Bernardino, with 3 out-bound and 4 inbound through to and from Redlands.

On 4-15-34 two westbound limiteds were reestablished, leaving San Bernardino 7.40 am and 3.55 pm. The sole eastbound limited remained unjoined by others.

Further curtailments occurred on 4-1-35. The two westbound limiteds were again made local. All through service to Redlands was at this time dis-

continued except for the 2.00 am eastbound and 6.30 am (San Bernardino) westbound trips (largely for freight). One evening inbound trip from San Bernardino to Los Angeles was dropped, leaving 9 east and 8 west trips daily. Base running time was 1 hour 59 min. This was also likely the day on which most through Riverside service was likewise discontinued.

All through service to Redlands was discontinued on 7-20-36 with the abandonment of the line to that city from San Bernardino.

As of 10-15-36 the 7.40 am westbound train was again limited DXSu.

On 2-10-37 the evening inbound trip was reestablished, bringing a return to 9 round trips. Several trains were made limited between Valley Jct. and El Monte or Covina once more, westbound in the morning and eastbound in the evening.

Further improvements were made on 11-1-37, when all trains were made limited except nights and Sundays, with two eastbound limiteds on Sundays (4.40 and 7.20 pm).

The following is a resume of departures according to the 11-1-37 schedule:

Leave Los Angeles 2.00 am, B7.20, C9.20, C11.20, D1.20, D3.20, E4.40, L7.20, 10.30 pm.

Leave San Bernardino B6.30 am, L7.40, D9.55, C11.55, C1.55, C3.55, 5.55, 7.30, 10.00 pm.

B-Limited, Valley Jct.-El Monte.

C-Limited, Valley Jct.-Baldwin Park.

D-Limited, Valley Jct.-Baldwin Park, stopping at El Monte.

E-Limited, Valley Jct.-Covina, stopping at Garfield (receiving only), El Monte and Baldwin Park.

L-Limited, Valley Jct. - Covina, stopping at El Monte and Baldwin Park.

Running time during midday hours for limiteds was 1 hour 49 min in each direction.

On 2-1-38 the 2.00 am eastbound train was changed to depart at 1.30 am.

Then, on 5-8-39, the 1.30 am train was discontinued entirely. The 7.20 pm limited was replaced by an 8.00 pm local (limited on Sundays only). In the westbound direction, the 5.55, 7.30, and 10.00 pm trips were replaced by local trips at 6.45 and 10.05 (the 6.45 running limited on Sundays only). This left 8 round trips daily.

On 6-9-40 service was reduced to 4 round trips daily, with the inauguration of "supplementary" motor coach service. These 4 round trips all enjoyed a running time of 1 hour 45 min (equalling the name trains of the 1920s) and were all limited between Valley Jct. and Covina, stopping at Baldwin Park.

These trips operated as follows:

Leave Los Angeles 7.45 am, 10.10, 3.45 pm, and 7.35 pm.

Leave San Bernardino 7.55 am, 9.45, 3.55 pm, and 6.55 pm.

On the same day, trains were rerouted via Macy St. in Los Angeles owing to construction of the new Aliso St. bridge.

On 9-8-40 the 3.45 pm eastbound train was changed to depart instead at 4.15 pm, and the 3.55 pm westbound train departed 5 min earlier.

There were no further schedule changes until the San Bernardino line, longest of Pacific Electric rail services, was abandoned, save for franchise.

The last train left Los Angeles for San Bernardino at 7.35 pm on 11-1-41. However, a franchise

car operated from San Bernardino to Bench until 8-4-42, making one round trip daily, through-routed, after 2-22-42, with the D Street-Highland Ave. Local Line in San Bernardino.

This ended scheduled Los Angeles-San Bernardino electric railway service. Unscheduled service for troop movements occurred frequently during World War II, sometimes equalling several round trips daily, but civilians were not permitted to ride. The frequent plea for restoration of regular passenger service during those years was dismissed because expanded freight service so tied up the single track line.

Passenger service was "resumed" under sponsorship of various railway historical societies on the following dates: 9-7-47, 2-20-49, 10-30-49, 10-15-50, 6-2-51, 8-5-51, and 8-25-51. The excursion of 8-5-51 was the last car ever to carry passengers by electric power to San Bernardino Station and was under sponsorship of the Southern California Division, Electric Railroaders' Association. The excursion of 8-25-51 was the last ever to carry passengers by electric power on the San Bernardino line and was under the sponsorship of the Bay Area Electric Railroad Association. Business car 1299 was used, which had been the car run as the "Commodore," only name train not to have run on the San Bernardino line.

100. SAN BERNARDINO-RIVERSIDE VIA COLTON

Route, 1911: From 14th and Main Sts., Riverside, via Main, First, and private right-of-way adjacent to La Cadena Drive to West Highgrove, terminating at Center St.

On 10-4-13 this line was extended via private right-of-way and Ninth St. to Colton.

The schedule in effect on 11-1-13 provided an hourly service from Riverside to Colton, leaving 7th & Main at 5.50 am and every 60 min to 6.50 pm, then 8.00 pm and every 60 min to last car at 11.00 pm. Returning, cars left Colton at 6.25 am and every hour to 11.25 pm. In addition, 30 min service was provided between Riverside and Palmyrita only, all day between 6.30 am and 11.00 pm.

On 12-13-13 the line was further extended northward via Ninth St. and private right-of-way to San Bernardino Station.

As of 7-11-14, cars left Riverside at 5.50 am and hourly to 10.50 pm, then 11.45 pm daily. In addition, hourly service still ran to Palmyrita, giving that southerly portion of the line 30 min combined service until 9.50 pm.

By 1-16 this line had become through-routed with the San Bernardino-Redlands Line.

As of 5-1-16 hourly service was the norm to 6.45 pm, then 8.00, 9.15, and 10.50 from Riverside. The trip required 36 min from Riverside to San Bernardino. Gone were any Palmyrita locals.

As of 2-1-22, an hourly service prevailed all day and all evening as well. A 40 min headway was now offered in the evening rush hour only. At this time base running time was 32-33 min northbound and 30-31 min southbound.

By 11-26 evening rush service had slightly improved to a 30-40 min level. Running time was 33 min.

On 4-1-28 this line was separated from the San Bernardino-Redlands line and through-routed with Riverside-Arlington instead. Service continued hourly during the day. This lasted but to 6-15-28.

A slight cut in service was made in mid-1931, followed by another change on 11-2-31, when base headway lengthened to 75 min, and midday cars did not beyond San Bernardino Station run.

As of 12-20-32, an hourly base service had returned to the line, and every second trip ran through to Redlands.

The bulk of the service on this line was discontinued on 7-20-36, and all service was separated from San Bernardino-Redlands on that date. Remaining trips were principally run to serve passengers and their baggage destined to or from Southern Pacific transcontinental trains at Colton.

The 7-20-36 table provided the following trips:

Leave Riverside 8.10 am, 9.40, 2.35 pm, 5.55, and 9.20 pm.

Leave San Bernardino 7.48 am, 8.30, 2.00 pm, 5.10, and 8.45 pm.

C-Between Colton and San Bernardino only; northbound time is that at Colton.

There were no basic changes in this schedule until, on 2-1-38, all service was discontinued except one round trip daily, which was retained for handling of express but had limited accommodations for passengers and was shown on employee time tables as a passenger schedule (although withdrawn from the public time table). This round trip left San Bernardino at 3.35 am, arrived Riverside at 4.00 am. It left Riverside at 5.55 am, arrived San Bernardino at 6.20 am.

On 2-21-38 the northbound trip was changed to leave Riverside at 5.07 am, arrive San Bernardino at 5.32 am. The southbound times were unaltered.

On 6-27-38 the northbound trip was again changed to leave Riverside at 5.00 am, arrive San Bernardino at 5.25 am.

The last trip left Riverside for San Bernardino at 5.00 am on 5-7-39, bringing total abandonment of passenger service to the route.

101. SAN BERNARDINO: URBITA SPRINGS (PICKERING PARK) LOCAL LINE

Route, 1911: From Third and D Sts. via Third, and E St. to Urbita Springs. The name of Urbita Springs was changed to Pickering Park at 3.30 am on 6-21-24.

Through-routed with D Street-Highland Ave. Local Line and also, in morning rush hour only, with San Bernardino-Redlands Line.

As of 10-15-12, a 20 min service was offered to 8.30 pm, then 30 min to 11.30 pm. Five morning trains ran through to Redlands, the last of these leaving Urbita at 9.20 am; three came from Redlands. The same schedule remained in effect as of 1-6-13.

On or very shortly before 3-14-13, morning rush service was separated from the San Bernardino-Redlands Line.

At this time, or shortly thereafter, and in any event by 11-1-13, this line was separated from the D St. Local Line as well and ran from Third and E Sts. to Urbita Springs (Pickering Park) as an independent line. As of 11-1-13 cars left Third and E at 6.32 am and every 20 min to 8.52 pm, then 9.32 and every 30 min to 11.32 pm.

For a second brief period, in effect as of 7-11-14, the Urbita Springs Line was through-routed with the D St. Local Line. As of 7-11-14 a 30 min service was in effect, leaving Urbita at 6.20 am and half hourly to 11.50 pm daily.

Shortly thereafter the Urbita line was permanently separated from the D St. Local Line and again used a downtown terminal of Third and E Sts. in San Bernardino, as an independent operation. As of 5-1-16, cars left Third and E at 6.01 am and every 30 min until 11.31 pm daily.

On 10-26-18 this line was temporarily discontinued, possibly because of the influenza epidemic which must have reduced amusement park patronage to practically nothing. The line was probably re-established quite shortly thereafter.

As of 11-1-21 the line ran from Third and D Sts. with departures at 6.03 am, every 30 min to 10 .03 am, then every 20 min to 8.03 pm, and every 30 min to 11.33 pm.

At the end of the year 1923 the line was altered to operate on a straight 30 min headway at all times between 6.03 am and 11.33 pm.

Late in 1926 (and by 11-1-26) the weekday schedule remained that of early 1924, but Sunday service was now altered to leave Third and E Sts. at 11.33 am and every 30 min to 11.33 pm, leaving the park at 11.50 am and every 30 min to 11.20 pm, then at 12.05 am.

This line was abandoned on 10-17-27.

102. LOS ANGELES-SAN DIMAS VIA EL MONTE-COVINA

Route, 1911: From Main Street Station via Main, First, Los Angeles, Aliso, private right-of-way, to El Monte, Baldwin Park, Badillo St. (Covina), and private right-of-way to Lone Hill and San Dimas (Pacific Electric Station).

As of July 1911 20 round trips were operated daily as far as Covina, with 1 additional round trip to El Monte only. Of the 20 Covina trips, 7 outbound and 6 inbound continued to and from San Dimas. Hourly base service ran to Covina, with 30 min evening rush service. Base headway to San Dimas was every 2½ hours.

As of 10-15-12, 10 round trips daily ran through to San Dimas on a very irregular schedule, with no set headway. Running time was 73 min in both directions.

The 11-1-13 schedule provided 9 outbound and 10 inbound trips through to San Dimas, and there was a gap from 9.50 am to 1.17 pm (Los Angeles) with no San Dimas service.

For local service between Los Angeles and Covina after 9-1-12, refer to the Los Angeles-Pomona Line which was established on that date. Although during 1913 it operated side by side with the San Dimas Line in providing through service to the Covina area, the Pomona Line quickly dwarfed the San Dimas line, and the creation of the San Bernardino Line on 7-11-14 relegated the San Dimas Line to even less significance.

On 7-11-14 the San Dimas line was basically altered to a shuttle operation, from Lone Hill (also known as San Dimas Jct., or Southern Pacific Station, San Dimas) into San Dimas (Pacific Electric Station) via private right-of-way. Third and Center Sts., San Dimas, was the northern terminus.

Shuttle cars connected at Lone Hill with all Pomona trains between 6.45 am and 6.25 pm. However, two through round trips daily continued to run between Los Angeles and San Dimas, leaving Los Angeles at 5.40 pm and 7.25 pm daily, San Dimas at 7.50 pm and 9.15 pm. With slightly altered inbound times, these two trips through remained as of 5-1-16, but must have disappeared soon there-

after, at which time all service on this line became a shuttle operation.

We rejoin the schedule in 1922, finding that as of 2-1-22, 13 round trips daily were being run. These left P.E. Station, San Dimas, between 6.31, am and 6.29 pm, of course designed to connect with through trains to and from Los Angeles. There was a gap from 10.46 am to 1.55 pm with no service.

The schedule changed very little between 1922 and 1924.

The last car on this line is believed to have operated on 7-3-24. (This date comes from the company; the 7-1-24 system folder shows bus service.) The San Dimas shuttle was deliberately maintained as an accommodation to ranchers in the area whose freight business Pacific Electric coveted.

103. SAN PEDRO-BALBOA VIA LONG BEACH-HUNTINGTON BEACH

Route, 1924: From Long Beach (Pine and Pacific) via Pine, Third, Olive, Broadway, private right-of-way, Livingston, Second St. to Naples Jct., thence via private right-of-way to Seal Beach and Huntington Beach Station.

It should be remarked that through service, in later years consisting of one early morning outbound trip only, existed between Long Beach and Balboa between 1911 and 1939. Such through service, running via "old" Naples Jct. in the 1911-1916 period, is considered under the separate Los Angeles-Huntington Beach-Balboa via Long Beach-Naples Jct. Line, while the history of the solitary outbound trip (via Seal Beach direct) in later years is given in the account of the more usual Newport Beach Line.

This line—as a separate operation—was established on or shortly before 10-1-24. (Permission for its establishment was granted on 7-24-24.) It is worth noting that this new through service was placed into effect during the severe power shortage of the summer and autumn of 1924, which had caused abandonment of several other rail lines and the curtailment of many lines throughout the Pacific Electric system. The line used the new Naples trackage (see Long Beach: Naples Junction Local Line) and may have been established on the same day as that local line.

As of 10-1-24, six round trips daily were being operated. These left Long Beach at 6.40 am, 8.55, 11.40, 2.10 pm, 4.10, and 6.25 pm. These left Huntington Beach at 8.00 am, 10.20, 1.20 pm, 3.15 5.30, and 7.15 pm. It will be noted that no evening service was offered.

On or very shortly after 2-15-26 all service on this line was discontinued.

The line was reestablished on a new and extended route on or just after 11-1-26. It does not appear in the November 1926 system time table, but car mileage totals make it appear that it could not have been inaugurated much later than 11-1-26.

The new route was from San Pedro Station via Front St., private right-of-way (Bascule Bridge), to Wilmington, Seventh St., Morgan, Ocean, Pine, Third, Olive, Broadway, private right-of-way, Livingston, Second St. to Naples Jct., thence via private right-of-way to Seal Beach, Huntington Beach, Newport Beach, and Main St. to Balboa Station.

As of September 1927, running time was 1 hour 24 southbound, 1 hour 20 min northbound. Service

was as follows: Leave Long Beach at 8.30 am for Balboa. Leave San Pedro at 1.30 pm for Balboa. Leave Balboa at 12.01 pm for San Pedro. Leave Balboa at 5.05 pm for Long Beach.

Around 2-28 the line began running only between Long Beach and Newport Beach. Cars left Long Beach daily at 8.30 am and 2.00 pm, Newport daily at 12.15 pm and 5.13 pm.

Shortly after 12-14-28, and certainly by the end of the year, this line was abandoned. No abandonment of trackage, of course, was involved.

104. SAN PEDRO: BEACON AVENUE-PALOS VERDES STREET LOCAL LINE

Route, 1911: From Sixth and Beacon via Beacon, Thirteenth, Palos Verdes, and Crescent to Twenty-Second St.

This line is not shown in San Pedro local time tables for 1911 or any later year. We must go back before our period to the 1-2-08 table to see 20 min base and hourly evening service being run.

Discussion in the California Railroad Commission Decisions makes it clear that a franchise service of some kind operated on this line until 1915. It probably consisted of one round trip daily.

Shortly after 5-5-15 this line was abandoned.

105. SAN PEDRO: FOURTEENTH STREET LOCAL LINE

Route, 1911: From Gaffey and 14th via 14th St. to Pacific.

This line, like Beacon-Palos Verdes, is not given on any 1911 or later time table. It has been assumed from the trackage abandonment proceedings several years later.

Service probably consisted of a franchise car once daily.

Shortly after 5-5-15 this franchise car was discontinued and trackage from Gaffey to Pacific was abandoned.

It is possible that this line was reestablished on another portion of Fourteenth St., between Pacific and Palos Verdes St., effective 10-6-16 with the abandonment of Outer Harbor Local Line service via Pacific and Fourteenth St., once again with a franchise car running once daily. If such was the case, records indicate that final abandonment of this portion of Fourteenth St. occurred around May of 1919.

106. SAN PEDRO: LA RAMBLA LOCAL LINE

Route, 1911: From Fourth and Palos Verdes via Fourth, Front, Sixth, Pacific, Fifth, private right-of-way, and Alameda to First.

As of 9-11, cars left Fourth and Palos Verdes at 6.15 am and hourly to 6.15 pm, then every 30 min (note!) to 11.45 pm, returning from La Rambla 15 min later. However, the route description of the Outer Harbor Local Line makes it possible that the Outer Harbor cars also ran through to La Rambla, giving 30 min daytime service as well, between 1911 and 1914. The same schedule obtained as of 10-15-12.

By 1-6-13, service had been improved to a 30 min headway all day, as shown on the La Rambla schedule itself.

But the 11-1-13 time table shows hourly base service and 30 min night service as in 1911-12. This schedule remained in effect as of 7-11-14.

Shortly after 5-5-15, the portion of the line from Fourth and Palos Verdes via Fourth and Front to Fifth was abandoned; henceforth until 1918 ser-

vice ended at Sixth and Palos Verdes. As of 5-1-16 this line was definitely through-routed with the remaining remnant of the Outer Harbor line (to 14th and Palos Verdes St.) Headways remained those of 1914. Shortly thereafter, all service began ending in downtown San Pedro.

About 10-23-18 the line was extended in the downtown area via Sixth and Front to Fifth.

As of 11-1-21, 30 min service was being operated all day long. Cars left Fifth and Front between 5.37 am and 1.26 am.

The schedule was not changed in any important respect during the next seventeen years.

The last car left La Rambla for San Pedro at 1.34 am on 1-23-38. It had been the last of all San Pedro local lines to survive.

107. SAN PEDRO: OUTER HARBOR LOCAL LINE

Route, 1911: From Fourth and Palos Verdes via Fourth, Front, Sixth, Pacific, Fourteenth, and San Pedro St. to Outer Harbor.

As of 9-11, cars left Fourth and Palos Verdes at 6.45 am and hourly to 5.45 pm, returning from the Outer Harbor 15 min later. There was no night service.

Route descriptions in all 1911-1914 schedules indicate that this line was through-routed with the La Rambla Line. However, it is difficult to imagine the downtown routing involved, since cars definitely departed from Fourth and Palos Verdes.

The same schedule remained in effect as of 7-11-14.

Shortly after 5-5-15, the downtown portion of this line on Fourth and Front Sts. was abandoned.

As of 5-1-16 this line, definitely through-routed with La Rambla, ran only to 14th and Palos Verdes Sts. Cars left Sixth & Palos Verdes hourly from 6.45 am to 6.45 pm, returning from 14th 15 min later.

On 10-6-16, trackage to Outer Harbor was apparently rerouted via Front St. directly over right-of-way through the yard south of the station, discontinuing operation via Sixth, Pacific, and Fourteenth.

The May 1916 schedule is the most recent which is extant for Outer Harbor service. The line no longer appeared in public time tables in 1921. However, some kind of franchise service may have survived, inasmuch as the company lists 4-21-24 as the abandonment date of service on this line.

Special service continued to operate over the route during periods when the U.S. fleet was stationed in San Pedro harbor. This was provided by an extension of Los Angeles-San Pedro service to Outer Harbor, and the last of such service was abandoned on 9-14-40.

Discrepancies appear throughout records concerning this line (maps, time tables, FE files and the Pacific Electric Magazine, and Railroad Commission Decisions). The above account contains considerable conjecture, and it is open to question at many points.

108. SAN PEDRO: POINT FIRMIN LOCAL LINE

Route, 1911: From Sixth and Palos Verdes via Sixth and Pacific to Paseo Del Mar (Point Firmin).

As of 9-11, cars left Sixth and Palos Verdes at 6.00 am and every 30 min to 12 midnight, then last car 12.40 am. Returning, cars left Point Firmin 15 min later.

By 10-15-12 a 5.15 am car had been added. The

same schedule remained in effect as of 7-11-14.

Service had doubled by 5-1-16, when cars left Sixth and Palos Verdes at 5.15, 6.00, and every 15 min to 6.30 pm, then every 30 min to 11.30 pm, 12.11, 12.41, and 1.11 am.

About 10-23-18 the line was extended downtown via Sixth and Front to Fifth St.

By 11-1-21 the line enjoyed 15 min base service as before, but 20 min evening service instead of 30 min as in 1916. This was probably the all-time peak in Point Firmin service, and it lasted during the next decade.

A reduction to 20 min service at all hours occurred on or shortly before 5-9-31. Now cars left San Pedro Station at 5.10 am and every 20 min to 12.10 am, 12.35, and 1.26 am.

This line was plagued with unregulated motor coach competition from a local operator, which hastened its demise. It should have been the most durable of all San Pedro local routes but was actually outlived by the La Rambla Line for several years.

With no more important schedule changes, the line was abandoned, according to the company, on 10-1-34. The 9-1-34 public time table omits the route, perhaps in anticipation.

109. LOS ANGELES-SAN PEDRO VIA DOMINGUEZ

JUNCTION-WILMINGTON [Designated line 7]

Route, 1911: From Main Street Station via Main, Ninth, and private right-of-way to Watts, Compton, Dominguez Junction, Wilmington, and Front St. to San Pedro Station. At a later date a bascule bridge was constructed along the route of the Los Angeles-San Pedro Line between Wilmington and San Pedro.

As of 7-11, base headway was hourly, with 40 min evening rush hour service. Last car left Los Angeles at 11.50 pm daily. One round trip daily was a "Catalina Flyer," saving 2-5 min of the regular running time, and connecting with Catalina steamships, which until 1920 used a terminal at San Pedro Station. There were two southbound "Catalina Flyers" on Saturdays. A 45 min southbound and 50 min northbound running time for regular trains prevailed.

By 10-15-12 service had been improved to a 40 min base headway, with hourly evening service as before.

On 3-31-14, service on this line was rerouted in Los Angeles from Los Angeles Street surface terminal via Seventh and private right-of-way.

The 5-1-16 headways were those of 1912. But now 55 to 56 min were required for the trip.

On 2-11-17 the line was again rerouted in Los Angeles, from the rear of Main Street Station via elevated right-of-way, San Pedro St., and Ninth.

Early in 1918 base headway was improved from 40 to 30 min. Late in 1919 evening service was also improved to a 30 min headway. As of 11-15-20, the all day 30 min service lasted till 10.15 pm, then gradually tapered off to a near hourly schedule before the last car left Los Angeles at 12.30 am.

The quantity of through service to San Pedro did not change from 1919 to 1933. However, service on this line actually fluctuated considerably during these years, owing to the establishment and the later discontinuance of Dominguez Jct. local trains.

On 1-3-22 these Dominguez locals were first placed in operation. Initially they were confined

to morning and evening rush hours, with most of the trips having a southbound terminal or origin at Compton Station, rather than at Dominguez.

For example, as of 4-1-22, 14 round trips of the locals were operated DXSu, evenly divided between the two rush hours and all running between Los Angeles and Compton only, with the exception that the first of the afternoon round trips ran through to and from Dominguez Jct. DXSaSu. These trips left Compton northbound between 6.42 am and 9.20 am; left Los Angeles southbound between 3.16 pm and 6.26 pm.

The institution of these locals enabled through San Pedro trains to become limited in rush hours. As of 4-1-22, there were 4 outbound morning, 6 inbound morning, 5 outbound evening, and 6 evening inbound limiteds, which did no local work north of Compton (Main St.). Of course these ran local on Sunday, when the Compton locals were not running.

The one round trip which ran below Compton to Dominguez Jct. was apparently discontinued in mid-1922.

On or shortly before 7-1-23, all of the locals were extended to a Dominguez Jct. terminus; at the same time, their operation was extended to cover the midday hours. As of August 1923 these locals left Los Angeles at 6.01 am 6.20, 6.46, 7.06, and every 30 min to 3.06 pm 3.37, 4.07, 4.32, 4.54, 5.06, 5.34, 6.00, and 6.31 pm. Northbound the locals left Dominguez Jct. at 6.44 am, 7.06, 7.26, 7.50, 8.20, 8.50, 9.17, 9.50, 10.17, 10.50, 11.20, 11.47, 12.20, 12.50, 1.17, 1.50, 2.20, 2.50, 3.20, 3.50, 4.20, 4.50, 5.16, 5.42, 6.02, 6.22, 6.52, and 7.15 pm.

With this enormous increase in the scope of the Dominguez Jct. locals, all through trains to and from San Pedro became limited in both directions between 6.00 am and 6.40 pm. This produced a base limited running time of 53 min southbound, 52 min northbound. Several of the limiteds in rush hours only made a stop at Willowbrook to receive and discharge passengers, which they did not do at other times. Inasmuch as the locals now ran to and from Dominguez, San Pedro trains were now limited north of that point rather than Compton.

Once again it should be stated that absolutely no change in the quantity or frequency of San Pedro trips occurred as a result of all these alterations.

The complete Dominguez local and base limited arrangement did not long endure, and by the summer of 1924 (probably as a power shortage curtailment effected early in July), operation of the locals and limiteds was once again confined to the morning and evening rush hours.

As of 10-1-24, inbound locals left Dominguez at 6.44 am, 7.06, 7.26, 7.50, and 8.20 am, then at 5.05 pm, 5.32, 5.55, 6.22, 6.52, and 7.22 pm. The outbound locals left Los Angeles at 6.01 am, 6.20, 6.37, 7.04, and 7.36 am, then at 4.17, 4.46, 5.07, 5.35, 6.00, and 6.33 pm. One inbound local is shown running daily rather than DXSu, but this is probably a misprint.

Once again San Pedro trains ran local in midday hours. There were, outbound, 3 morning and 5 evening limiteds; inbound, there were 4 morning and 5 evening limiteds. Base running time increased with this change to 57 min in both directions.

Practically no changes occurred in the schedule

until early in 1931, when 3 of the 11 Dominguez local round trips were discontinued.

On or shortly before 6-11-33, a major schedule change occurred on the San Pedro Line. All Dominguez Jct. local trains were discontinued. All limited trains to and from San Pedro were abolished. San Pedro headways did not basically change, however. The 51 min running time in base hours, despite absence of Dominguez locals, indicated the enormous decrease in patronage during the depression.

Two inbound morning limiteds and 1 evening limited were reinstated early in 1934 (without, of course, any Dominguez locals); they received outbound and discharged inbound at Watts, received and discharged at Compton, and then were local south of Anaheim Blvd. As of 9-1-34, there was now a 40 min headway during a portion of the evening.

By 1-1-36 a second evening outbound limited was added, providing 2 limiteds in each rush hour.

No change occurred until the reduction of one round trip which was in effect on 5-8-39. The omitted trip was the 3.01 am owl round trip (from Los Angeles, leaving from the surface tracks at Seventh and Maple Ave.), which had been a fixture on the schedule since the early 1920s. Last car now left at 12.30 am southbound, with a gap until 5.20 am.

The San Pedro line was rerouted between Wilmington and San Pedro on 2-15-42 away from the bascule bridge and onto the hitherto freight only West Basin line, via "B" St. in Wilmington, thence private right-of-way adjacent to Wilmington-San Pedro Road. This lengthier, if more picturesque route, was adopted in order that the drawbridge might be kept open during wartime, to prevent the danger of an enemy air attack blocking a large section of the harbor by a single cleverly placed bomb. The effect on the San Pedro Line was to increase running time to 59 min outbound, 60 min inbound. The new West Basin route also served several important shipyards and other war plants.

One inbound trip DXSaSu had been added on 12-18-41, and on 2-15-42 two more round trips were also added DXSaSu. The war was just beginning to have its effect.

The Saturday schedule was run on Labor Day, 9-7-42.

Major schedule improvements occurred on 9-16-42. The 30 min base headway continued, but with 15 to 20 min rush hour service and 30 min all evening till the last car. A gap still existed between 12.35 and 5.05 am with no owl service. Now running time was 66 min outbound, 65 min inbound.

On 11-18-42 a new owl round trip was added, that left Los Angeles at 1.14 am. The addition of a second, at 3.15 am, on 11-27-42, gave the line comprehensive owl service. And a new 4.04 am outbound trip was added DXSu on 1-22-43.

All DXSu trips were extended to operate daily on 3-19-43. One round trip was added on 5-20-43.

The big change occurred on 2-13-44, when headway was changed to 20 min in base hours, 30 min all evening, and hourly owl service.

On 8-7-44 two outbound and one inbound trips were added DXSu. Running time was now 70 min outbound, 69 min inbound.

Parenthetically, one more outbound trip was added DXSu on 6-11-45.

The war was over, but for a time San Pedro riders were apparently slow to react.

On 2-11-46 two rush hour limiteds in each direction were reestablished (they had been discontinued on 9-16-42), DXSaSu, with 60 min outbound and 59 min inbound running time.

Then, on 9-15-46, Dominguez Jct. local train runs were reestablished for the first time since the depths of the depression. These ran rush hours only DXSu, with a total of 13 round trips. Fourteen through trains outbound and 13 inbound were made limited north of Dominguez Jct., stopping at Vernon Ave., Watts, Willowbrook, and Compton. The base running time was now 72 min outbound, 71 min inbound. But this day also, Sunday service was a bit cut.

On 2-28-47 the line was rerouted back to the bascule bridge right-of-way between Wilmington and San Pedro, reducing running time to 63 min outbound, 62 min inbound (limiteds 60 outbound, 59 min inbound), despite the new, shorter route. Now there were 13 limited through trains in each direction DXSu.

Evening service was reduced from a 30 to a 40 min headway on 2-13-48, and owl service was discontinued. There were 13 outbound limiteds, 14 inbound limiteds; 14 outbound Dominguez locals and 15 inbound Dominguez locals.

On 9-3-48 all Dominguez locals and limiteds were discontinued on Saturdays. All outbound limiteds were now confined to the evening, and only 8 remained; 8 inbound morning and 2 inbound evening limiteds were retained.

A new arrangement was established on 4-8-49 whereby outbound San Pedro cars after 9.00 pm daily ran as rear cars of Long Beach trains as far south as Compton, where they were detached to pursue their independent course. No such consolidation was ever effected for inbound trains. Hourly service went into effect after 9.00 pm on the same day. Now there were only 8 limiteds in each direction, one of the inbound still running in the afternoon.

On 5-22-50 the rear car arrangement was extended to include all service after 5.43 pm DXSu (including two of the limiteds) and after 6.40 pm on Sundays.

Saturday and Sunday base service was returned to the prewar norm of 30 min on 6-9-52. The rear car arrangement now prevailed after 3.44 pm on Saturdays, after 8.00 pm on Sundays, and after 5.43 pm Monday through Friday. Dominguez locals were seriously curtailed at this time, with only 3 round trips retained. Only 3 evening outbound limiteds remained, with 2 morning and 1 afternoon inbound limiteds. Running time was 61 min outbound, 60 min inbound.

On 10-1-53 this route became line 7 of Metropolitan Coach Lines.

On 10-19-53 the afternoon inbound limited was discontinued, along with one Dominguez local trip in that direction only.

The base headway of 30 min was adopted for Monday through Friday operation as well as weekend on 4-19-54. Now the running time was 65 min outbound, 64 min inbound, reflecting poorer track and the desire of Metropolitan Coach Lines, new operator of the service, to make motor coach substitution appear more attractive.

On 7-26-54 the rear car arrangement was elimin-

ated except for a few scattered trains DXSu, but still including two evening limiteds. Evening headway increased to 80 min.

On 9-28-55 the line was rerouted once again between Wilmington and San Pedro over the longer B St.-West Basin route, and the drawbridge was permanently removed from service following a ship collision that made it inoperative. The West Basin tracks had remained in use for freight service all throughout the intervening years of postwar drawbridge restoration. Running time was increased to 70 min in midday hours, effective 10-24-55, when the rerouting was formalized into a schedule. Last car was now leaving from Los Angeles at 1.40 am daily.

On or shortly before 8-16-57 running time was reduced several min on nearly all schedules.

On 3-3-58 this route became interurban line 7 of Los Angeles Metropolitan Transit Authority. On 4-17-58 the route was redesignated as LAMTA line 37.

Evening rush hour service was slightly reduced on 4-17-58. Two of the three evening limiteds were discontinued, as were two of the three Dominguez Jct. local trips, leaving but one of each on the schedule at night. The morning service was unchanged (i.e., one limited plus two Dominguez Jct. locals inbound). Running time in midday at this time was 66 min.

The San Pedro line was still a rail operation in mid-1958, but with little likelihood that it would long continue.

110. LOS ANGELES-SAN PEDRO VIA VERMONT HEIGHTS-DELTA-GARDENA-CARSON (NARROW AND STANDARD GAUGE)

Route, 1911: From Third and Main Streets, Los Angeles, via Third, Hill, Venice, Burlington, 24th Vermont, and private right-of-way to Delta, Gardena, Hermosillo, Carson, Harbor City, to Halfway House; thence via private right-of-way adjacent to Wilmington-San Pedro Road, and private right-of-way to San Pedro Station. Narrow gauge.

An hourly base service was being operated on this line as of 9-11. After 6.00 pm cars left Los Angeles only at 8.00 pm and 11.30 pm. Running time was 1 hour 17 min southbound, 1 hour 15 min northbound.

On 11-12-11 this line was changed to a shuttle service from Delta to San Pedro. The portion north of Delta (116th St. and Vermont Ave.) was turned over to Los Angeles Railway Corporation for operation, and narrow gauge street railway service on it did not cease until 5-22-55.

As of 10-15-12 shuttle cars ran hourly from Delta from 6.42 am to 6.42 pm, then 8.12, 10.12, and at 11.43 pm. Running time was 43 min southbound, 45 min northbound.

The exact date that trackage between Delta and San Pedro was converted from narrow to standard gauge is not known. It could conceivably have been 11-12-11, but probably was later. By 11-1-13 one round trip daily was running from Delta to San Pedro via Torrance, which makes it appear that the change had occurred by that time. However, despite the alteration, all service from Delta to San Pedro via the Carson cut-off (avoiding Torrance) will be considered as part of this line, regardless of gauge of track.

The same hourly shuttle service was being pro-

vided as of 11-1-13, with last southbound car at 11.55 pm.

A rather more complex picture presented itself in the schedule as of 7-11-14. Southbound, cars left West Athens for San Pedro avoiding Torrance at 6.43 am, 7.42 (to Strawberry Park only), 8.42, 10.42, 12.42 pm, 2.42, 4.42 (to Strawberry Park only), 5.12, 6.42 pm. Northbound, cars left San Pedro for Delta at 6.05 am, 7.47, 9.47, 3.47 pm, 5.14 pm, 5.59, and 7.47 pm. In addition, cars left Weston St. (only) at 5.18 pm for Hermosillo and Weston St. DXSu at 8.45 am for Los Angeles via Carson cutoff and Athens, rather than Delta.

Other trips ran from Los Angeles via Athens or from Delta to San Pedro via Torrance, but these are discussed separately under the San Pedro via Torrance line, below.

By 5-1-16, most service had been cancelled above Hermosillo; the bulk of the Delta service was now running to Torrance (again, to be discussed below). Using the Carson cutoff on this date were the following southbound trips: Leave Delta 5.55 am for San Pedro; leave Hermosillo at 7.16 am, 8.31, 2.31 pm; leave Los Angeles at 3.54 pm via Athens. Northbound, cars left San Pedro at 5.04 am for Delta, then 6.40 am, 7.46, 9.45, 11.45, and 1.45 pm for Hermosillo. All evening service now ran via Torrance. One late afternoon round trip still ran between Delta and Strawberry Park only, but it is perhaps more appropriately considered part of Torrance line service by this date.

The exact date of the last regular passenger service via Carson cut-off is not known. It may have been 8-22-16 or 2-7-18. Some unpublicized franchise service may have been retained on the cut-off for some years thereafter (though it does not show in public time tables), for the company received permission to abandon passenger operations thereon on 9-30-27.

111. LOS ANGELES-SAN PEDRO VIA WATTS-DELTA-GARDENA-HERMOSILLO-TORRANCE

Route, 1913: From Delta (116th St. and Vermont Ave.) via private right-of-way adjacent to Vermont Ave. to Gardena, then private right-of-way, private right-of-way adjacent to Normandie Ave., Torrance Blvd., Border Ave., Plaza Del Amo, and Normandie Ave., private right-of-way, private right-of-way adjacent to Gaffey St., to Halfway House, thence via private right-of-way adjacent to Wilmington & San Pedro Road, private right-of-way, & Front St. to San Pedro Station.

As of 11-1-13, a skeleton service was being run daily on this line from Delta to San Pedro via Torrance. (Delta-San Pedro service avoiding Torrance on the Carson cutoff is described separately under the Vermont Heights-San Pedro Line, above) (Los Angeles-Torrance service via Athens is described separately under the Torrance via Athens Line, below.) Cars via Torrance left Delta at 7.42 am and 8.12 pm; they left San Pedro at 6.35 am only.

As of 7-11-14, such cars left Delta at 12.42 pm, at 6.12 pm for Torrance only, at 8.35 pm, and at 11.50 pm for Torrance only; also a car left Hermosillo at 12.40 am via Torrance for San Pedro. Northbound, cars left Torrance at 7.05 am for Delta, San Pedro at 11.44 am, 1.44 pm, and 9.44 pm for Delta.

As of 5-1-16, much of the service had become a

shuttle below Hermosillo, rather than running from Delta. The following trips operated at this time: 7.31 am, Hermosillo to Torrance; 8.14 am, Delta to Torrance; 9.31 am, Hermosillo to Torrance; 10.31, Hermosillo to San Pedro; 11.14, Delta to Torrance; 12.31, Hermosillo to San Pedro; 1.14 and 3.14, Delta to Torrance; 4.31, Hermosillo to Torrance; 4.43, Delta to Strawberry Park; 5.14, Delta to San Pedro; 6.14, Delta to Weston St. (Harbor City); 7.14 and 9.35, Delta to San Pedro; 11.54, Delta to Torrance; 12.36 am, Hermosillo to San Pedro.

Northbound: 7.05 am, Torrance to Hermosillo 7.50, Torrance to Delta; 9.05, Torrance to Hermosillo; 10.04, 12.04 pm, and 2.04, Torrance to Delta; 3.09, San Pedro to Delta; 4.04, Torrance to Hermosillo; 4.57, Strawberry Park to Delta; 5.10, 6.17, 8.39, and 10.39 pm, San Pedro to Delta; and 12.20 am, Torrance to Hermosillo.

Once again, this listing omits service from Delta to San Pedro avoiding Torrance via the Carson cutoff, and also omits service from Los Angeles to Torrance via Athens.

Probably effective on 2-7-18, and certainly by 1921, this line was extended from Delta to Los Angeles via private right-of-way to Watts, private right-of-way, Ninth, San Pedro, elevated right-of-way through Main Street Station, Main, and Ninth. It now became the major route for all Torrance and San Pedro service, replacing the Torrance via Athens line in this respect.

As of 2-1-22, an hourly base service was in effect from Los Angeles to San Pedro. Running time was 76 min outbound, 73 min inbound. Commencing at 6.00 pm, all evening service was a shuttle from Hermosillo (Redondo Beach main line connection) to San Pedro, southbound departures from Hermosillo occurring at 6.41 pm, 8.20, 9.23, 10.47 and 12.10 am. One early morning round trip was also a shuttle.

Only minor changes occurred in the schedule of this line from 1921 until 1932.

Probably effective on 3-21-32, all service on this line was changed to shuttle south of Hermosillo except in rush hours. There were 12 outbound and 13 inbound shuttle trips (plus one outbound to Torrance only), plus one late night round trip Saturday and Sunday only. In addition, there were four through outbound trips, leaving Los Angeles at 5.56 am, 7.26, 4.19 pm, and 5.25 pm, and three inbound through trips (plus two inbound from Torrance only).

Probably effective on 10-25-33, shuttle service further out into through service. Now there were 14 shuttle round trips DXSu, 13 on Sunday, plus the one weekend-only late night round trip. Base headway was irregular, averaging 65-70 min intervals. Through service was confined to one outbound trip leaving Los Angeles 5.25 pm for San Pedro and one inbound trip from Torrance only, leaving that point at 7.14 am.

No further schedule changes of consequence occurred until 2-26-39, on which date all through service north of Hermosillo was discontinued and most service south of Torrance (Border St.) was also discontinued. Effective on that date, the Hermosillo-Torrance shuttle (as this line had become) operated 14 outbound and 13 inbound trips DXSu, plus one round trip in mid-afternoon through from Hermosillo to San Pedro, one early morning trip inbound from San Pedro, and one late evening

Saturday only trip through to San Pedro. On Sundays there were 12 round trips from Hermosillo to Border St., plus two round trips to San Pedro. The through service to San Pedro constituted crew pull-in and pull-out movements and was not shown on public time tables, although listed as passenger service on the employee time table.

On or shortly before 8-20-39 all service south of Torrance on this line was abandoned, except for one early morning round trip DXSu to and from Harbor City. Frequencies remained as before.

No further changes were made in this schedule, and the line was abandoned on 1-15-40.

112. SAN PEDRO: WEST BASIN LOCAL LINE

Route, 1911: From San Pedro via Front St., private right-of-way, and private right-of-way adjacent to Wilmington & San Pedro Road, thence via B. St. and private right-of-way to Wilmington Station.

As of Sept. 1911, one round trip daily was being operated on this line. Car left San Pedro at 2.30 pm, arrived Wilmington 2.40 pm. Returning, the car left Wilmington 3.15 pm, arrived San Pedro at 3.25 pm.

Shortly thereafter this line disappears from public time tables. However, a franchise car may have continued silently, as the company received permission to discontinue passenger service on this route on 11-23-31.

This entire route, of course, became the main line route for Los Angeles-San Pedro via Dominguez trains between 1942 and 1947 and again after 1955, and also for the Long Beach-San Pedro trains between 1942 and 1949. Service provided by these lines is discussed under their own headings.

It is interesting to note that this route, which had but one round trip daily in 1911, enjoyed half-hourly base service in 1958. If the rest of the system had expanded in such a proportion, what would Pacific Electric be today!

113. SANTA ANA-HUNTINGTON BEACH-NEWPORT BEACH-BALBOA

Route, 1911: From Santa Ana Station via private right-of-way to Greenville, Talbert, Huntington Beach, Newport Beach, and Main Street to "B" St. (Balboa). Balboa terminal conjectural.

As of Sept. 1911, 8 through round trips were run daily, plus one late night Saturday only round trip and one morning round trip between Santa Ana and Huntington Beach only. Cars left Santa Ana at 6.15 am, 8.20, HB8.50, 10.20, 12.20, 2.35, 5.10 7.20, 9.05, and Sall.00 pm. Returning cars left Balboa at 7.20 am, HB9.25, 9.15, 11.15, 1.15, 4.12 6.18, 8.15, 10.00, and Sa 12.00 am. HB-To or from Huntington Beach only. Sa-Saturday only. Running time was 51 min southbound, 54 min northbound.

By 10-15-12 the line had been discontinued, south of Huntington Beach, running only between Santa Ana and Huntington Beach henceforth.

Now 9 round trips daily were being operated; the night service had also been discontinued. Cars left Huntington Beach at 6.45 am, 8.20, 9.48, 11.18, 12.48, 2.18, 3.50, 5.18, and 7.05 pm. Cars left Santa Ana at 6.00 am, 7.40, 9.05, 10.35, 12.05, 1.35, 3.05, 4.35, and 6.05 pm. Running time was 38 min southbound, 36 min northbound.

Shortly before 11-1-13, service was reduced to 7 round trips daily, and an altered southbound de-

parture list read as follows: Leave Santa Ana (at Hesperian St.) at 6.00 am, 7.50, 9.57, 11.57, 1.57 4.00 and 5.55 pm.

By 7-11-14 service had been increased to 10 round trips daily and an 11th on Saturday night. Cars left Santa Ana (Hesperian St.) at 6.00 am, 8.05, 9.50, 11.50, 1.50 pm, 2.52, 3.53, 4.58, 5.39, 8.00 and (Sa) 10.45 pm. Evening cars ended at 4th and Main Sts. in Santa Ana.

An interesting, if much reduced, schedule was in effect as of 5-1-16. There were 6 through round trips daily, leaving Santa Ana at 6.05 am, 7.56, 10.17, 1.17, 3.30, and 5.40 pm. In addition, one round trip at 4.56 pm (outbound) ran only between Santa Ana and New Delhi. About two-thirds of the trips ran to and from Hesperian St. in Santa Ana; the remainder saved 5 min by terminating at Fourth and Main.

Comprehensive service on this line was an influenza epidemic casualty. On 10-27-18 all service was discontinued except one round trip daily. As of 12-11-20, car left Santa Ana 6.05 am, arrived Huntington Beach 6.37. Car left Huntington Beach 7.20 am, arrived Santa Ana 7.54 am.

As of 11-1-21, a second afternoon round trip (leaving Santa Ana 4.00 pm, Huntington Beach 4.53) had been restored DXSu, with the morning trip running daily and now departing from Huntington Beach at 8.00 am.

As of 2-1-22, there was but one round trip; it left Santa Ana at 6.05 am, Huntington Beach at 8.

During 3-22 all service on this line was discontinued. It is believed that flood destruction of a bridge caused this event on short notice. Official abandonment date was 1-30-31, but no passenger service had been operated for about nine years before.

114. SANTA ANA-ORANGE (PARTLY STEAM DUMMY)

Route, 1911: From Southern Pacific Station, Santa Ana, via Fourth, Main, and private right-of-way to Santa Clara Avenue. Thence via private right-of-way to Orange Station. Portion north of Santa Clara Avenue was not electrified.

As of July 1911, electric cars ran from Santa Ana to Santa Clara Avenue on approximately half-hourly headways, with alternate trips connecting at the terminus with the non-electrified "motor line" for Orange. This latter was a steam dummy train.

Orange cars left "foot of Fourth St.," Santa Ana, at 6.10 am, 7.35, 8.30, 9.25, 10.20, 11.15, 12.10 pm, 1.05, 2.00, 2.55, 4.00, 4.30, 5.05, and 5.55 pm. "Motor line" trains left Orange at 7.05 am, 8.05, 9.00, 9.55, 10.50, 11.45, 12.40 pm, 1.35 2/30, 3.25, 4.30, 5.05, 5.55, and 6.25 pm. There was no night service offered.

This service had not been substantially altered by 11-1-13.

By 7-11-14 the remaining portion of the line to Orange had been electrified, and through service commenced. An hourly service was provided during the day, half hourly in the late afternoon. The only car after 6.55 from Santa Ana left there at 9.30 pm.

An enormous improvement in service had occurred by 5-1-16, at which time there was 15 min frequency between S.P. Station, Santa Ana, and Orange during the day. Cars left Santa Ana at 5.51 am and every 15 min to 6.06 pm, then 6.41, 7.26, 8.20,

9.20, and 10.56 pm, with comparable returns.

On 3-7-17 a portion of the service may have been temporarily through-routed with Los Angeles-Santa Ana service, perhaps only until 4-5-17.

As of 11-1-21, this line offered 20 min service, 5.38 am to 5.28 pm (Santa Ana departures), then 5.58, 6.45, 7.30, 8.12, 9.00, 9.41, and 10.58 pm.

Around 6-24 base headway was changed to 30 min, with 20 min intervals in morning and evening rush hours.

By 3-26 the last car had been extended to leave Santa Ana at 11.40 pm. The Santa Ana terminal was Fourth and Evergreen Sts. at this time.

Evening service was revised late in 1927 from the former irregular quantity to an hourly headway with the last car at 11.04 pm from Santa Ana.

No further schedule changes occurred.

The last car left Santa Ana for Orange at 11.04 pm on 9-14-30. Pacific Electric had just purchased Motor Transit Company, which offered a frequent highway service between the two cities.

115. LOS ANGELES-SANTA ANA VIA BELLFLOWER

[Designated line 11]

Route, 1911: From Main Street Station via Main, Seventh, private right-of-way to Watts, Lynwood, Bellflower, Artesia, Cypress, Stanton, Garden Grove, and West Santa Ana, then Fourth Street, Main, and Fifth Street to Southern Pacific Station in Santa Ana.

A trip in either direction between Los Angeles and Santa Ana required 1 hour 15 min running time in July 1911. A base headway interval of 55 min was being offered, with 30 min evening rush service, and irregular night service (Los Angeles departures at 5.35, 6.10, 7.25, 9.45, and 12.10 am).

It was noted on the schedule that cars stopped at Slauson Jct. only to serve passengers going to or coming from points on the Whittier Line.

The same 55 min base headway prevailed as of 10-15-12. But Artesia-Los Angeles trippers had been added, both morning and afternoon.

As of 11-1-13, an hourly base service was being operated, with 30 min afternoon service between 2.57 and 5.32 pm, through to Santa Ana. In addition, Artesia trippers operated DXSu, providing a combined 30 min service 6.57-8.57 am north of that point and ran in the afternoon in addition to the 30 min through headway. Last car left Los Angeles at 11.32 pm.

On 3-23-14 all service on this line was rerouted in Los Angeles from Los Angeles Street Terminal via Seventh St.

As of 6-9-14, an hourly base headway continued. Base running time was now 78 min outbound, 82 min inbound. Early evening service was hourly, late evening service half as often. Last car left Los Angeles 11.45 pm. A 30 min service (combined) between Los Angeles and Artesia operated DXSu in the morning and the afternoon.

The 1914 schedule remained in effect as of 5-1-16.

On 2-11-17 the line was rerouted for a final time in Los Angeles, via Ninth, San Pedro, and elevated right-of-way to rear of Main Street Station with return reverse.

The extent and nature of through service between Los Angeles and Orange, as a result of through-routing the Los Angeles-Santa Ana and Santa Ana-Orange lines, is undetermined. It appears possible

that such a through service, at least at certain hours, was established on 3-7-17 and may have been discontinued as early as 4-5-17.

Only slight fluctuations in service occurred between 1916 and 1922.

As of 4-1-22 there was an hourly base service still and an approximate two-hour night service. Three extra round trips DXSu ran between Los Angeles and Artesia only. No trains on this line were limited east of Watts, so far as can be determined, at any time between 1911 and 1927.

This same schedule remained in effect without basic change until 1927. As of November 1926, running time was 1 hour 20 min in both directions.

On 11-1-27 all Artesia trippers were replaced by Bellflower trippers. Were it not for this change, the recent Bellflower Line might instead have been the Artesia Line. Limited service was established in rush hours on the same day, for the first time.

At this time or shortly thereafter, the new PE Station opened in Santa Ana, and trains were re-routed via Fourth, private right-of-way through Station, and Fifth to SP Station. However, whereas formerly all trains (with, during the 1920s, the exception of the earliest morning round trip) had operated through to and from the SP Station, now the great majority of the trips terminated or originated at the new PE Station. As of October, 1928, only 3 round trips daily continued to run to the SP Station. At this time there were also 2 evening outbound limiteds and 3 morning inbound limiteds, doing no local work north of Bellflower. There were 18 round trips DXSu to Santa Ana (17 on Sundays), plus five DXSu round trips from Los Angeles to Bellflower.

Around June, 1931, one of the Bellflower rush hour round trips was discontinued.

On or shortly before 11-2-31, the remaining evening limited was made local on Saturdays, with 2 Bellflower outbound evening trips similarly changed to DXSaSu operation.

On or shortly before 8-11-32 another Bellflower round trip was dropped, leaving 3 of these as follows: 1 outbound DXSu, 2 outbound DXSaSu, and 3 inbound DXSu.

A further reduction occurred on or shortly before 12-20-32. Only one limited in each direction remained, DXSu inbound in the morning, DXSaSu outbound in the evening. There were now only 16 round trips to Santa Ana DXSu, 15 on Sundays. The first break in a straight hourly headway to Santa Ana during the day occurred, with the 9.56 am outbound train running only to Bellflower. There were now 2 round trips to Bellflower only DXSu, plus 1 inbound DXSu and 1 outbound DXSaSu.

Throughout 1933 and 1934 no changes occurred.

On or shortly before 4-14-35, service was quite drastically cut. Only 13 round trips remained between Los Angeles and Santa Ana DXSu, with 9 round trips on Sundays. Base headway on weekdays was every 2 hours or slightly better. One inbound car now left Santa Ana at 1.35 pm for Bellflower only. The limited round trips survived. In addition there were 2 outbound and 3 inbound Bellflower trips DXSu, and 1 outbound DXSaSu. On Sundays the 9 round trips left 90 min to 3 hours between cars. (For example, leave Santa Ana 1.30 pm, then 4.30 pm.) There was an increase in the number of trips running to and from SP Station in Santa Ana.

By 7-1-35 another Bellflower round trip DXSu had

been added.

On or shortly before 3-31-38, Bellflower trains originated and terminated at Palo Verde, slightly south of Bellflower.

On 12-18-41, with trip totals unchanged, the public time table discontinued showing any service to S P Station, Santa Ana. The employee time table showed 2 round trips on Sundays only to and from the SP Station. Running time, Los Angeles to PE Station, Santa Ana, was now 1 hour 23 min.

Now came the war, and with it an increase in service (occurring gradually) which, in the case of the Santa Ana Line, approached the fantastic.

On 2-15-42 the SP Station in Santa Ana was once more shown in public time tables, and with 7 to 8 trains in each direction DXSu, 2 round trips on Sundays. Bellflower cars ceased on this date to use a terminal at Palo Verde, reverting to Bellflower Station proper.

It was not until 12-24-42 that the first real change in the schedule since 1935 occurred. An hourly base service as far as Bellflower went into effect on weekdays, with alternate cars providing a 2 hour base headway to Santa Ana. In rush hours morning and evening, Santa Ana service was half-hourly. On Sundays there was now hourly service to Santa Ana all day, quite a sudden jump from the sometimes three-hour intervals of the week before. The limited round trip still survived.

On 2-14-43 one Sunday only outbound trip to Bellflower was added in the early evening.

Next major improvement came on 9-11-43, when an hourly service to Santa Ana all days on weekdays was established. The limited train was changed to an ordinary local. The half-hourly Santa Ana rush hour headway continued. Half-hourly Santa Ana service during midday hours on weekends was first established. (This heavy through riding on weekends was a result of the proximity of Santa Ana Army Air Base.)

Running time increased to 1 hour 39 min to PE Station, Santa Ana.

On 10-10-43 one early Sunday morning outbound trip to Santa Ana was added.

On 12-4-43 early morning service was improved. Running time was increased to 1 hour 42 min between Los Angeles and PE Station, Santa Ana.

With this schedule the Santa Ana line rode out the war. It will be noted that the final schedule provided nearly twice as many trains on weekdays, and almost three times as many on Sundays, as the average of the immediate prewar schedule.

On 11-12-45 all service to and from SP Station, Santa Ana, was finally abandoned. There were no other changes in the schedule.

First postwar reduction came on 6-8-46, with an hourly service to Santa Ana daily and Sunday, except half-hourly in DXSu rush hours and half-hourly to Bellflower only in Saturday noon hours. Running time was slightly reduced to 1 hour 37 min.

On 7-4-47 "Expresses" were established in the rush hour, doing no local work north of Bellflower. Two of these ran inbound DXSu, two outbound in the evening DXSaSu. Their running time was 1 hour 22 min, or almost equal to the prewar local time. Evening service was reduced from an hourly to an irregular 70-80 min headway. Base service was still hourly.

On 9-3-48 two DXSu Bellflower round trips were discontinued on Saturdays.

Base headway was lengthened to 75 min on 6-10-49 and evening service was further cut. For base day trains, running time was now 1 hour 32 min.

All service on the portion of the line between Bellflower and Santa Ana was abandoned following the 12.25 am departure from Main Street Station on 7-2-50. This retained roughly 15 out of 33 route miles.

The 7-2-50 Bellflower schedule restored an hourly base headway on weekdays, with 30 min rush hour service, and a 75 min Sunday interval.

On 9-15-52, Sunday service was out to a 2-hour headway, with 9 round trips.

On 10-1-53 this route became line 11 of Metropolitan Coach Lines. On 3-3-58 this route became interurban line 11 of Los Angeles Metropolitan Transit Authority. On 4-17-58 this route was redesignated as line 34 of LAMTA.

No significant changes occurred in the schedule of the Bellflower line between 1952 and 1958.

The abandonment of this route occurred on 5-25-58. The last regular car left Los Angeles at 11.30 pm on 5-24-58, arriving at Bellflower at 12.12 am. Thereupon it was taken over in charter service by the Southern California Division, Electric Railroaders' Association, returned to Watts, then ran outbound to Bellflower once more, leaving the end of the line at 2.00 am for a final inbound trip to Los Angeles.

116. LOS ANGELES: SANTA MONICA BOULEVARD-CAHUENGA PASS LOCAL LINE

Route, 1911: From Highland and Santa Monica Boulevard via Highland Ave. to Cahuenga Blvd.

The Sept. 1911 schedule for this little shuttle provided for cars leaving Santa Monica Blvd. at 5.55 am and every 30 min, with cars returning at 6.07 am and every 30 min to 11.07 pm.

As of 10-15-12, the 30 min service was extended slightly later in the evening, last northbound car leaving 11.25 pm. No change had occurred as of 11-1-13.

By 7-11-14 through service to Los Angeles had been established on this line, via Santa Monica Blvd., Sunset Blvd., private right-of-way through tunnels, and Hill St. to Hill Street Station. Service was half hourly at all times, the last car leaving Hill Street Station at 11.08 pm. The same headway existed as of 5-1-16, but the last car now left at 10.41 pm.

As of 2-1-22, when we rejoin the schedule, an approximate 30 min service was still being operated all day and evening. Last car left Hill Street Station at 10.47 pm. Sunday service was not shown and may possibly at this time have been provided by local stops on the Canoga Park and San Fernando Lines.

During the spring of 1923 a much improved weekday headway was instituted, with 12 min base service, an irregular 8-16 min rush hour interval, and 20 min service to the last outbound car at 11.20 pm.

In the 7-1-24 schedule a 20 min Sunday service explicitly appears, either as a new service (see above), or to rectify a printing error. At this same time, service was reduced to a 15 min base interval, yet still with 20 min evening service.

On 2-7-26 this line was rerouted into the subway via Sunset Blvd., Park Ave., Glendale Blvd., and private right-of-way through subway tunnel.

Through the late twenties a 15 min base headway remained, with irregular approximate 12 min rush hour service and 20 min service nights and Sunday.

Next change, on or shortly before 8-1-34, reduced service to 20 min during base, night, and Sunday hours, with irregular 10-15 min rush hour intervals.

As of 7-21-37, 15 min service was offered after 3.00 pm.

On 6-1-38 this line was discontinued and was absorbed in new local service provided by the Los Angeles-North Hollywood-Van Nuys Line, which see for later service along its route.

117. LOS ANGELES: SANTA MONICA BOULEVARD-WEST HOLLYWOOD LOCAL LINE [Designated line 28]

Route, 1911: From Hill Street Station via Hill, private right-of-way through tunnels, Sunset Bl., and Santa Monica Blvd. to West Hollywood.

As of July 1911, a 30 min base headway was offered throughout the entire length of the line, with service twice as often as far west as "Crescent Jct.," in the vicinity of Crescent Heights Blvd. Evening service was 30 min to West Hollywood with no turnback cars. "Extra service morning and evening [sic] according to requirements of travel," read the time table. The Crescent turnbacks ran DXSu. This same schedule was in effect as of 1-6-13. A 4.00 am car ran through to West Los Angeles over this line as of 10-15-12.

As of 11-1-13, 40 min base service ran DXSu to West Hollywood, with (note) a 20 min evening service. Also a 20 min service ran to Crescent in base hours only DXSu. On Sundays a 30 min service ran to West Hollywood all day, with no turnbacks.

In a major change effected by 7-11-14, Crescent turnbacks were eliminated (except possibly in the rush hours). Instead, the Santa Monica Blvd. - Cahuenga Pass Local Line was now running through to downtown Los Angeles (which see), resulting in a lessening of service on this line. A 30 min service ran now to West Hollywood all day and evening. Last car left Hill Street Station at 12.45 am. This schedule remained in effect as of 5-1-16; one through round trip daily ran to Venice; it left Los Angeles at 9.15 am, Venice at 3.55 pm.

As of 2-1-22, the 30 min service to West Hollywood remained in effect throughout the day and evening, with some extra rush hour service. To Crescent there was 5 min rush hour service, 15 min base, and 30 min night and Sunday service, marking a return to the use of Crescent as a major weekday turnback point. One round trip DXSu ran to and from Ocean Park (see the Venice trip in the 1914 schedule above), leaving Hill Street Station at 8.43 am, Ocean Park at 3.42 pm. This trip remained on the schedule until 1938.

Much improved service was inaugurated in the spring of 1923. Now to West Hollywood there was a 12 min base, irregular 4-10 min rush service, and 20 min evening and Sunday service. Last car left Hill Street Station at 1.10 am. Crescent turnbacks existed only at morning and evening peaks.

In mid-1924 (probably July) the West Hollywood through service was reduced to 30 min again, with 15 min service to Crescent, during base hours.

On 2-7-26 this line was rerouted into the subway via Sunset, Park Ave., Glendale Blvd., and private right-of-way. Probably on that date Fairfax Ave.

replaced Crescent as turnback point. A 15 min base service ran to Fairfax with 30 min service to West Hollywood. A 5-10 min rush service was run. Cars ran every 20 min nights and Sundays to West Hollywood, with no turnback cars. The one round trip to Ocean Park still used Hill Street Station in Los Angeles and continued to do so until its discontinuance on or shortly before 4-1-38.

Practically no important schedule changes occurred for this line from that time until about eight years later.

On or shortly before 8-1-34, Fairfax Ave. was discontinued as a turnback point, and all service ran through to West Hollywood. The new headway ran 20 min during base, night, and Sunday hours, with an approximate 10min weekday rush hour service.

On or shortly before 6-1-38, rush hour service was changed to a 15 min interval, but now included all service from 3.00 to 7.00 pm.

It is interesting to note that we have practically no schedule changes to report concerning this line between 1938 and 1948, despite the appearance of World War II. Apparently second cars were added to the existing runs without need for major headway revisions. One wartime innovation was the addition of several owl hour trips as shuttle movements from Santa Monica and Highland to West Hollywood.

On 5-1-48 service after 10.00 pm was changed to shuttle west of Highland Ave. Base headway was still 20 min, as was evening and Sunday headway, and 15 min rush service was still offered.

On 7-25-49 shuttle service was extended, last through car leaving Subway Terminal at 9.11 pm. On Sundays service was by shuttle before 10.00 am and after 7.30 pm.

Then on 8-13-50 one-man service was introduced on this line, and shuttle operation extended to all cars after 8.00 pm daily including Sunday.

On 6-25-51 the last through car left Subway Terminal at 6.54 pm weekdays, 7.45 pm Sundays, with shuttle service thereafter each evening.

The time of the last weekday through car was changed to 7.19 pm on 9-24-51.

Rush hour service was reduced to 20 min frequency on 7-21-52, thus providing 20 min service all day long. Sunday service was now a shuttle after the 7.14 pm departure from Subway Terminal.

The premature conversion of the Van Nuys rail line on 12-28-52 before arrival of the new busses forced a heavier role upon this rail service, and rush hour service on 10-12 min headway returned. Last through car left Los Angeles 7.11 pm DXSu, 7.05 pm on Sunday. The evening shuttle was on a 30 min headway.

This line was abandoned on 5-31-53. Last car left Santa Monica and Highland for West Hollywood at 12.55 am.

118. SANTA MONICA: LINCOLN BOULEVARD LOCAL LINE

Route, 1912: From Lincoln Blvd. and Garfield Ave. via Lincoln Blvd., Santa Monica Blvd., and through-routed with Third St. Local Line. At that time Lincoln Blvd. was known as Eighth St.

On 1-30-12 this line was established. As of 10-15-12 cars left Garfield at 6.09 am and every 30 min to 11.09 pm daily.

Headway remained 30 min as of 5-1-16, with the last car from Garfield at 11.18 pm.

After 1916 this line was separated from the Third St. Line; on 5-3-19 it was through-routed with Third St. Line again, but was apparently again separated therefrom by 12-29-19.

The company applied to abandon it early in 1919 and was told to reapply after the Third St. through routing was tried out again.

Fulltime service was discontinued by 12-29-19; in 1921 two round trips only were being run for high school students (morning and afternoon). The company gives 1-22-27 as the date of the abandonment of this line.

119. SANTA MONICA: SANTA MONICA CANYON-PORT LOS ANGELES LOCAL LINE

Route, 1911: From Colorado and Ocean via private right-of-way to Santa Monica Canyon (Center St.) and Long Wharf.

As of July 1911, cars left Santa Monica (Colorado St.) for "Port Los Angeles" (Long Wharf) at 6.35 am, 7.40, and every 30 min to 7.10 pm, then 10.40 pm (except 6.10 pm car ran Sunday only). Running time was 10 min. The first inbound car from the wharf, at 6.45 am, was through-routed with the Santa Monica Air Line, running to Culver City daily, and the 5.50 pm car inbound ran to Culver City DXSu. No such outbound through service is shown.

As of 10-15-12 cars left Colorado St. at 6.15 am and every 30 min to 7.45 pm, with returns 15 min later in every instance. No mention of through-routing of any trips to Culver City is made. The same schedule was in effect as of 11-1-13.

Service had been reduced to a 45 min level (6.10 am to 7.40 pm from Santa Monica) by 7-11-14. The same schedule was in effect as of 5-1-16, and only change as of 12-29-19 was an earlier (6.15 pm) departure of the last car. The 8-15-20 schedule shows no change from 1919.

As of November 1921, the name "Rustic," rather than Port Los Angeles, is applied to the terminus. However, it is believed that for some years previous the cars had not actually travelled out on Long Wharf pier to the real "Port Los Angeles," as the outer end of this famous pier over the ocean was abandoned in 1917. "Rustic" was probably quite close to the pier approach on the mainland.

The same 45 min headway continued in effect as of 5-1-24, the last car leaving Colorado St. at 5.30 pm.

As of 7-1-24, an hourly service was established in lieu of the former 45 min schedule; cars left Colorado St. at 8 am and every 60 min to 5 pm. This same schedule continued in effect until the middle of 1931, with minor changes in times.

On or shortly before 11-2-31, service was reduced to 2 round trips DXSu, leaving Colorado St. at 6.24 am and 6.10 pm, leaving "Santa Monica Canyon" at 6.40 am and 6.25 pm. Santa Monica Canyon had been the terminus (probably Center St.) rather than Rustic, since at least 6-25 and possibly 1924.

The 12-20-32 schedule lists the same two round trips DXSu.

One company source gives the abandonment date of this line as 8-22-33, while another gives 1-31-34. A public folder effective 1-29-34 omits the line.

120. SANTA MONICA: THIRD STREET LOCAL LINE

Route, 1911: From Seventh and Montana via Montana, Third, Broadway, and through-routed with Venice-Playa Del Rey via Lagoon Line.

As of 9-11, cars left Montana at 6.10 am and every 30 min to 12.40 am.

Probably effective 1-30-12, the line was also simultaneously through-routed with the Lincoln Blvd. Local Line, in effect doubling its service. As of 10-15-12, cars left Seventh and Montana at 6.10 am and every 15 min to 11.40 pm, evenly alternating between Del Rey and Garfield; thence at 12.10 and 12.40 am to Ocean Park Car House. With minor time changes, the 1912 schedule remained in effect as of 7-11-14.

By 5-1-16, the line had become separated from the Playa Del Rey line, and all cars were now through-routed with Eighth St. This halved the service. Cars now left Montana at 6.12 am and every 30 min to 7.42 pm, then 8.07 and every 30 min to 11.37 pm daily.

The line was apparently separated from Lincoln Blvd. thereafter, possibly effective 8-10-16. On 5-3-19 the two lines were combined again, but then once more separated apparently by 12-29-19.

As of 12-29-19, as an independent service terminating at Third and Santa Monica Blvd., headways were 30 min during base and evening hours, with 20 min rush hour service.

The 11-21 schedule shows 15 min service to 8.00 pm, then 30 min to 11.58 pm. But wide fluctuations followed. Around 10-22 the service dropped to a 30 min frequency all day, and the line was extended via Third and Broadway to Ocean. Two months later the daytime level was upped to 20 min but with continued 30 min evening service. Around 6-24 a constant 30 min service all day was reestablished, remaining thenceforth.

On 11-1-27 the portion of the line from Broadway and Ocean via Broadway and Third to Santa Monica Blvd. was abandoned, and cars thereafter ran only between Seventh and Montana and Third and Santa Monica. No change was made in the basic schedule, nor did it significantly alter until abandonment.

The last car left Seventh and Montana at 11.05 pm on 12-13-29.

121. LOS ANGELES-SANTA MONICA VIA AIR LINE-CULVER JUNCTION [Designated line 12]

Route, 1911: From Culver Junction via private right-of-way to Palms and Santa Monica (Colorado St.)

Two round trips were operated on this line as of July 1911, one of them DXSu. Cars left Santa Monica at 6.55 am and DXSu6.00 pm. Cars left Culver Jct. at 7.28 am and DXSu6.28 pm. Running time was 40 min. Inbound service, at least, was through-routed with the Santa Monica Canyon-Port Los Angeles Local Line in Santa Monica.

Early in 1912 this line was extended, owing to a new electrification of Southern Pacific trackage, eastward from Culver Jct. via private right-of-way, private right-of-way adjacent to Exposition Blvd., Exposition Blvd., private right-of-way to Amoco Jct., thence private right-of-way to Seventh, and Main to Main Street Station. A frequent, comprehensive service was at once inaugurated on the newly opened through line, the original outer portion of which became the least important.

As of 10-15-12, cars ran hourly on this line

from 6 am to 11 pm from Main Street Station to Santa Monica, terminating at Broadway and Ocean. In addition, cars of the Los Angeles-Santa Monica via Air Line - Short Line ran hourly to provide a combined 30 min schedule as far west as Culver Junction all day and evening.

Service at this time was also being run on the Los Angeles - Santa Monica via Air Line-Short Line and the Los Angeles-Santa Monica via Short Line-Air Line (each of which also see).

By 7-11-14 all service was discontinued west of Culver Jct. on this line except one round trip DXSu, which left Santa Monica at 6.15 am and Main Street Station at 6 pm. This was the one round trip which survived with very little change until the autumn of 1953. At the same time, service from Main Street Station to Culver Jct. was cut to an hourly headway, 6 am to 11.40 pm (half-hourly in the morning rush only), but with 30 min service all day and evening as far west as Eleventh Avenue only.

Around 11-15 the Eleventh Avenue service was discontinued during midday and evening hours (10 am to 4 pm and after 7 pm). This, of course, still left the hourly Culver Jct. headway intact at such times.

About 1-15-16 the line was rerouted to Los Angeles Street surface terminal at Los Angeles.

On 7-28-16, the hourly service was extended west from Culver Jct. to Palms.

On 2-11-17 the line was rerouted in Los Angeles via Ninth, San Pedro, and elevated right-of-way to rear of Main Street Station, with return reverse.

On 8-6-18 hourly service was discontinued once again west of Culver Junction.

A few local trips from Ocean Park to Colorado St. in Santa Monica on this line had apparently been operated in this period and were discontinued in 1919. The portion of the Air Line from Santa Monica to Ocean Park was not to be reactivated until 1940, insofar as passenger service was concerned.

As of 8-15-20, service had been reduced to a 90 min base headway to Culver Junction, with similar evening service to last car at 11.15 pm. A 30 min rush hour service was operated; with 2 round trips to 11th Ave. only. Running time was 41 min between Los Angeles and Culver Junction. The one through trip to Santa Monica left that point at 6.45 am, left Los Angeles at 5.30 pm.

This schedule remained in effect until mid-1924.

As of 7-1-24, operations were suddenly reduced to morning and evening rush hours only:

Leave Los Angeles C6.00 am, C7.00, E4.30 pm, C5.05, S5.30, and C6.00 pm. Arrive Los Angeles C6.52 am, C7.22, S7.52, C8.22, E5.52 pm, C6.38. C-To or from Culver Jct.; E-To or from 11th Ave.; S-To or from Santa Monica.

In mid-1925 base and evening service was just as suddenly reestablished, with a 90 min headway to Culver Jct. much the same as that of pre-mid 1924. Ninth Ave., rather than Eleventh, was now made the turnaround point for 2 rush hour round trips.

This reestablished comprehensive service was to be short-lived. It had disappeared by 3-1-26, at which time a schedule like that of July 1924 had resumed:

Leave Los Angeles C5.44 am, C6.50, A4.42 pm, C5.10, S5.35, and C6.09 pm. Arrive Los Angeles: C6.46 am, C7.20, S7.52, C8.22, A5.57 pm, C6.46 pm. C-To or from Culver Jct.; A-To or from 9th Ave.; S-

to or from Santa Monica. However, there was one vital difference: as of 3-1-26 all Sunday service (including the through Santa Monica trip) was discontinued.

The Air Line continued to operate in weekday rush hours only in this manner until around 2-29, when another sudden change was made. As an experiment, the company now reestablished a 30 min base service all day (5.42 am to 6.10 pm) including Sundays between Main Street Station and Eleventh (not Ninth) Ave. Service to Culver Jct. and Santa Monica remained as before, except that these runs were also restored on Sundays. Thus, for a brief time, the inner portion of this line again enjoyed operations as frequent as those of 1914.

This experiment proved unsuccessful in winning the hoped patronage and was dropped on 6-4-29, on which date the line reverted to its 1926 rush hour only schedule. All Sunday service, including the Santa Monica through trip, was again dropped.

Eleventh Ave., however, still served as turnback point for one round trip, rather than Ninth Ave.; and the through Santa Monica trip in the evening, which had been changed from a 5.35 pm to a 5.12 pm departure from Los Angeles in the upheaval early in 1929, remained at 5.12 thenceforth until 1953.

Early in 1931 all service on this line was discontinued except two round trips DXSu:

Leave Los Angeles E4.42 pm, S5.12 pm.

Leave western terminus S6.39 am, C7.39 am.

C-From Culver Jct.; E-To Eleventh Ave.; S-To or from Santa Monica.

Later in 1931, and by 11-2-31, only the single through Santa Monica trip remained.

In 1933 the company made its first of many attempts to discontinue the remaining through round trip on this line. It would only succeed some twenty years later; the faithful few who rode the car protested vociferously any hint of abandonment, claiming that no other direct transportation existed between downtown Los Angeles and their homes; and they were perennially heeded in City Hall.

So the Santa Monica Air Line car began developing into an institution.

On or shortly before 5-12-40, this trip was extended to Ocean Park, terminating at the car house in that community. Of course this extension was over its "own" tracks, via private right-of-way to Main St., then on and adjacent to Main St., paralleling the Trolleyway of the Venice Short Line by one block.

The quiet round trip, so famous in the lore of Pacific Electric and so well beloved by electric railway enthusiasts, continued untouched until 9-30-53. The last employee time table to show it (effective 1-25-52) reads like this:

PM		AM
5.12	Los Angeles	7.52
5.26	Amoco Jct.	7.38
5.43	11th Ave.	7.22
5.52	Culver Jct.	7.13
5.57	Palms	7.07
6.03	Talamantes	7.02
6.11	Santa Monica	6.53
6.21	Ocean Park	6.44

On 9-30-53 Saturday service was discontinued, and all service was abandoned west of 11th Avenue. The trip continued to operate as a shuttle from Amoco Jct. to 11th Ave. and return during mid-afternoon Monday through Friday. The city of Los

Angeles had not yet granted its approval for the abandonment. (And its loyal riders had continued to fight each such attempt through their vociferous "Air Line Car Riders' Assn.") Shortly after 9-30-53 the schedule of this franchise car was changed slightly when it was discovered that the previous schedule provided a convenient connection for certain schools along its route (which the Car Riders' Assn. publicized), whereas the company had no desire to carry large loads of passengers, while plea for abandonment was still pending with the city.

On 10-26-53 this franchise car was abandoned and electric passenger service on the Santa Monica Air Line was finally at a complete end. When it had begun, it was but one strand of a web of electric lines in the area it served; during its last three years it alone ventured into a region which had otherwise lost all trolley service. The Air Line was also the last Pacific Electric passenger service, inasmuch as it was not transferred to Metropolitan Coach Lines on 10-1-53, so survived 26 days longer than any other Pacific Electric passenger rail route.

122. LOS ANGELES-SANTA MONICA VIA AIR LINE-SHORT LINE

Route, 1912: From Main Street Station via Main, Seventh, private right-of-way to Amoco Jct. thence via private right-of-way, Exposition Blvd., private right-of-way adjacent to Exposition Blvd., private right-of-way to Culver Junction, thence via private right-of-way adjacent to Venice Blvd., Trolleyway, and Ocean to Broadway (Santa Monica).

This line was established early in 1912, probably on the same day as the establishment of the Los Angeles-Santa Monica via Air Line through service. As of 10-15-12, an hourly service was provided on this line from Los Angeles to Santa Monica, leaving Main Street Station from 6.30 am to 11.30 pm. It was integrated with an hourly schedule on the Los Angeles-Santa Monica Air Line proper (which see) to provide a 30 min schedule as far west as Culver Jct.

The schedule had not changed as of 11-1-13.

The line had been discontinued by 7-11-14.

123. LOS ANGELES-SANTA MONICA VIA BEVERLY HILLS-BRENTWOOD

Route, 1911: From Marine and Ocean, Santa Monica, via Ocean, private right-of-way adjacent to San Vicente Blvd., private right-of-way, private right-of-way adjacent to Santa Monica Blvd., Burton Way, and San Vicente Blvd., thence via Venice Blvd. and Hill St. to Hill Street Station.

As of July 1911 through service was offered from Hill Street Station at 7.25 am and hourly to 6.25 pm, with also an hourly shuttle service from Santa Monica to West Los Angeles, providing combined 30 min service on that westerly portion. In the evening all service was shuttle on a half-hourly basis until 12.00 midnight. The through trains all did local work between Los Angeles and Vineyard.

Through service had been reduced to 2 round trips DXSu by 10-15-12, when these left Santa Monica at 7.25 and 8.25 am; Hill Street Station at 4.40 and 5.10 pm. Santa Monica terminal was now Broadway and Ocean. Shuttle service ran every 30 min all day and evening between Santa Monica and West Los Angeles.



Three cars loaded down with holiday seekers speed over the massive La Cienega grade separation in 1937. Car 972 heads the impressive Venice Short Line train. (AA-AH)

The time: New Year's Day, 1951; the place: Oneonta Park, junction of the Pasadena Short Line and the Monrovia-Glendora Line. Three of the elephantine 450 Class cars straighten out for the speedy run to Santa Anita after negotiating the tortuous climb from Sierra Vista. (EL)



As of 11-1-13, the shuttle service was now run through-routed with Venice-Playa Del Rey via Lagoon Line, on the same headway; but as of 7-11-14 it was independent once more. As of 5-1-16, the 1912 schedule remained basically in effect, including the 2 through trips to Los Angeles DXSu.

As of 12-29-19, only one through round trip DXSu remained, leaving Santa Monica 7.33 am, Los Angeles at 5.10 pm. The 30 min shuttle service extended from 5.25 am to 11.55 pm.

Around 4-22 a second through round trip was once more placed in operation; one of the evening trips (at 5.40 pm) was a limited train.

By 7-1-23 both of these two through trips ran as limiteds in each direction. Between West Los Angeles and Vermont Ave. they stopped only at Vineyard and Beverly Hills. The two evening trips ran through to Ocean Park via Trolleyway. They required 62 min from Los Angeles to Santa Monica.

No basic change occurred until 2-1-27, when a through service to Los Angeles was established during all base and rush hours. As of 12-20-27, this was operated on a 30 min base headway, with 30 min shuttle service nights and Sundays. Last through car left Los Angeles at 5.40 pm. There were a few shuttle trips in the early morning.

The new, much improved pattern remained intact until 1933. As of 6-11-33 headway had lengthened, to 40 min for base through service, although evening and Sunday shuttle headway remained 30 min.

And from 1933 to 1940, hardly a change occurred.

On 7-1-40 the line was abandoned except for a daily franchise car on the following schedule: Leave Santa Monica (Broadway) 1.45 pm; arrive Purdue Ave. 2;05 pm. Leave Purdue Ave. 2.10 pm; arrive Broadway 2.30 pm.

This franchise car was abandoned on 11-18-40.

124. LOS ANGELES-SANTA MONICA VIA BEVERLY HILLS-SANTA MONICA BOULEVARD

Route, 1911: From Hill Street Station via Hill, Venice, private right-of-way adjacent to San Vicente Blvd., Burton Way, and Santa Monica Blvd., thence via Santa Monica Blvd., Ocean, and Trolleyway to Venice Station.

As of Sept. 1911, all service except a few owl pull-ins operated through to and from Venice, with a base running time of 64 min. Headway was 30 min all day and evening, there being no rush hour improvement. First car left 4.45 am, the last at 1.00 am. All trains did local work between Los Angeles and Vineyard, except in the very height of the rush hour.

As of 10-15-12 the only important difference was postponement of the last car to leave at 1.15 am. Rush hour trips carried "no city passengers." Running time was 64 min outbound, 66 min inbound.

The 11-1-13 schedule is the same; but by 7-11-14 evening headway had been lengthened to hourly.

As of 5-1-16 this line was running through to Playa Del Rey, absorbing the Lagoon Line. This arrangement was discontinued on 8-10-16. Trains of this line were now exempt from local work east of Vineyard.

As of 12-29-19 a 30 min base service was followed by hourly evening service after 6.45 pm--in other words, like 1914 in all essentials. Running time was 65 min outbound and 64 min inbound all the way to Venice.

Around 2-23 a 30 min service was extended in the

evening to 9.45 pm.

There were other minor adjustments of little consequence during the next three years.

On 11-1-26 this line was combined into a single loop service with the Venice Short Line at the beach end. A 30 min base service continued, with in addition a combined 15 min base service DXSu as far as West Los Angeles. A straight 30 min evening service ran to Venice. There were as yet no limited trains on this line.

On 2-1-27 this line was separated once again from the Venice Short Line, and henceforth nearly all of its trains terminated at Santa Monica rather than Venice, except for pull-ins to the Ocean Park Car House. One evening limited outbound was established DXSaSu for the first time. The first two cars were detached from the third at Vineyard stopping then only at Beverly Hills, Pontius Ave., and West Los Angeles, then becoming local. The third car ran as a local to Ocean Park. There was a 30 min base service and the same nights and Sundays.

A few months later two more evening outbound limiteds were added. One made no stops from Western Ave. to West Los Angeles except Vineyard and Beverly Hills. The second was limited to West Los Angeles, whence the front two cars ran via Brentwood and the third car was detached to run local to Ocean Park via Santa Monica Blvd. on this line.

As of 8-28, one morning rush inbound limited also appeared for the first time.

A cut occurred during 1933. As of 10-25-33, base service ran every 40 min, with 30 min nights and Sundays (at which time the Brentwood line was a shuttle). The same limiteds remained. Running time, Los Angeles to Santa Monica, was 60 min.

The next major change in service occurred one week prior to the abandonment of most runs on the line. The Brentwood line bowed out a week before this line, resulting in a doubled headway, effective 7-1-40. There was 20 min base service, and the usual 30 min evening service. There were 3 morning limiteds DXSu and 4 evening limiteds Monday through Friday.

This was a brief spurt of glory. The last through car left Los Angeles on this line at 1.30 am on 7-7-40.

Thenceforth a daily franchise car operated over the line on the following schedule: Leave Vineyard 11.10 pm, arrive Beverly Hills 11.23 pm. Leave Beverly Hills 11.33 pm, arrive Vineyard at 11.46 pm. (The portion west of Beverly Hills was still receiving the regular service of the Venice via Hollywood Line.)

The franchise car was abandoned on 11-18-40.

125. LOS ANGELES-SANTA MONICA VIA SHORT LINE-AIR LINE

Route, 1911: From Hill Street Station via Hill, Venice, private right-of-way adjacent to Venice Blvd. to Culver Junction, thence via private right-of-way to Palms, Talamantes, and Ocean to Montana.

As of July 1911, one round trip was being operated daily on this line. This left Los Angeles at 5.25 pm, Santa Monica at 8.05 am. Running time was only 40 min.

The same solitary trip, with the precise times as above, remained in effect as of 7-11-14.

With the other Air Line services then being pro-

vided, this memory of the days before the Air Line had become electrified between Amoco and Sentous, became increasingly redundant. It was most probably discontinued shortly thereafter, and certainly had vanished by 5-1-16.

126. LOS ANGELES-SIERRA MADRE VIA SAN MARINO

[Designated line 5]

Route, 1911: From Main Street Station via Main, First, Los Angeles, Aliso, private right-of-way, private right-of-way adjacent to Huntington Drive to Sierra Vista, El Molino, and San Marino, thence via private right-of-way adjacent to Sierra Madre Blvd., Sierra Madre Blvd., Kersting Court, Baldwin Ave., and private right-of-way to Mountain Ave.

As of July 1911, 18 round trips were being operated, with 16-17 on Sundays. An approximate hourly base headway prevailed, with evening rush service as frequent as 20 min, then evening departures at 6.05, 9.05, and 11.38 pm (Los Angeles). Running time was 54 min outbound, 52 min inbound.

As of 1-6-13, there were 19 outbound, 18 inbound trips, with a 1 hour 55 min evening headway. One outbound trip, at 4.00 am, operated via Garvanza, Ostrich Farm, South Pasadena and East Colorado St. in Pasadena, matched for a time by a similar inbound trip leaving Sierra Madre 5.38 pm (except via Pasadena Short Line south of South Pasadena). Sierra Madre cars did no local work west of El Molino.

As of 11-1-13 all was the same except that the 5.38 pm inbound trip was using the usual route. Running time was 55 min outbound, 53 min inbound.

The schedule remained almost identical as of 5-1-16; the 3.45 am outbound car still ran via South Pasadena.

On 12-3-16 this line was rerouted in Los Angeles via Aliso, San Pedro, elevated right-of-way through Main Street Station concourse, Main, First, Los Angeles, Aliso, and reverse.

As of 12-20-20 an hourly base service existed, with 2 hour evening service, plus the one outbound trip (3.45 am) via Garvanza-South Pasadena.

Effective 7-1-22 one early evening round trip, was added. On 3-6-27 running times were increased slightly in the evening but shortened during the day.

On or shortly before 3-1-28 evening service was changed to a shuttle from San Marino to Sierra Madre and improved to hourly frequency. This is the first instance of shuttle service on the line. Last through car left Los Angeles at 6.08 pm. The weird South Pasadena-Sierra Madre trip continued.

Around 6-30 another evening rush trip was added DXSaSu. One evening rush trip was made to operate DXSu only early in 1930.

The 3.45 am South Pasadena-Sierra Madre trip first disappears from the March 1931 schedule.

Around June 1931 shuttle trips were reduced, and late evening service was no longer hourly.

On or shortly before 8-11-32, all Sunday service was changed to shuttle operation.

On or shortly before 6-11-33, midday weekday service was also changed to shuttle operation north of San Marino. This left as through trips 4 outbound in the morning, 5 outbound in the evening (four Saturday), 5 inbound in the morning, and 3 inbound in the evening. Running time was 53 min.

Next important change came 2-21-38, on which date one late evening shuttle round trip was dis-

continued.

As of 3-1-39, on two midday outbound trips on Saturdays only, the rear car of a Monrovia train was detached at San Marino to run through to Sierra Madre. This is the first instance of what was to become a more widespread arrangement in later years.

On 6-9-40 the line was temporarily rerouted onto Macy St. in Los Angeles owing to reconstruction of the Aliso St. bridge across the Los Angeles River.

The war brought many changes to this line.

On 5-25-42 slight improvements were made in rush hour and evening service.

The abandonment of regular rail service through Main Street Station concourse forced a rerouting, on 9-27-42, via Aliso, San Pedro, and elevated right-of-way to rear of Main Street Station in both directions.

The big change came on 2-21-43, with the discontinuance of all independent through service on this line. Now in rush hours (6.00-10.00 am and 3.00-7.00 pm) rear cars of Monrovia trains began operating to and from Sierra Madre. Midday trains were still shuttle Monday through Friday, but were rear Monrovia cars on Saturdays only. Evening service was again hourly. Running time climbed to 57 min.

Extra service was provided through from Los Angeles to Lamanda Park each New Year's morning to serve the Pasadena Tournament of Roses Parade. The parades resumed after World War II on 1-1-46.

On 3-25-46 one DXSaSu evening rush hour trip was added outbound, providing 10 min service at the very height of the evening rush.

On 4-11-47 evening headway was slightly lengthened from hourly, and one shuttle trip discontinued.

All rail service on this line was discontinued on 6-11-48 except during Monday through Friday morning and evening rush hours. The following rail service remained:

Arrive Sierra Madre outbound at S7.26 am, T8.17, T9.12, T4.12 pm, T5.01, T5.14, T5.36, T6.01, T6.11 T6.31, T6.51, and T7.18 pm.

Leave Sierra Madre inbound at S6.09 am, T6.36, T6.50, T7.03, T7.26, T7.39, T8.32, T9.25, T4.23 pm T5.15, S5.41, and S6.31 pm.

T-Through by means of consolidation with Monrovia train; S-Shuttle north of San Marino only.

On 11-25-49 a rarity was added in the form of an independent trip from Los Angeles to Sierra Madre, not consolidated with a Monrovia train, outbound in the morning only. The same day, evening outbound trains were reduced from 9 to 7 and evening inbound from 4 to 2, but morning trains remained the same in quantity.

On 10-8-50 all service was discontinued on this line except for one franchise round trip Monday through Friday only. Initially this ran at about 5.00 am but was soon thereafter changed to leave San Marino at 5.58 pm, arrive Sierra Madre 6.19 pm. Then it left 6.22 pm, arriving San Marino 6.41 pm.

The franchise trip was abandoned on 12-28-50.

127. LOS ANGELES: SIERRA VISTA-EL MOLINO

LOCAL LINE [Designated line 25 until 10-22-50; then designated line 26]

Route, 1911: From Main Street Station via Main, First, Los Angeles, Aliso, private right-of-way, and private right-of-way adjacent to Huntington Drive to Sierra Vista, Oneonta Park, and El Moli-

no.

Effective 6-15-11, this line enjoyed departures from Los Angeles at 5.30 am, 6.00, and every 15 min to 7.45 pm, then 8.05, 8.25, 8.45, 9.05, 9.35, 10.15, 10.45, 11.15, 11.45, and 12.30 am, with return trips in equal number at similar times.

By 10-15-12 this line had been rerouted in Los Angeles, commencing at Ceres and Central via Ceres, Sixth, Main, and the above route. This rerouting might likely have taken effect on 5-1-12.

As of 10-15-12 service was 15 min in base hours, 10 min in morning and evening rush hours, and 15 to 30 min at night. The 11-1-13 schedule was essentially the same.

As of 7-11-14, the line was again running from Sixth and Main in Los Angeles as before 1912. A 20 min base headway was now in effect. Evening service was 20 min to 10 pm, then 30 min to 12.35 am (last car). Rush hour service was 10 min (daily in the evening, DXSu in the morning), but with half these cars turning back at Sierra Vista.

After 8-14 but by 9-3-15 the portion of the line east of Sierra Vista was discontinued. Henceforward the Pasadena Short Line and Pasadena Oak Knoll Line performed local service along Huntington Dr. north and east of Sierra Vista. Fulltime service on this line was retained between Los Angeles and Sierra Vista.

However, shortly after 9-3-15, Alhambra trains began making all local stops along this route, except during morning and afternoon peaks, when the Alhambra trains continued to run limited as before. During base hours, Alhambra trains (at 20 min intervals) now performed all service between Los Angeles and Sierra Vista. In the evening a 20 min service was provided, with every other car an Alhambra train and every other car an independent Sierra Vista local. In rush hours, independent Sierra Vista locals ran at 10 min intervals (20 min on Sunday morning only) and provided all service.

On 12-3-16 the Sierra Vista Local Line was re-established as a fulltime independent service and was rerouted via Aliso, San Pedro, elevated right-of-way through Main Street Station concourse, Main, First, Los Angeles St., and Aliso St.

Then, on 1-25-17, the route was again changed to Aliso, Los Angeles, First, and Main to Main Street Station concourse, with return reverse. San Pedro St. was felt to be too remote for local patrons.

As of 1-18, the Official Guide listed about 70 round trips daily in operation on the Sierra Vista Line.

On 11-8-18 the line was again largely discontinued as an independent service in favor of local stops once more made by Alhambra trains.

The second Sierra Vista "eclipse" lasted until 2-1-20, when the Sierra Vista Local Line was re-established as an independent service except for night service. As of 11-1-21 there was 20 min base service with 10 min morning and evening rush hour service DXSu. Last car left Los Angeles at 6.35 pm, Sierra Vista at 7.15 pm daily.

On 1-2-22, the line was reestablished at all hours, including night service, and henceforth all Alhambra trains ran limited south of Sierra Vista. As of 2-1-22, a 10 min headway prevailed all day until 7.00 pm, followed by 20 min evening service. On Sundays, all service was 20 min. Last car left Los Angeles at 12.11 am daily.

Shortly before 5-1-23 a later car was added, leaving Los Angeles at 1.00 am.

Shortly before 11-1-26 an owl service was added, leaving Los Angeles at 1.00, 2.15, 4.10, 5.11 am. Other headways remained as in 1922.

A slight reduction in midday service occurred shortly before July 1931. Now the intervals were 10 min to 9.42 am, then 12 min to 2.44 pm, 10 min to 6.52 pm, and 20 min to 11.32 pm, with the same owl service. A 20 min service continued on Sundays.

By 8-1-34, the 12 min service continued to 4.42 pm.

As of 5-1-36, running time in midday hours was 34 min outbound, 30 min inbound.

No further schedule changes apparently occurred until, on 3-20-38, this line was through-routed with the Watts Local Line via Main St. in downtown Los Angeles. The alteration brought 15 min Sunday service but otherwise no change in headways.

On 6-9-40 this line was temporarily rerouted to Macy St. owing to reconstruction of the Aliso St. bridge across the Los Angeles River.

No further changes in overall headways occurred until 5-15-43, when a straight 10 min service was placed in effect all day to 8.00 pm, followed by 15 min evening service and hourly owl service. On Sundays there was 10 min service between 10.37 am and 7.25 pm, with 15 min intervals before and after. On this date also the owl service only was extended north from Sierra Vista to Pasadena via Short Line.

On 7-18-43 (outbound) and 7-22-43 (inbound), the Aliso St. route in Los Angeles was restored following the construction of the new Aliso bridge.

Headways were lengthened on 8-7-44, with 12 min service from 6.23 am to 7.59 pm, then 15 min service 8.13 pm-11.28 pm, and the hourly owl service. This was probably due to greater two-car train operation.

On 1-17-47 Sunday service was reduced to 15 min all day, 9.40 am-10.25 pm.

The owl service extension to Pasadena was discontinued on 4-30-48.

Next major cut occurred on 3-3-50, with 20 min evening service (including Sunday evening) and no owl service after a 2.02 am departure from Sixth & Main. Base service was still 12 min.

On 10-22-50, this line was separated from the Watts Local Line after twelve years of throughservice and ran via Aliso, San Pedro, and elevated right-of-way to rear of Main Street Station, with return reverse. Running time was now 35 min out, and 37 min inbound, thanks to the one-man operation which became effective the same day. The new schedule brought 15 min base service, with 10 min service at the peak of the evening rush only, Monday through Friday, and slightly less good in the morning rush. The Saturday morning and evening "Rush" service was operated at 12 min intervals. A 20 min evening service was followed by last car from Los Angeles at 1.35 am.

One franchise trip daily was made on the old car route via Main St. until 12-28-50.

On 12-8-50 a few minor cuts were made, not affecting any basic headways.

Drastic cuts came on 2-23-51. Base service was cut to 20 min Monday through Friday, with 15 min service on Saturday. Evening rush service was now 17 min! The morning rush was irregular, ranging

from 12 to 20 min intervals. Night service was now fallen to a 30 min headway; the last car still left at 1.35 am.

There were no further schedule changes.

On 9-30-51 this line was abandoned following the 1.35 am departure on that date.

128. SOLDIERS' HOME-WEST LOS ANGELES LOCAL LINE

Route, 1911: From West Los Angeles (Santa Monica Blvd.) via private right-of-way to loop on the grounds of Soldiers' Home.

The July 1911 schedule called for departures, from West Los Angeles, at 6.55 am and every 30 min to last car at 6.55 pm, with returning cars at 7.15 am and every 30 min until 7.15 pm. No night service was operated on this line. The identical schedule remained in effect as of 1-6-13.

As of 11-1-13, cars left West Los Angeles at 7.00 am and every 30 min to 6.00 pm daily, returning at 7.15 am and every 30 min to 6.15 pm. The same schedule remained in effect as of 7-11-14.

As of 5-1-16, cars left West Los Angeles at 7.12 am and every 30 min to 5.42 pm, returning from the Home 13 min later in each case.

As of January 1918, 22 round trips daily were run on this line; they left between 6.58 am and 5.28 pm. This same number appears in issues of the Official Guide as late as June 1920.

Company sources state that this line was abandoned during the latter part of 1920. A public leaflet of service in that area effective 8-15-20 does not show the line.

129. LOS ANGELES (SOUTHERN PACIFIC STATION)-
LONG BEACH-SAN PEDRO

Route, 1924: From Ceres and Central, Los Angeles, via Ceres, Sixth, San Pedro, Ninth, and private right-of-way to Watts, Compton, and North Long Beach, thence via American Ave., Ocean Ave., Morgan Ave., private right-of-way, Seventh St., and private right-of-way to Wilmington, thence via private right-of-way (via bascule bridge) and Front St. to Fifth St. (San Pedro).

This line was established on 1-2-24. The following was the initial schedule:

	AM	AM	PM	PM
Leave Los Angeles	8.00	9.45	1.20	8.10
Leave Long Beach	8.57	10.42	2.17	9.05
Arrive San Pedro	9.25	11.10	2.45	9.33
	AM	AM	PM	PM
Leave San Pedro	6.05	9.30	4.15	6.05
Leave Long Beach	6.35	9.57	4.45	6.35
Arrive Los Angeles	7.30	10.50	5.40	7.30

Shortly before 11-26, service increased to 5 round trips daily, with the same approximate running times. These left Los Angeles 8.40 am, 9.50, 12.15 pm, 5.55, 8.10. These left San Pedro 6.00 am, 7.23, 3.18 pm, 4.05, and 6.05 pm.

Shortly before March 1930 service was reduced to four round trips daily, at approximately the 1924 intervals.

Shortly before March 1931, southbound trips were reduced to 3, while northbound trips remained as before. The midday southbound trip was victim.

One round trip was discontinued on or shortly before 8-11-32, leaving southbound departures only at 9.00 and 9.25 am, northbound at 6.22 am, 10.40, and 4.22 pm.

Still another round trip was discontinued on or shortly before 12-20-32, when running time was 1 hour 13 min southbound, 1 hour 20 min north. The

sole southbound trip left 9.10 am, with San Pedro departures at 6.22 am and 4.22 pm.

On or shortly before 6-5-37, a third northbound trip was added. The sole southbound trip continued to depart at 9.10 am, but cars left San Pedro at 6.10 am, 4.15 pm, and 6.05 pm.

Other minor schedule changes may have occurred after 12-1-37.

This line was abandoned on 10-23-39, owing to the abandonment of the Southern Pacific Station. Of course its major function had been to connect as a direct service with major Southern Pacific train runs.

130. LOS ANGELES (SOUTHERN PACIFIC STATION)-
PASADENA (SOUTHERN PACIFIC STATION)

Route, 1912: From Ceres and Central via Ceres, Sixth, Main, First, Los Angeles, Aliso, private right-of-way, private right-of-way adjacent to Huntington Drive to Sierra Vista and Oneonta Park, thence via private right-of-way adjacent to Fair Oaks Ave., and Fair Oaks Ave., California St., and Raymond Ave., Bellevue Drive, and Broadway to the Southern Pacific Station (Pasadena).

This line was established on 5-1-12.

As of 10-15-12 a complete hourly service was in effect on it, leaving Los Angeles 6.50 am to 6.50 pm. Running time was 45 min in each direction. There was no night service. The same schedule remained in effect as of 11-1-13.

As of 7-11-14, service had been drastically cut to 6 round trips daily. These left Los Angeles at 8.03 am, 10.03, 2.30 pm, 4.45, 7.45, and 10.00 pm. Pasadena departures were at 6.35 am, 9.00, 1.30 pm 3.44, 6.40, and 9.00 pm. All service still ran via Sixth and Main, now requiring a 51 min running time.

About 1915 the line was rerouted in Los Angeles, via Ceres, Sixth, San Pedro, and Aliso.

As of 5-1-16, service had been further slashed to 4 round trips. Running time (via San Pedro St.) was now 37-45 min. These trips left Los Angeles at 7.55 am, 2.50 pm, 5.00, and 7.45; Pasadena at 6.35 am, 2.00, 4.00, and 6.40 pm.

As of 11-15-20, service had again improved, with 8 round trips. Running time was 39 min outbound and 37 min inbound. Cars left Los Angeles at 7.50 am, 9.00, 10.00, 2.15 pm, 4.00, 5.50, 6.40, and 7.30 pm. Cars left Pasadena at 7.00 am, 8.00, 9.00, 1.30 pm, 3.00, 5.00, 6.00, and 6.40 pm.

Service was reduced to 7 round trips daily, around 2-22, and to 6 round trips on 4-1-22, when cars left Los Angeles at 9.00 am, 9.45, 2.15 pm, 4.50, 6.10, and 7.40 pm. Cars left Pasadena at 7.01 am, 8.45, 1.30 pm, 4.00, 5.00, and 6.50 pm. The same schedule, with a few minor time changes, was in effect as of 10-1-24.

By 12-1-24 service had been reduced to 5 round trips, one later afternoon trip comprising the casualty. This held through 4-28.

The abandonment of the Southern Pacific Station in Pasadena in 1927 caused this line to be rerouted there via Raymond Ave. to Pacific Electric Station.

As of 8-28, 4 round trips remained. Cars left Los Angeles at 9.00 am, 9.50, 5.55 pm, and 7.55. Cars left Pasadena at 6.40 am, 8.59, 5.00 pm, and 6.50 pm.

Shortly before 7-30 came the slash to 3 round trips, with but one morning trip remaining.

On or shortly before 11-2-31, only 2 round trips were spared. These left Los Angeles 8.55 am and 8.40 pm, Pasadena 6.58 am and 6.45 pm.

On or shortly before 8-11-32 one round trip daily was left, leaving Los Angeles at 9.20 am, Pasadena at 5.00 pm. By 12-20-32 the northbound car had been changed to depart at 9.05 am.

This story of "nine little Indians" ends on 7-30-33, when, for a final time, the number of round trips daily was reduced by one. And then there were none.

131. SOUTH PASADENA: MISSION AND FAIR OAKS AVENUE LOCAL LINE

Route, 1911: From Columbia and Fair Oaks via Fair Oaks Avenue and Mission St. to Meridian.

As of July 1911, service on this line operated during certain midday hours only, supplementing the regular local service provided in separate segments by the Los Angeles-South Pasadena Local Line and the Pasadena Short Line. Despite the lack of comprehensive service provided, this line was the only through service to exist linking Fair Oaks Avenue and Mission Street in South Pasadena since the merger of 1911, except for one owl car daily on the South Pasadena line, which ran through to Pasadena (and Sierra Madre).

First car left Columbia St. at 9.30 am, then every 30 min to 3.30 pm. First car left Meridian at 9.45 am, and every 30 min to 3.15 pm.

Quite shortly after September 1911 this line was discontinued, being replaced entirely by the two separate services mentioned above. By late 1912 it had certainly disappeared.

132. LOS ANGELES: STRAWBERRY PARK VIA VERMONT AVENUE LOCAL LINE (NARROW GAUGE)

Route, 1911: From Second and Spring via Second, Hill, Pico, Grand, private right-of-way south of Jefferson, Santa Barbara, Vermont Ave., and private right-of-way to Strawberry Park.

Except for the unique downtown terminal and routing, this line would be a turnback on the Los Angeles-San Pedro via Vermont Heights Line.

Cars on this line, as of Sept. 1911, left Los Angeles terminal at 6.10 am (DXSu), 6.50, 7.30, and every 40 min to 4.50 pm, 4.54 (DXSu), 5.30, 6.10, 6.50, 7.30, 9.00, 10.00, 11.15, and 12.15 am. Returning, cars left Strawberry Park at 5.19 am (DXSu), 5.59, 6.39, 7.07 (DXSu), 7.19, and every 40 min to 3.19 pm, 3.32 (DXSu), 3.59, and every 40 min to 6.39 pm, 7.35, 9.00, 10.00, and 11.00 pm. Running time was 47 min southbound, 46 min northbound.

This line was discontinued on 11-12-11. On that date the portion north of 116th St. was transferred to the Los Angeles Railway Corporation, whose successor continued to operate street railway service over it until 5-22-55. The portion south of 116h was changed to standard gauge operation and its later history may be found under the various operations running via Watts and Delta to points beyond.

133. LOS ANGELES: SUNSET BOULEVARD-MELROSE LOCAL LINE

Route, 1911: From Hill Street Station via Hill, private right-of-way through tunnels, Sunset Blvd. and Santa Monica Blvd. to Melrose Junction, and private right-of-way to Hollywood Blvd. and Ver-

mont Ave.

This route is not shown in 1911 time tables, presumably through oversight.

As of 10-15-12, cars left Hollywood and Vermont at 6.12 am and every hour to 11.12 pm. Cars left Hill Street Station at 6.42 am and hourly to 11.42 pm.

The same schedule was in effect as of 7-11-14.

This line was abandoned in 1915.

134. LOS ANGELES-TERMINAL ISLAND VIA DOMINGUEZ JUNCTION

Route, 1942: From Main Street Station via elevated private right-of-way, San Pedro, Ninth, and private right-of-way to Watts, Compton, Dominguez Jct., Anaheim Jct., McFarland Ave., and private right-of-way to Catalina Dock (Fries Ave.)

Although initially this line followed the precise route of the Los Angeles-Catalina Dock Line, which is discussed elsewhere, it is certainly more appropriate to treat the 1942 service in this place. The Los Angeles-Catalina Dock Line, operated for pleasure of tourists, was discontinued on 12-23-41 owing to the war, and this line, over its exact route, was established on 2-4-42, for the transportation of shipyard employees, who took ferries from Catalina Dock to the California Shipbuilding Corporation on Terminal Island.

Three round trips daily were established on 2-4-42. These left Los Angeles at 6.35 am, 3.05 pm, and 11.05 pm; left Fries Ave. at 8.30 am, 4.50 pm, 5.05 pm, and 1.00 am. Running time for all trains was 55 min. All trains ran DXSu.

Apparently patronage was poor at first, for major schedule cuts occurred on 3-15-42. But three southbound trips remained, at 6.20 am, 2.50, and 10.50 pm (with running time reduced to 50 min) but only two northbound trips were left, at 5.05 pm and at 1.05 am. However, on this date all trains began operating Sundays as well as weekdays.

The new schedule effective 5-4-42 was more encouraging. Now there were 4 round trips daily — southbound at 4.33 am, 6.33, 2.43 pm, and 11.04 pm. Northbound at 8.20 am, 5.05, 1.05 am, and 3.05 am. Running time was increased again to 57 min southbound, slightly less northbound. Stops were made at Olympic and Hooper, 14th-16th Sts., Vernon, Slauson, Nadeau-82nd St., Watts, Rosecrans Ave. Compton (Olive), Dominguez, and East Wilmington Jct. (and probably other places).

But the 6-5-42 schedule reduced service to 3 round trips daily once more, eliminating the weird 4.33 am-3.05 am round trip.

Running time was slightly reduced again on 8-27-42, but was drastically increased on the 1-27-43 schedule, a southbound trip now requiring 66 min. Whereas 5 min had been allowed between Watts and Rosecrans Ave., now 12 min was allowed between those two points.

In response, probably, to this slower operation, a limited train appeared for the first time on 2-6-43, southbound in the morning only, as a fourth trip in that direction. It made no stops south of Slauson and enjoyed a 56 min running time. The evening train, which on 1-27-43 left Los Angeles at 10.42 pm and arrived Catalina Terminal 11.48 pm, now (one week later) left Los Angeles at 11.00 pm and arrived at the same time! Such was the chaos of a service of this nature in wartime. (It could be remarked here that all Calship trains on this

line ran as "extras," not appearing in the body of the employee time table.)

On 3-19-43 this line was rerouted via new, especially built right-of-way, east from East Wilmington Jct. to Island Jct., thence south directly on to Terminal Island to the Calship yards.

On that date another round trip was added, making five southbound and four northbound trips daily.

The 4-12-43 schedule expanded service further. Now southbound cars left Los Angeles at 5.32 am, 6.18, 16.32, DXSu 7.02, 2.45, and 11.05 pm. Cars left Terminal Island at DXSu 8.12 am, 8.22, 3.46, 4.52, DXSu 5.22, 6.15, LX 12.41 am, and 12.50 am.

L-Limited; no stops south of Slauson Ave.

LX-Limited, stopping only at Compton, Watts, Firestone Blvd., Florence, Slauson, and Vernon.

Local trains stopped at all regular stops between Main Street Station and Olympic and Hooper, then only at Vernon, Slauson, Florence, Firestone, to Watts, then all stations to Dominguez Jct., then ran nonstop to Terminal Island. Of course only through passengers to and from Terminal Island were handled.

Running time was about 70 min for local trains. It was 62 min for the morning limited, 54 min for the northbound midnight limited.

For ten days only, from 4-12-43 to 4-22-43, "Aviation Field" locals were operated between Aviation Field and Terminal Island only, with 3 round trips daily entirely separate from Los Angeles trains. This explained why Los Angeles runs, above, could claim to be nonstop below Dominguez.

On 4-22-43 further major improvements were made. There were now 8 southbound trips (7 Sundays) and 9 northbound trips (7 Sundays), two round trips being especially earmarked for the Bethlehem Shipyard, also at Terminal Island. An 11.00 pm southbound limited was added.

On 4-30-43 service was considerably reduced, with 6 southbound trips including 2 limiteds; 8 northbound including 1 limited.

On 5-17-43 service was increased to 7 round trips including 3 southbound and 1 northbound limiteds.

On 7-6-43 3 limiteds were established in each direction. Running time was now 66 min for local and 54 min for limited trains.

An eighth round trip was added on 9-20-43, with 4 southbound and 3 northbound limiteds.

On 2-13-44 all but 3 round trips were discontinued on Sundays. However, weekday service was expanded to an all-time peak in number of trains, which we shall examine in some detail.

Southbound, trains left Los Angeles at D5.56 am, 6.07, 46.31, 7.09 am, B2.23 pm, C2.33, 2.46, B10.43 pm, C10.54, and 11.04 pm.

Northbound, trains left Terminal Island at D8.08 am, D8.14, 8.28, 4.15 pm, D4.25, D4.37, 4.50 5.14, D12.25 am, D12.37, and 12.50 am.

A-Limited between Olympic & Hooper and Terminal Island, stopping at Vernon, Slauson, Rosecrans, and Compton Station.

B-Limited between Olympic & Hooper and Terminal Island, stopping only at Vernon.

C-Limited between Olympic & Hooper and Terminal Island, stopping at Vernon, Watts, and Compton Station.

D-Limited between Olympic & Hooper and Terminal Island, stopping at Vernon, Slauson, Florence, Firestone, Watts, Rosecrans, and Compton Station.

All local trains made regular interurban stops enroute and also stopped at Florence and Firestone.

Thenceforth the story is one of gradual decline in service offered. As of 5-23-44, 9 round trips remained DXSu. On 7-1-44 one inbound local trip was added, but on 8-21-44 service was slashed to 7 outbound and 6 inbound DXSu, still with 3 Sunday round trips. While on 9-4-44 there was an increase of one round trip DXSu, as of 1-8-45 there were but 7 outbound and 5 inbound DXSu.

On 2-11-45 all Sunday service was discontinued.

On 4-29-45 there were 6 outbound and 5 inbound, with a 72 min local and 65 min limited running time. There were 3 southbound and 2 northbound limiteds remaining.

On 7-2-45 service was reduced to 5 outbound, 4 inbound trips, with 2 southbound, 1 northbound limited trains.

During the final months of operation, one or two southbound trains were scheduled to begin at Olympic & Hooper, rather than Main Street Station.

Apparently without further schedule changes, the line was abandoned following the 12.45 am departure from Terminal Island on 9-16-45.

135. LOS ANGELES-TORRANCE VIA WATTS-ATHENS-GARDENA-HERMOSILLO

Route, 1912: From Main Street Station via Main, Ninth, and private right-of-way to Watts, private right-of-way adjacent to Lanzit Ave., adjacent to Athens Way, private right-of-way, Vermont Avenue (Gardena), private right-of-way, private right-of-way adjacent to Normandie Ave., Torrance Blvd., and Border Ave. (Torrance).

By 10-15-12 this line had been established between Los Angeles and Torrance. Cars left Los Angeles at 6.00 am, 6.50, 8.05, and hourly to 5.05 pm daily, returning from Torrance at 7.05 am and hourly to 6.05 pm. There was no night service. Running time was 45 min southbound, 47 min northbound.

Evening service was added by 11-1-13, leaving Los Angeles at 6.05 pm, 8.33, and 11.20 pm; Torrance at 5.05, 6.08, 7.06, 9.35, and 12.10 am.

On 3-31-14 this line was rerouted in Los Angeles from Los Angeles Street surface terminal via Seventh and private right-of-way. Additional trains were being operated to Torrance by this time, as a shuttle from Delta; but these are discussed as part of the Los Angeles-San Pedro via Delta-Torrance Line elsewhere; and this account is confined to Los Angeles-Athens-Torrance service.

As of 7-11-14, the following trips existed: Leave Los Angeles at 6.01 am, 7.05 (then a shuttle from Hermosillo to Torrance at 8.29), 10.05, 12.05 2.05 (then shuttles from Hermosillo at 3.29 and, DXSu, 3.50), 3.58, and 5.05 pm. Leave Torrance at 8.05 (for Hermosillo only), 9.05, 11.05, 1.05, 3.05, and, DXSu, 4.02 (both for Hermosillo only), 4.05, 5.05, 6.13, and 7.05 pm. Note that no night service existed; all of it ran instead to Delta.

The 3.58 pm outbound trip was an oddity in that it alone ran south beyond Torrance to San Pedro over the route of the Delta-Torrance-San Pedro Line.

As of 5-1-16, through service from Los Angeles to Torrance via Athens had been reduced to but two round trips daily: outbound at 6.01 am and at 3.54 pm; inbound at 5.15 pm and 7.05 pm. The vast bulk of Torrance service on this date was a shuttle either from Delta or Hermosillo, and is dis-

cussed as part of the Delta line.

The 3.54 pm trip ran through to San Pedro, while the 7.05 pm trip inbound originated at Weston St., Harbor City, at 6.56 pm. But so little service ever existed via Athens, rather than Delta, below Torrance, that it is appropriate to consider these two trips aberrations, rather than naming this line as a San Pedro rather than a Torrance route.

On 12-3-16 the through trips were rerouted in Los Angeles inbound via Ninth, San Pedro, elevated private right-of-way, through Main Street Station concourse, and out via Main and Ninth.

Service via Athens to Torrance apparently never again equalled much more than the two round trips existing in 1916. These trips became known, informally, as the "Torrance shop train," run for the convenience of employees at the Pacific Electric shops in Torrance. Thereafter 1 to 3 round trips DXSu were provided in this manner, arriving at Torrance in the morning and leaving northbound in the afternoon.

On 1-15-40 the one round trip then remaining was removed from public time tables and continued exclusively for the use of shop employees.

On 9-10-49 Saturday service on this shop train was discontinued. As of 3-23-51, this train left Los Angeles at 5.57 am, arrived Torrance 6.50 am. It returned from Torrance at 7.15 am to Watts. In the afternoon it left Watts at 2.59 pm for Torrance, arriving 3.25 pm, and made its full inbound trip leaving Torrance 4.01 pm, arriving Los Angeles at 4.47 pm.

The first time table which omits this shop train is that of 1-31-55, and the train was in fact discontinued on or shortly before that date. It should be made clear that the public was not allowed to ride this train after 1-15-40.

136. UPLAND-ONTARIO

Route, 1912: From Euclid Ave. and Emporia St., Ontario, via private right-of-way within Euclid Ave. to Upland; thence through-routed with Pomona-Claremont-Upland Line.

This line was acquired on 4-13-12 by purchase from the Ontario and San Antonio Heights Railway Company and, with its through-routing, comprised a circuitous but transferless service between Ontario and Pomona.

As of 10-15-12, a 30 min headway was standard all day and evening between Upland and Ontario; at certain hours only alternate cars continued to Pomona. Running time was 13 min northbound to Upland, 10-12 min southbound. The same basic schedule remained in effect as of 7-11-14.

By 5-1-16 a more irregular schedule had evolved, with only about half the runs continuing beyond Upland to Pomona. An approximate half hourly interval continued, however, during the day and the evening, between Upland and Ontario.

On 11-1-18 this line was separated from the Pomona-Claremont line. Whether thereafter service on it was through-routed with the Upland-San Antonio Heights line is not certain. The company always listed the time tables separately. An examination of the 4-1-22 folder shows that after an arrival at Upland from San Antonio Heights, a car departed from Upland for Ontario invariably within 3 to 5 min, and in a few instances, at the same minute. Whether this was layover or transfer time is not easy to determine.

As of 6-15-20, Upland-Ontario service was on an irregular headway, never more frequent than 30-40 min at any time of day.

As of 2-1-22, irregular headways still prevailed but with an approximate 40-60 min base interval and 20 min service in the morning and evening rush hour. Last car left Upland at 11.26 pm.

This schedule varied in no essential respect until abandonment.

The Upland-Ontario line was abandoned on 10-6-28.

137. UPLAND-SAN ANTONIO HEIGHTS

Route, 1912: From Euclid Ave. and junction with private right-of-way of Los Angeles-San Bernardino line (Upland) via private right-of-way within Euclid Ave. to 24th St., thence via private right-of-way to San Antonio Heights Station.

This line was acquired on 4-13-12 by purchase from the Ontario and San Antonio Heights Railway Company, which had operated the line for some time previously, initially as a mule and gravity railway.

As of 10-15-12, the following service was provided: Leave Upland at 5.50 am, 6.43, 7.13, and hourly to 11.13 pm. Leave San Antonio at 6.15 am 7.00, 7.50, and hourly to 10.50 pm, then 11.40. A-To or from 18th St. and Euclid only. Running time was 25 min north and 20 min southbound. The same schedule basically remained in effect as of 7-11-14, although southbound trips now took 23 min.

The following service was being operated as of 5-1-16: Leave Upland at 5.28 am, 6.58, 7.25, 8.25, 9.25, 10.25, 11.32, 12.25 pm, 1.25, 2.27, 3.25, 4.25, 5.58, 6.45, 7.25, 8.32, 9.25, 10.25, and 11.25 pm. Comparable southbound return trips in each case. B-To or from 22nd & Euclid only. C-Runs from 4th St. & Euclid (about half way between Upland and Ontario), leaving at 8.16 am. One trip also ran south to 4th St., arriving there at 8.15 am.

As of 6-15-20: headway was irregular, approximately every 60-90 min. Four trips ran to and from La Cima (24th St.) only. Last car left Upland at 11.31 pm for the Heights.

As of 2-1-22, the following slightly reduced schedule prevailed: Leave Upland at 5.46 am, 6.50, 7.28, 8.20, 9.28, 10.31, 11.28, 12.08 pm, 1.42, 2.44, 3.43, 4.48, 5.46, 7.07, 8.56, 9.45, and 11.08 pm. Comparable southbound returns. D-To or from La Cima (24th St.) only.

It is possible that some, if not all, of the service was, after 11-1-18, through-routed with that of the Upland-Ontario Line. Evidence is inconclusive.

The early morning La Cima only trip was cancelled around 10-22. Otherwise, the schedule did not change appreciably until abandonment.

This line was probably abandoned on 7-3-24, a victim of the power shortage of that summer. A 1927 report on the system, published by the Railroad Commission, states that service as far as La Cima continued until 11-1-24. However, the July 1924 system folder shows complete motor coach substitution north of Upland.

138. LCS ANGELES: VENICE BOULEVARD-SAN VICENTE BOULEVARD LOCAL LINE [Designated line 32]

Route, 1911: From Fourth St. and Broadway via Fourth, Hill St., and Venice Blvd. to West Blvd. (Vineyard). Venice Blvd. at this time was known as Sixteenth Street.

As of 7-11 practically all service on this route was being performed by interurban cars of the Los Angeles-Santa Monica via Beverly Hills and Los Angeles-Redondo Beach via Playa Del Rey lines, including the Brentwood line. All trains of these lines made all local stops east of Vineyard except for a few early morning inbound Del Rey trains. Headway produced by these interurban lines in combination was slightly better than 15 min in midday hours, exactly 15 min at night. In rush a few independent local runs to Vineyard were added DXSu to provide practically a 5 min headway.

By 9-11 local cars had begun running to Vineyard from Fourth and Broadway at all hours, interspersed with the interurbans from Hill St. Station. In midday local cars ran at 15 min intervals to provide an integrated 6-7 min headway to Vineyard. (The Venice Short Line, which refused local passengers, is of course excluded from all these figures.) A 15 min local service continued in the evening to provide a 7½ min evening service in combination with the interurbans that accepted local traffic.

Early in 1912, the independent local cars were withdrawn from Fourth and Broadway and instead through-routed with the Echo Park Avenue Local Line via Hill St. and Sunset Blvd. Headway remained as in 9-11: a 7½ min service. Since Echo Park cars ran but half as often, the remaining half were interurban cars doing local work. Last car left Hill Street Station at 2.00 am daily for Vineyard; this was, to add further confusion, one of the very few Venice Short Line trains which made local stops.

By 5-1-16 all interurban lines had become restricted, except possibly a few owl trips, raising the stature of the Venice Blvd. line to a fulltime independent route. Henceforth it attempted to be the "Watts Line" of the Western District, with but a two-track system. As of 5-1-16, a 15 min service was provided all day and evening.

On 10-25-16 this line was separated from the Echo Park Avenue Local Line and instead through-routed with the Hollywood Blvd. via Hill St. Local Line. This brought improved service.

As of 2-1-22, headways were 8 min in the morning rush, 10 min in base hours, 7½ min in the evening rush, 10 min in the evening, 12 min on Sundays. Last car left Hill Street Station at 12.05 am. On or shortly before 4-1-22, evening rush service improved to 6 min.

At the end of 1922 Sunday service became 10 min. Rush hour headway fluctuated slightly. In mid-1924 evening and Sunday service decline to 12 min.

Minor variations probably occurred during the late 1920s, when time tables were committing themselves to nothing more than the statement, "Frequent service." Early in 1931 Sunday headway was increased to 15 min.

As of January 1932, headways were 7 min in the morning rush, 10 min base, up to 5 min in the evening rush, and 15 min nights and Sundays.

On 1-18-32 night and Sunday service only was separated from the Hollywood line and through-

routed with Echo Park Avenue, although the Hollywood through-routing remained in effect at other hours. This did not affect headways.

Effective on 10-1-32, rush hour service was in addition through-routed with the Western-Franklin Local Line, which did not end until 1935.

Headways did not change until 1939, in any real degree. As of 8-1-34 at least one early Sunday morning trip was through-routed with Hollywood, rather than with Echo Park Avenue.

On 9-18-38 all service was once more through-routed with the Hollywood line. However, after 6-22-39 the schedule usually included a handful of early morning and/or rush hour trips that were through-routed with Echo Park Avenue. One such trip continued in the early morning until 1950.

Night service was entirely discontinued on this line, as an independent operation, effective on 1-8-39. Last car left Fifth and Hill at 6.45 pm. Thereafter Venice Short Line and Santa Monica via Beverly Hills interurban trains performed local work in the area.

On 6-22-39, Sunday service on this line was similarly discontinued. At this date or shortly thereafter, Del Rey interurban trains began also accepting local passengers during evening hours.

This line received new importance on 7-7-40, when, upon the abandonment of the Santa Monica via Beverly Hills line, Venice Blvd. local cars were extended over a portion of its route. Now the route extended via Venice Blvd. and private right-of-way adjacent to San Vicente Blvd. to Genesee St. On the same day, night and Sunday service was reestablished.

New headways, effective with the extension on 7-7-40, called for a 10 min base service to Vineyard, 20 min through to Genesee. In rush hours, 10 min service ran to Genesee as well as to Vineyard. At night and on Sunday, a 30 min interval prevailed to Genesee. At these latter times the headway was 15 min to Vineyard, but alternate cars were Venice Short Line trains making local stops.

The "localization" of the Venice Short Line on 2-9-41 caused a further upheaval. Base service was every 20 min to Genesee, night and Sundays every 30 min, and in rush hours every 5-7 min. Venice Short Line trains now did local work except during morning and evening rush hours, and their alternation gave a combined 10 min base and 15 min night and Sunday service to Vineyard. But it will be noted that at no time were the independent local cars entirely removed from action.

Thereafter no change occurred until 4-18-43, when as a war measure the Venice Short Line ceased to do local work except nights and Sundays. Henceforth all base cars became independent, local cars, on a 10 min headway to Vineyard (20 to Genesee), with rush hour service approximately 7 min in the morning and 5 min in the evening to Genesee. At night and on Sundays all service on the inner portion of the line was performed by Venice Short Line trains making local stops, but a shuttle operation was established on this date (4-18-43) at those hours, running between Vineyard and Genesee only, every 20 min.

Next change of consequence occurred on 6-25-48, when rush hour service was decreased to 10-11 min intervals (to Genesee, with no Vineyard turnbacks).

On 1-7-50 the night shuttle was changed to a 30 min headway.

Effective on 9-17-50, night and Sunday service between Los Angeles and Vineyard was replaced by motor coaches, causing passengers to take a motor coach from downtown Los Angeles, transferring at Vineyard to the rail shuttle to Genesee, for the following two weeks. Daytime service, still of course through-routed with Hollywood Blvd., was to endure another fortnight.

This line was abandoned on 10-1-50, except for a Monday through Friday franchise round trip between Los Angeles and Vineyard only, the schedule of which is shown under the Venice Short Line discussion. (No franchise car ran on San Vicente.)

This franchise round trip was abandoned on 12-28-50.

139. VENICE-PLAYA DEL REY VIA LAGOON LINE

Route, 1911: From Playa Del Rey Station via private right-of-way, Pacific Avenue, Trolleyway, and through-routed with Third Street Local Line in Santa Monica via Ocean, Broadway, and Third.

As of 7-11, cars left Playa Del Rey at 6.14 am and every 30 min to 10.14 pm, then 11.14 and 12.14 am, with returning cars comparable.

As of 10-15-12 a 30 min headway was maintained all day and evening.

On 11-1-13 we find this line simultaneously through-routed with the shuttle service of the Brentwood Line and with the Third St. Line, thus with 15 min service all day and evening. (The Third St. Line itself was simultaneously through-routed with Lincoln Blvd. and with Del Rey, producing an interestingly complex situation.)

By 7-11-14 the line had been separated from Brentwood, and its service was again only 30 min, entirely through-routed with Third St.

An entirely different arrangement prevailed as of 5-1-16; the Los Angeles-Santa Monica via Beverly Hills Line had completely absorbed the Lagoon Line, running through from Los Angeles to Playa Del Rey via Santa Monica. It offered a 30 min service (60 min at night) and made the whole trip in 75 min.

Effective 8-10-16 this line was separated from the Los Angeles service, operating independently, from Playa Del Rey to Pacific and Windward in Venice. This homelier pattern was to endure henceforward.

As of 12-29-19, a 30 min service was provided between 6.00 am and 10.15 pm, then (from Venice) at 10.50, 11.20, and 12.01 am.

No change of consequence occurred until 1933.

After 6-19-33 and on or by 10-25-33, night service was discontinued on this line. Cars continued to run every 30 min daily from 6.00 am to 7.00 pm.

After 9-1-34 and on or by 7-1-35 midday service was discontinued on weekdays. The 7-1-35 schedule showed cars from Venice at 5.50 am and every 30 min to 8.50 am, then at 2.20 pm and every 30 min to 6.42 pm. On Sundays there was approximate 30 min service from 7.41 am to 6.12 pm without interruption.

This schedule continued in effect until the demise of the line.

From mid-1930 until abandonment, one eastbound trip very early in the morning ran over this line as a through run from Los Angeles via Venice Short Line, then to Redondo via Del Rey. For details, see the account under the two other lines involved.

The Lagoon Line was abandoned on 7-13-36.

140. LOS ANGELES-VENICE SHORT LINE

[Designated line 30]

Route, 1911: From Hill Street Station via Hill, Venice, private right-of-way adjacent to Venice Blvd. to Culver City and Venice, thence via Pacific Ave., Trolleyway, and Ocean to Broadway, returning the reverse.

As of July 1911, base headway was 20 min, with 15 min in the evening rush only, and 30 min night service. Last car left Los Angeles at 2.00 am after a 90 min gap. Between 6.40 am and 6.40 pm, every third schedule was a "flyer." However, both local and "flyer" trains displayed an identical 50 min westbound and 52 min eastbound running time! A task which Short Line trains refused was that of carrying local passengers east of Vineyard, except for a very few owl trips.

The same headways were in effect as of 1-6-13, but "flyer" running time was 45 min, as compared with the local 50 min. Now it meant something.

During the early years, enormous quantities of extra service operated on this line, especially on Sundays but also on "low fare" days, which gave a bargain ride each Wednesday and became an institution. (These were first established in 1912.) So the official headways listed do not give an accurate estimate of the traffic on the line.

As of 11-1-13, "flyers" had become "limiteds," and the latter had a 54 min outbound, 55 min inbound running time, in each case saving 2 min over the local schedule. (Note how the running time had advanced since 1-6-13!)

As of 7-11-14 a straight 20 min service existed all day, with 30 min headway in the evening.

As of 5-1-16, the limiteds had all disappeared, and an approximate 15 min morning rush and 10 min evening rush service had been added DXSu.

On 8-10-16 the Short Line was rerouted in Santa Monica via Trolleyway, Ocean, Santa Monica Blvd., Third St., Broadway, Ocean, Trolleyway, and reverse.

The 12-29-19 schedule recorded a reduction to 30 min base service on the line and still provided no limited trains. The 8-15-20 schedule, however, did provide two evening outbound limiteds only, leaving Los Angeles at 5.15 and 5.35 pm, making no stops between Vermont Ave. and Center St. in Venice. Running time on base hour trains was 57 min to 3rd and Santa Monica Blvd. Headways were 30 min in base, night and Sunday hours, 10 min DXSaSu in the evening rush, and up to 13 min DXSaSu in the morning rush.

Morning rush hour service had improved to 10 min on weekdays by 2-1-22. Two inbound morning limiteds had been added by that date, making no stops from Venice to Vineyard, then "safety stops" to Los Angeles.

Around 4-23 a 20 min base headway was reestablished. The 30 min evening service continued, but 20 min headway was also in effect in daylight hours on Sundays. Evening rush service had improved to 8 min intervals, while morning rush remained 10. The evening limiteds now received passengers at Vineyard.

On 12-1-26 this line was combined with the Los Angeles-Santa Monica via Beverly Hills Line into a loop service at the beach end, operating via Ocean and discontinuing the loop in Santa Monica.

Two months later, on 2-1-27, these two lines were separated, but the Venice Short Line continued

to run via Ocean to a terminus at Broadway, as in 1911; the loop had been permanently forsaken.

The 1927 schedule was an almost exact return to that in effect prior to 12-1-26.

Shortly before August 1929 a third limited train was added in each direction. Base running time was now 59 min outbound, 62 min inbound. Limited running time was 58 min out, 59 in. Rush hour local running time was as high as 70 min. Outbound the limiteds stopped only at Western between Vermont and Venice Station (except the last one also at Venice City Hall). Inbound, they stopped only at Vineyard and Western between Venice Station and Vermont Ave. The morning limiteds ran DXSu, those in the evening DXSaSu.

Around July 1930, a distinctive 4.00 am west-bound trip was added, which operated to Redondo Beach via Venice and the Lagoon Line. As of March 1931, this left instead at 3.55 am. At the same time, the last evening limited was now local west of Culver City.

During the early part of 1933, base service was reduced from a 20 to a 30 min headway once again, and 30 min service became standard on Sundays as well as nights. Running time for base trains was 56 min outbound and 58 min inbound.

On or shortly before 7-13-36, 20 min base service was reestablished DXSu. The limited trains had not been altered in all this time.

Nothing of consequence occurred until 1-8-39, when Short Line trains assumed local duties east of Vineyard after 7.00 pm. As of 1-30-39, running time was 59 min outbound, 60 min inbound. The 3.55 am Redondo via Venice trip was still listed, although since 7-13-36 it had been rerouted via Alla.

On 6-22-39 Short Line trains acquired local duties east of Vineyard all day on Sundays.

On or shortly before 5-12-40 the 3.55 am Venice-Redondo trip was discontinued, and only two evening outbound limited trains remained, although three inbound limiteds ran as ever in the morning.

On 7-7-40 the limiteds were relaxed, enjoying extraordinary restrictions only between Vineyard and Venice Station, stopping at Culver City (Main St.) and Venice City Hall.

The changes of 2-9-41 were far-reaching. This line was through-routed with the Hollywood Blvd. via Hill St. Local Line in Los Angeles, except for rush hour, night, and Sunday service, as a kind of precursor of certain more recent Metropolitan Coach Lines through-routings. It is interesting to note that with the introduction (temporarily) of PCC cars on this date, running time increased to 62 min outbound, 67 min inbound. Now all midday cars performed local work east of Vineyard on weekdays as well; the 20 min base headway, 30 min night and Sunday headway remained intact. Trains exempted from Venice Blvd. local work were those outbound between 7.00 and 8.00 am and 5.00 and 7.00 pm and those inbound between 7.00 and 9.00 am and (roughly) 5.00 and 7.00 pm. The three morning and two evening limiteds of the old description still survived. Trains not through-routed with Hollywood Blvd. terminated either at Hill Street Station or at Temple and Hill Streets. Six Saturday only outbound midday trains were also exempted from Vineyard local work.

On 12-10-42 owl service was added. (There was always a 2.10 am owl train back to the 1920s.) Also, a third evening limited was added, making no

stops between Vineyard and Culver City.

On 4-18-43 the Short Line was separated from the Hollywood Blvd. Local Line. It was also made to absorb all Venice Blvd. local service at night and Sunday, causing complete cessation of independent separate local cars at those hours, but, on the other hand, Short Line trains were again relieved of local duties east of Vineyard during midday hours. The headway became 20 min during base, night, and Sunday hours, with 75 min owl service. Three morning limiteds remained, but now were only restricted between Venice and Culver City, stopping at Venice City Hill. Only one evening limited, at 5.04 pm, survived, receiving until Vineyard, then stopping only at Culver City and Venice City Hall until Venice Station. Base running time was 64 min outbound, 65 min inbound. The PCC cars, it might be noted, were removed on this date.

On 10-23-44 a few early morning and late night trips were added.

Then came the usual succession of postwar reductions in service.

Weekday evening service after 10.00 pm was altered to 30 min intervals on 3-21-47.

Owl service was discontinued on 3-12-48, and Sunday service now also became 30 min after 10 pm.

The remaining evening limited was discontinued on 1-7-50. The morning limiteds (all three) remained, but now were only restricted between Venice and Overland Ave., stopping at Venice City Hall. Evening rush hour service was on as frequent as 7 min headways. Night service was 30 min after 9.00 on weekdays and 8.00 on Sundays.

On 3-27-50, evening service was further slashed. The interval was 30 min after 7.00 pm daily, then hourly after 10.14 pm to the last car at 2.14 am. A 20 min service remained during base hours and daylight hours on Sundays.

Service on this line was abandoned on 9-17-50, except for one franchise round trip DXSaSu. This car left Los Angeles at 9.45 am, Vineyard at 10.11 am, Culver City at 10.23, and arrived at Santa Monica 10.51 am. Returning, it left Santa Monica at 1.30 pm, Culver City at 1.59, Vineyard at 2.10, and arrived Los Angeles at 2.35 pm. After 10-1-50 this franchise became through-routed with the Echo Park Avenue Line (franchise).

The franchise trip was abandoned on 12-28-50.

141. LOS ANGELES-VENICE VIA HOLLYWOOD- BEVERLY HILLS

Route, 1911: From Hill Street Station via Hill, private right-of-way through tunnels, Sunset Blvd. Hollywood Blvd. to La Brea Ave., thence via private right-of-way, Hawthorn Ave., and private right-of-way to Fairfax Ave., thence via Santa Monica Blvd. and private right-of-way adjacent to Santa Monica Blvd. to Beverly Hills, West Los Angeles, and Santa Monica Blvd., Ocean, and Trolleyway to Ocean Park and Venice, thence via Pacific Ave. to Windward Ave., Venice.

It should be remarked at the outset that all service on this line, throughout its entire history, performed local stops, without restriction, over the entire route. Thus in actuality the service of this line constituted a portion of the schedules of, at various times, the Hill Street - Hollywood Blvd. and the Subway-Hollywood Blvd. Local Lines in Los Angeles. However, Los Angeles terminal arrangements were quite often distinctive

for the Hollywood-Venice cars, and the line was always considered by the company as a separate route. How this line fitted into the Hill Street-Hollywood Blvd. headways may be ascertained by a perusal of the section devoted to the latter route.

The Hollywood-Venice Line certainly included under its own domain all service via Hollywood Blvd. to points west of Beverly Hills, while in the early years it included such service west of Gardner St. or West Hollywood.

As of July 1911, running time from Los Angeles to Venice was 1 hour 20 min outbound, 1 hour 23 min inbound. Cars left Hill Street Station at 6.14 am and every 30 min until 10.44 pm, then 11.14 pm, 11.44 pm, 12.14 am, and 12.44 am. Returning cars were almost comparable. B-To Beverly Hills only. W-To West Hollywood only.

This schedule had not appreciably changed by 11-1-13.

As of 7-11-14, 30 min service endured each day only to 5.46 pm, then became hourly. The last Venice car left Los Angeles at 10.31 pm, the last to Beverly Hills at 1.00 am, and the last to West Hollywood at 2.00 am.

As of 5-1-16, the headways were basically the same; last Venice car left Los Angeles at 11.01 pm and the last West Hollywood car at 1.01 am. As of 3-26-18, service was basically the same.

A reference in California Railroad Commission Decisions, unsupported by time table evidence, declares that a 15 min combined night service existed early in 1919 between West Los Angeles and Venice. Supposedly on 5-3-19 this was reduced to a 30 min night service on that portion of the line. But supposedly the Vineyard-Santa Monica line was offering hourly night service at this time, making it appear that some local cars were possibly running locally on Santa Monica Blvd. west of West Los Angeles at that time, which were then discontinued.

As of 12-29-19, the 30 min base and hourly evening service remained in effect daily. There was still no increase in trips during "rush hours," all such increase being confined to the area east of West Hollywood or on more direct routes to the beaches, such as the Venice Short Line. Base hour running time was 1 hour 22 min outbound, 1 hour 25 min inbound.

Around 4-23, a new through trip from Los Angeles to Venice was added with a departure time of 4.00 am. At the same time, two DXSu trips were added outbound in the evening rush to improve the half hour headway at that period; one of these ran from Hollywood and Vermont Ave. to Venice (leaving the former point at 4.30 pm), and the other from Hollywood and Vine St. to Venice (leaving the former point at 5.14 pm). Three morning rush hour DXSu trips, also interspersed into the half hourly through headway, ran between Santa Monica or West Los Angeles or Los Angeles. The last Venice car left Los Angeles at 11.07 pm, the last Beverly Hills car at 1.15 am, and the last West Hollywood car at 2.15 am.

Shortly before 9-1-23 Sunday night service, but not week night, was changed to a 30 min headway, rather than hourly.

Effective 2-7-26 running time had increased to 92 min in both directions. Last through car to Venice left Los Angeles at 11.12 pm, followed by half-hourly service to the inner portion of the

line until a 2.16 am car to West Hollywood. Three inbound trips only operated into the new Subway Terminal, via Sunset Blvd., Park Ave., Glendale Blvd., and private right-of-way through tunnel. Two of these were in the morning rush, one in the later afternoon.

By 8-28 one early morning outbound trip had also begun using Subway Terminal. At this time Subway-Hollywood cars began running through to Beverly Hills regularly, and it becomes appropriate to consider only the runs west of Beverly Hills as the Hollywood-Venice Line proper.

As of 5-31, running time was still 95 min outbound and 94 min inbound. Basic headways had not been changed since 1923.

On 1-18-32, all DXSu service except owl service was rerouted to the Subway Terminal, instead of Hill Street Station. All Sunday service continued to use Hill Street Station, as did the 3.40 am through trip to Ocean Park and all arriving and departing trips after 1.00 am. Exception: one late night round trip on Sunday operated into Subway Terminal. Night service was now 30 min to Beverly Hills, 60 min to Venice, absorbing the Beverly Hills service formerly operating on the Hollywood Blvd. via Subway Local Line. New running time was 88 min outbound, 89 min inbound.

Major changes occurred early in 1933 and were in effect by 6-11-33. Sunday service and much of the owl service was rerouted into Subway Terminal. The following is a complete list of trips still using Hill Street Station on this line as of 6-11-33:

Outbound, 3.40 am DXSu for Santa Monica; 4.00 am Sunday only for Santa Monica. Inbound, leave Venice 5.17 pm for Los Angeles DXSu.

Headways were revised to provide a 40 min weekday base service to Venice, 20 min to Beverly Hills. A 30 min weekday night service ran to Beverly Hills and all weekday night service to Venice was discontinued. Last car to Venice on weekdays left Subway Terminal at 6.14 pm. On Sundays a 30 min service ran to Venice all day and all evening, the last through car to Venice leaving 11.24 pm.

On or shortly before 7-13-36, weekday night service to Venice was reestablished on a 30 min headway, last through car leaving Subway Terminal at 10.42 pm DXSu and 11.26 pm Sundays. Base headways were unchanged. A 15 min service ran to Beverly Hills nights and Sundays.

On or shortly before 4-1-38, weekday night service to Venice was again discontinued, with last Venice car leaving Subway Terminal 7.16 pm. A 15 min night service still ran to Beverly Hills only. Sunday service was unaffected.

On 1-8-39 all weekday night service was discontinued, being replaced by an extension of the Hollywood Blvd. via Hill St. Local Line to Beverly Hills. As of 1-30-39, base service was still 40 min to Venice, 20 to Beverly Hills, with last car to Venice from the Subway at 7.18 pm. On Sundays there was a 30 min service to Venice, with last car from the Subway at 6.47 pm. As of 7-7-40, the last Sunday car left at 7.08 pm.

On 2-9-41, while weekday schedules were unaltered, Sunday service was rerouted via Hill St. to a new terminal at Eleventh and Hill Sts.; it absorbed all Hollywood Blvd. via Hill St. Local Line Sunday service and provided a Sunday headway of 30 min to Venice and 15 min to Beverly Hills, restoring Sunday night service to Venice.

The last car from Subway Terminal to Venice left at 7.18 pm on 8-23-41. The last car from Eleventh and Hill to Venice left that point at 11.20 pm on 8-17-41. The Los Angeles-Beverly Hills portion of the line was at once fully absorbed by the Hollywood via Hill St. Local Line nights and Sundays, by the Hollywood via Subway Local Line at other hours under which lines will be found the post-1941 history of service that far west.

142. LOS ANGELES: WATTS LOCAL LINE

[Designated line 25]

Route, 1911: From Los Angeles and Commercial St. via Los Angeles, First, Main, 9th, private right-of-way adjacent to Long Beach Ave., thence via private right-of-way to Watts Station (103rd St.). A few cars were through-routed with the Annandale Local Line.

As of July 1911, cars left Watts at 4.50 am, 5.20, 5.30, 5.40, 5.48, every 6 min to 9.00 am, every 10 min to 4.40 pm, every 7 min to 5.20 pm, every 5 min to 5.40 pm, every 7 min to 7.30 pm and every 15 min to 1.30 am. Cars left the northern terminal at 5.45 am, 6.00, 6.15, every 6 min to 9.45 am, every 10 min to 3.45 pm, every 7½ min to 4.30 pm, every 5 min to 6.15 pm, every 7 min to 6.45 pm, and every 15 min to 12.45 am.

Effective on 6-15-12, this line was through-routed with both the South Pasadena Local Line and the Annandale Local Line. As of 10-15-12 headways were 5 min in the morning and evening rush hours, 10 min in base hours and at night. Sunday service was 7½ min except 10 min at night. Last car left Sixth and Main Streets for Watts at 1.05 am.

The same headways were in effect as of 5-1-16. However, extra trippers also ran in the evening rush from First and Los Angeles Sts. to Watts at 10 min intervals, in addition to the regular 5 min rush headway. A 2.00 am car from Sixth and Main had also been added.

On 2-1-22 the headways were these: 10 min base and nights, 3 min evening rush, 5 min morning rush 10 min Saturday afternoon and Sunday, with 5 min outbound service Saturday afternoon. Last car left 6th & Main for Watts 1.40 am. Of course the line had been exclusively through-routed with the South Pasadena Line since 12-3-16; the fate of the Annandale through-routing is described under that line.

On 2-10-23 this line was separated from the South Pasadena Line and rerouted via Ninth, Main, east through Main Street Station concourse, elevated right-of-way, San Pedro, and Ninth St.

At once improved headways were introduced on the Watts Line. Now morning rush service at peak was 3 min, with evening rush service at 2 min intervals. The base hour headway was 7½ min, as also was Sunday daylight service, with 10 min night service daily. Saturday schedules did not differ from weekday. Last car now left Main Street Station for Watts at 2.20 am. A month or two later the morning rush frequency was upped to 2½ min.

On or shortly before 7-1-24, morning rush service was "worsened" to 3 min intervals, but a 5 min headway continued all Saturday afternoon, and 7½ min Saturday night, with 7½ min Sunday service including all the evening hours until 11.27 pm.

Those familiar with Watts line rush hour headways in 1958 might blink their eyes at the vision of a Watts car each two minutes along the right-of-way!

The day in 1925 when the new 600-class cars were introduced on this line saw major schedule changes;

headways were lengthened owing to the greater seating capacity of these new vehicles. As of 8-25, morning and evening rush service was 7½ min; base, night and all Sunday service was 10 min.

Shortly before 10-28 the difference between base and rush hour service disappeared (save for undoubted use of multiple-unit trains). At that time a 10 min service was provided without interruption between 5.00 am and 11.20 pm DXSu, and between 8.30 am and 11.20 pm Sundays, with tapering late night cars.

Early in 1931 night and Sunday service was reduced to 15 min frequency.

On 11-16-32 this line was again through-routed with the South Pasadena Line via Main St., as before 1923.

As of 3-25-34 10 min base service continued, but 20 min night service was the new rule, although on Sundays a 15 min headway established during the day continued at night.

On 1-2-35, when the South Pasadena Line was abandoned north of General Hospital, all Watts service after 9.30 pm began operating only north on Main Street into Main Street Station concourse, with return reverse. Now the 20 min night headway was also in effect on Sunday nights, although Sunday daylight service continued every 15 min.

The date 3-20-38 was an important one in Watts Line history. For then the line was separated from what had become the General Hospital Line and instead through-routed with the Sierra Vista Local Line. The new schedule brought 12 min base service for the first time, with 10 min headways continuing in morning and evening rush hours. Night and Sunday intervals continued 20 and 15 min, respectively.

Thus the Watts Line entered the Great War.

The weekday schedule was run on Labor Day, 9-7-42.

The same basic schedule continued until 5-15-43. On that date base headway was brought up to 10 min to equal the rush hour, and 15 min night service was established. Hourly owl service was added, whereas formerly the last car left at 2.15 am.

On 8-7-44 a new daily schedule took effect, reducing service to 12 min level all during the day (unchanged in rush hours), with 15 min night service.

Postwar declines followed.

On 1-17-47, Sunday service became 15 min all day and evening.

On 3-3-50, night service was reduced to 20 min daily. Last car now left Sixth & Main Sts. at 3.02 am.

The Watts Line was separated from the Sierra Vista Line on 10-22-50 and rerouted via Ninth, San Pedro, and elevated right-of-way to Main Street Station, with return reverse. Base running time was now 33 min in each direction. New headways were 8 min in the morning rush, 12 min in base hours, 10 min in the evening rush, 15 on Sundays, and 20 min night service daily.

One franchise trip ran daily on the former route via Main St. until 12-28-50.

On or shortly before 5-12-52, base service was reduced to 15 min and night service to 30 min, with 20 min Sunday service. Rush hour service became much more sparse. Last car left Main Street Station at 3.05 am.

On 5-18-53 base service was reduced to 20 min, except that the 15 min level was retained Saturday

only. Last car now left Main Street Station at 1.30 am, except 3.05 am on Monday morning only.

On 10-1-53 this route became line 25 of Metropolitan Coach Lines.

On 8-16-54, Sunday service was reduced to a new low of 30 min. The 3.05 am Monday morning trip was discontinued. Saturday service dropped to the weekday level of 20 min. Because of two-car train operation, evening rush service was 30 min at its peak, 20 min at its fringes, hence at a poorer level than base service.

No important schedule changes were made for this line between 1954 and 1958.

On 3-3-58 this route became rail line 25 of the Los Angeles Metropolitan Transit Authority. On 4-17-58 it was redesignated as LAMTA line 38.

This line continued to operate as a rail service in 1958. Running time was now 29 min outbound and 28 min inbound.

143. LOS ANGELES: WESTERN AVENUE-FRANKLIN AVENUE LOCAL LINE

Route, 1911: From Hill Street Station via Hill, private right-of-way through tunnels, Sunset Blvd. Santa Monica Blvd., Western Ave., Franklin Ave., Yucca, Argyle, and Vine St. to Hollywood Blvd.

As of 9-11, cars left Hill Street Station at 6.49 am and every 30 min to 6.19 pm, apparently with comparable returns. The last three outbound trips only (at 5.19, 5.49, and 6.19 pm) continued west on Hollywood Blvd. and right-of-way to West Hollywood for their terminus. Similar inbound service cannot be determined, owing to the haphazard layout of the public time table.

During evening hours, service was a shuttle from Santa Monica and Western to Hollywood and Vine St., leaving the former point at 6.51 pm and every 30 min until 11.51 pm.

By 10-15-12 all operation west of Hollywood and Vine had ceased, at least for the purposes of the public time table.

As of 5-1-16, practically no changes had occurred in the 1911 schedules.

As of 2-1-22, all service was conducted by a shuttle car north of Santa Monica and Western. Cars left that point at 6.15 am and every 15 min to 6.45 pm, then every 30 min to 11.45 pm, with comparable returns. On Sundays service was provided every 30 min all day.

On or shortly before 3-1-22, 10 min morning and evening rush hour service was inaugurated.

At the end of 1922, night service was stepped up to 15 min.

Shortly before 5-1-23, the shuttle headway was greatly improved. Now morning and evening rush hour service was 8 min; base and Sunday service, 10 min; night service was still 15 min.

On 7-4-24 this line was discontinued owing to the power shortage of that summer, with a temporary motor coach along a portion of its route.

Rail service was reestablished on 1-2-25, and with a real huzzah. For now through operation to the downtown Los Angeles area was effected, after a lapse of we know not how many seasons. At first it existed at all times, terminating at Eleventh and Hill Sts. Headway was 15 min at all hours, including Sunday, except 10 min service in morning and evening rush. Last car left 11th & Hill at 11.21 pm.

However, by 8-1-25 shuttle service was resumed nights and Sundays on a 15 min headway. Last

through car left 11th & Hill at 6.36 pm; last shuttle car left Santa Monica & Western at 12.02.

As of 1-22-32, more irregular rush hour headways were in effect, but with very little real reduction. Last through car now left 6.33 pm (as of April 1932, 6.30 pm).

On 10-1-32 this line was changed to shuttle service except during morning and evening rush hours, and rush hour service was through-routed with the Venice Blvd. Local Line.

A 15 min shuttle service now ran during midday, night and Sunday hours, and only 6 inbound through morning trips and 6 outbound through evening trips were operated.

During 1935 the through trips were changed to terminate at Eleventh and Hill Streets.

As of 7-21-37 a seventh outbound evening through trip had begun operation.

On 3-25-38 the line was temporarily discontinued as a result of street repairs.

When reestablished on 4-12-38, it is unlikely that any through service remained on the schedule.

In any event, the 6-1-38 schedule provided complete shuttle operation, 12 min in base hours and 15 min nights and Sundays.

As of 8-1-39, cars left Hollywood and Vine at 6.24 am, 6.39, 6.54, 7.08, 7.22, 7.37, 7.52, 8.08, 8.26, 8.44, 9.00, and every 15 min to 11.45 pm. Cars left Santa Monica Blvd. at 6.10 am, 6.25, 6.40, 6.54, 7.08, 7.23, 7.38, 7.53, 8.10, 8.26, 8.45, 9.00 am and every 15 min to 11.30 pm, 11.47, and 12.02 am.

This line was abandoned on 3-17-40.

AND THE 144TH LINE?

The author hopes and believes that every Pacific Electric service has been discussed, and with fair accuracy, if not with all the comprehensiveness that might be desired.

But in any researches such as these, there can never be a true terminal date, and this publication has been prepared with less than full information in the belief that further delay, as new time tables are unearthed and additional newspapers are scanned, would no longer be reasonable.

The author would warmly welcome additional information and the correction of the inevitable errors in such an undertaking. If sufficient new or corrected data is thus acquired, it may be possible to issue a supplementary sheet or sheets embodying that material.



A pair of 1100s leave Compton, 1937, en route to Long Beach. (AA-AH)



The Santa Monica Air Line's long siding at Exposition Park was the railroads' usual exhibition point for their new trains. Countless name trains made their debut to hordes of pop-eyed Angelenos here; along about 5:30 in the afternoon the outbound Air Line car showed up, gingerly picking its way through the snarled traffic. Above, 916 passes the "Daylight" in June, 1937; below, 913 abruptly confronts LARY 312 around the bulbous nose of "El Capitan" in April, 1938. (Both, EL)



System Time Table

In Effect May 1, 1916
(Reproduction)

IN EFFECT MAY 1, 1916



TIME TABLES

PERSONALLY CONDUCTED TROLLEY TRIPS

THE IDEAL, ECONOMICAL, COMFORTABLE
WAY TO SEE AND KNOW THE SOUTHLAND

THREE GREAT TRIPS

BALLOON
ROUTE
TROLLEY
TRIP

\$1.00
EACH

OLD
MISSION
TROLLEY
TRIP

TRIANGLE TROLLEY TRIP

PARLOR CARS RESERVED SEATS
COMPETENT GUIDES
Daily at 9:30 A. M. From Main Street Station
For Schedule See Page 1

IN EFFECT MAY 1, 1916



TIME TABLES

WORLD FAMOUS MT. LOWE TRIP

FIVE TRAINS DAILY FROM MAIN STREET STATION
8, 9, 10 A. M., 1:30 and 4 P. M.

DAILY EXCURSION FARE **\$2.00**
LOS ANGELES TO ALPINE
Purchase Tickets from Agents, Los Angeles and Pasadena Only

Orange Empire Trolley Trip

To Riverside and Redlands
Through the Orange Kingdom **\$3.50**
Train Daily at 9 A. M. from Main St. Station, Los Angeles

J. McMILLAN, General Manager. D. W. PONTIUS, Traffic Manager.
PAUL SHOUP, President.
LOS ANGELES, CALIFORNIA.

Pacific Electric Ry. Co.

GOOD FOR ONE CONTINUOUS TRIP

FROM
REDONDO BEACH

To
SAN PEDRO

Within 3 days from date stamped on back

52183

Form Sk. R. T. 3

PACIFIC ELECTRIC RY. CO.

GOOD FOR ONE CONTINUOUS TRIP

LOS ANGELES TO

PT. LOS ANGELES, SANTA MONICA, OCEAN PARK, VENICE, PLAYA DEL REY or REDONDO BEACH

Within 3 days from date stamped on back

When used to or from Redondo Beach good only via Gardens or Ellerdia

A472584

Form 7-5

PACIFIC ELECTRIC RY. CO.

GOOD FOR ONE CONTINUOUS TRIP

LOS ANGELES TO

SAN PEDRO or LONG BEACH

U. S. Soldiers and Sailors in Uniform

Within 30 days from date on back

ONLY VIA DIRECT LINES

R. I.

Form 7-5

867937A

PACIFIC ELECTRIC RY. CO.

TO LOS ANGELES FROM LOS ANGELES

San Pedro, Wilmington, Alhambra, Seal Beach

GOOD ONLY VIA DIRECT LINES

1913 --- **1943**

1925

Dec	Nov	Oct	Sept	Aug	Jul	Jun	May	Apr	Mar	Feb	Jan	1925
30	28	26	24	22	20	18	16	14	12	10	8	4
31	29	27	25	23	21	19	17	15	13	11	9	5

PACIFIC ELECTRIC RAILWAY TIME TABLES IN EFFECT

May 1st, '16

WELLS-FARGO & CO. EXPRESS

SUBJECT TO CHANGE WITHOUT NOTICE

PACIFIC ELECTRIC RAILWAY COMPANY

General Offices, Pacific Electric Building, Los Angeles, Cal.
PAUL SHOUP, President

OPERATING DEPARTMENT

J. McMILLAN.....General Manager
F. L. ANNABLE..General Superintendent
A. C. BRADLEY..Supt., Northern Division
O. P. DAVIS....Supt., Southern Division
W. C. WHITE....Supt., Western Division
M. P. GROFFHOLDT, Supt., Eastern Division, San Bernardino, Cal.
J. BENNETT.....Terminal Freight Agent

TRAFFIC DEPARTMENT

D. W. PONTIUS.....Traffic Manager
T. J. DAY.....Asst. to Traffic Manager
O. A. SMITH.....Asst. to Traffic Manager
E. C. THOMAS...Gen. Agt., Pass'r Dept.
H. O. MARLER, Traveling Passenger Agent
W. H. DEMPSTER, Mtr. P. C. Trolley Trips
F. C. WEEKS...Traveling Freight Agent
G. C. FOSTER...Traveling Freight Agent
R. E. KELLY, Trav. Freight and Passenger Agt., San Bernardino, Cal.

H. A. CULLODEN.....Auditor G. L. BUGBEE.....Land Agent
C. H. BURNETT, Mgr. Outside Operations

GENERAL INFORMATION

Information Bureau is maintained in Main Waiting Room of the Main St. Station to which all inquiries for information should be made. Phones, Sunset Main 900, Home F2444.

FARE DISPUTES

Where questions concerning ticket or fare arises between passengers on cars and employes of the Railway Company, please avoid disputes, pay fare and take receipt from conductor, referring the matter to the Traffic Department, Room 768, Pacific Electric Building, for prompt adjustment.

TRANSPORTATION OF DOGS

The rule for transportation of dogs on passenger cars is as follows:
"For small lap dogs which are carried in the lap of the passenger, no charge will be made. Dogs other than lap dogs will not be transported on passenger cars, and parties offering the same must be referred to the Express Company.
The term "Lap Dog" is only applied to one that can be brought on to the car in the arms of a passenger and which must be retained in the arms or lap of such passenger and in such manner as will not be offensive to or interfere with other passengers.

LOST ARTICLES

All articles found by employes on trains of the Pacific Electric Railway Company on lines of Northern and Southern Divisions should be taken to the Los Article Department, Room 100, Pacific Electric Building, Pacific Electric Station, Sixth and Main Streets, where they may be claimed on application between the hours of 8:00 A. M. and 12 noon, 1:00 P. M. and 5:00 P. M. except Saturdays closing at 12 noon.
Articles found on cars of the Western Division taken to the parcel checking room in Hill Street, 129 S. Hill Street, where they may be claimed between same hours as above mentioned.
Above departments for lost articles are closed on Sundays and Legal Holidays.
For all divisions telephone Main 8800 and ask for Lost Article Department, specifying also division wanted.

SCHEDULES OF TRIANGLE, BALLOON ROUTE, AND OLD MISSION TROLLEY TRIPS

All Trips leave Pacific Electric Main Street Station Daily

Balloon Route Trolley Trip	
Lv. Los Angeles.....	9:30 A. M.
Ar. Soldiers' Home.....	10:20 A. M.
Lv. Soldiers' Home.....	10:45 A. M.
Ar. Santa Monica.....	11:00 A. M.
Lv. Santa Monica.....	11:15 A. M.
Ar. Redondo Beach.....	12:10 P. M.
Lv. Redondo Beach.....	1:40 P. M.

Triangle Trolley Trip	
Lv. Los Angeles.....	9:30 A. M.
Ar. Santa Ana.....	10:40 A. M.
Lv. Santa Ana.....	11:30 A. M.
Ar. Huntington Bch.....	12:00 P. M.
Lv. Huntington Bch.....	12:00 P. M.
Ar. Long Beach.....	12:30 P. M.
Lv. Long Beach.....	2:20 P. M.
Ar. San Pedro.....	2:50 P. M.
Lv. San Pedro.....	3:00 P. M.
Ar. Pt. Fermin.....	3:10 P. M.
Lv. Pt. Fermin.....	3:55 P. M.
Ar. Los Angeles.....	5:00 P. M.

SCHEDULE FOR ORANGE EMPIRE TROLLEY TRIP	
Lv. Los Angeles.....	9:00 A. M.
Ar. Sherman Indian School.....	11:37 A. M.
Lv. Sherman Indian School.....	12:00 A. M.
Ar. Riverside.....	12:15 P. M.
Lv. Riverside.....	2:15 P. M.

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Pacific Electric Ry. Co.			FORM JT-1	BC 258547		LOCAL AND JOINT TRANSFER		ISSUED ON INNER ZONE FARE		L.A.T.L. SHORT LINE	BC 258547																																																																																																										
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MT. LOWE WORLD FAMOUS

THIS Trolley Trip is unsurpassed by any mountain scenic ride in the world. Trains leave daily from Pacific Electric Station, Sixth and Main Sts., Los Angeles, at 8, 9 and 10 a. m. and 1:30 and 4 p. m. through Pasadena via Oak Knoll, Altadena and beautiful foot-hill hamlets, winding their way through orchards of oranges and beautiful country places and then up canyons by steep, curving ways to Rubio. Thence by an almost perpendicular ascent of the mountainside on the great incline railway, passengers are conveyed to Echo Mountain, attaining a height of 1325 feet in 3200 feet traveled. At Echo are the interesting Mt. Lowe Observatory and that "eye of night" the great searchlight. From Echo the journey continues 'round mountain walls, through forest and granite gates, mid scenes of ever changing grandeur to Alpine Tavern. This charming, mile-high mountain resort with its central hotel, dining room and cottages among the pines, is a delightful haven of rest. Pony trains make trips to the summit 1100 feet above. Many points, within easy walk of Alpine, present wondrous views. Excursion Fare of \$2.00 now available for a limited time. (\$1.75 from Pasadena.) Excursion Fare Tickets must be purchased from Ticket Agents at Los Angeles or Pasadena. They will not be sold by Conductors on cars. Secure a folder.

PACIFIC ELECTRIC RY. CO. Cash Fare and Joint Ticket											
C 505053			FORM JT-4	Good as shown on back within time limit punched.							
VALIDATED BY L.A.M.C. LINES											
ISSUING LINE											
HOLLYWOOD BL. 1 2											
S. MONIC A. BL. 3 4											
HIGHLAND AVE. 5 6											
UNIVERSITY 7 8											
WEST-FRANK. 9 10											
SLENDALE 11 12											
ECHO PARK 13 14											
VENICE 15 16											
SAN VICENTE 17 18											
LINE 1 19 20											
EMERG. XYZ 21 22											
NOT GOOD ON L. A. T. L. 23 24											
EXCEPT AS SHOWN ON BACK 25 26											
27 28											
29 30											
31											

PACIFIC ELECTRIC RY.

FORM JT-4 C 505053

L.A.M.C. COUPON

This coupon, when attached to contract and presented within time limit punched, will be honored on Los Angeles Motor Coach Lines from connecting points, or authorized walking transfer points, with P. E. Ry. lines, subject to transfer rules.

NOT TO BE DETACHED BY P.E.Ry.

VOID IF DETACHED

12c PAID IN ZONE PUNCHED											
SAN VICENTE 3											
VENICE 3											
WEST HOLLYWOOD 4											
HOLLYWOOD 3											
HOLLYWOOD 2											

PASADENA LOCAL LINES

All cars of Pasadena City Lines (Except California Street and South Loop Lines) pass Colorado Street and Fair Oaks Ave.

ORANGE GROVE AVE. LINE

Runs between Colorado St. and Fair Oaks Ave., and Orange Grove Ave. and Los Robles Ave. First car leaves Colorado St. and Fair Oaks Ave. at 5:37 A. M., and every twenty minutes until 12:17 A. M. First car leaves Orange Grove and Los Robles Aves. at 5:53 A. M., then every twenty minutes until 12:33 A. M.

NORTH LAKE AVENUE LINE

Runs between Colorado and Fair Oaks and Mendocino St., and Allen Ave. First car leaves Colorado and Fair Oaks 5:30 A. M., and every twenty minutes until 12:30 A. M., and 1:15 A. M. 1:15 car to Woodbury Road only.

First car leaves Mendocino St. and Allen Ave., 6:05 A. M., and every twenty minutes until 1:05 A. M.

NORTH LOS ROBLES AND EAST WASHINGTON ST. LINE

Runs between Colorado St. and Fair Oaks Ave and Washington St. and Tierra Alta. First car leaves Colorado St. and Fair Oaks Ave at 5:30 A. M., and every twenty minutes until 1:10 A. M. First car leaves Washington St. and Tierra Alta at 6:02 A. M., and every twenty minutes until 1:42 A. M.

VILLA ST. AND EAST ORANGE GROVE AVE. LINE (NORTH LOOP)

Runs between Colorado St. and Fair Oaks Ave. and Allen and East Orange Grove Aves. First car leaves Colorado St. and Fair Oaks Ave. at 5:40 A. M., then every twenty minutes until 12:20 A. M. First car leaves Allen and East Orange Grove Aves. at 6:00 A. M., and every twenty minutes until 12:40 A. M.

CALIFORNIA STREET LINE

Runs between Pacific Electric-Southern Pacific Station and Arroyo Seco. Cars leave station 6:25 A. M., and every fifteen minutes until 12:10 A. M., then 12:40 A. M.

Cars leave Arroyo Seco 6:10 A. M., 6:41 A. M., 6:56 A. M., and every fifteen minutes until 11:56 P. M., then 12:15 A. M., and 1:00 A. M.

SOUTH LOOP LINE

Runs between Pacific Electric-Southern Pacific Station and Lake Ave. and Colorado Street, via South Los Robles Ave. Cars leave station 5:50 A. M., 6:05, 6:23 and every fifteen minutes until 12:08 A. M., then 12:30 A. M. and 1:15 A. M.

Cars leave Colorado St. and Lake Ave. at 6:25 A. M. and every thirty minutes until 12:25 A. M., then 12:50 A. M. and 1:30 A. M.

Note: Cars leaving S. P. and P. E. Station at 23 and 53 minutes past the hour terminate at Tournament Park instead of Lake and Colorado St. Leave Tournament Park 6:10 A. M., 6:40 A. M. and every thirty minutes until 12:10 A. M.

ALTADENA LINE

Runs between Colorado and Fair Oaks and Altadena (via North Fair Oaks Ave.) Cars leave Colorado and Fair Oaks 5:30 A. M., and every twenty minutes until 1:10 A. M.

Cars leave Altadena 5:50 A. M., and every twenty minutes until 1:30 A. M.

LINCOLN AVENUE LINE

Runs between Colorado and Fair Oaks Avenue and Lincoln Avenue and Montana Street. First car leaves Colorado and Fair Oaks at 5:30 A. M., then 5:50 A. M., 6:10 A. M., 6:18 A. M., then every twenty minutes until 12:58 A. M., then 1:15 A. M. First car leaves Montana and Lincoln 5:45 A. M., then every twenty minutes until 1:05 A. M., then 1:15 A. M. and 1:30 A. M.

LAMANDA PARK LINE

Runs between Colorado and Fair Oaks and Lamanda Park. First car leaves Colorado and Fair Oaks at 5:10 A. M. and every 20 minutes until 1:10 A. M.

First car leaves Lamanda Park 5:31 A. M. and every 20 minutes until 1:31 A. M. Cars leaving Colorado and Fair Oaks at 6:10 A. M., 7:30 A. M. and every hour until 5:30 P. M., then 5:50 P. M., 6:30 P. M., 8:10 P. M., 10:10 P. M., and 12:10 A. M. make connection at Lamanda Park Junction for Sierra Madre.

NORTH FAIR OAKS AND EAST COLORADO STREET LINE

Runs between Montana Street and Fair Oaks Avenue and East Colorado Street and Allen Avenue. First car leaves Montana Street 5:48 A. M., 6:28 A. M. and every 20 minutes until 7:28 P. M.

First car leaves Colorado and Allen Avenue 6:25 A. M. and every 20 minutes until 6:45 P. M.

EDENDALE LINE

First car leaves S. P. Station 5:42 A. M., 5:52 A. M., and every five minutes until 7:17 P. M., then every ten minutes until 12:16 A. M. Last car at 12:30 A. M.

First car leaves Edendale, 5:00 A. M., 5:30 A. M., 5:40 A. M., 5:50 A. M., 6:00 A. M. and 6:11 A. M., then every five minutes until 7:48 P. M., then every ten minutes until 12:48 A. M. Last car 1:00 A. M. Last car for S. P. Station, 12:38 A. M.



"The farm you have read about for twenty-five years."

Visit the Cawston Ostrich Farm

The original ostrich farm of America—Established by Edwin Cawston in 1886.

See the production of the famous Cawston Ostrich Feathers "from egg to plume." See the big flock of peerless ostriches—the babies hatched in the giant incubators—the "sunshine" factories and the dye houses. Enjoy the beautiful tropical park, and the aviary of rare birds.

Cawston Ostrich Feathers

are sold under a rigid written guarantee. If they do not give satisfaction they will be immediately replaced.

They have seven times won international gold medals in competition with the whole world.

They are a most appropriate souvenir of California.

CAWSTON OSTRICH FARM

SOUTH PASADENA, CAL.

Take cars on Main Street marked South Pasadena. Round trip tickets—25c— including admission—can be bought at Pacific Electric station or at our only city salesroom.

We have just one city store

723 SOUTH BROADWAY

002043	LOCAL AND JOINT TRANSFER	WATTS LOCAL LINE	OUT
TUE., DEC. 12-'50			
FORM 25-O	PACIFIC ELECTRIC RY.		FROM WATTS
A B C	INNER ZONE	HUNTINGTON PARK ZONE 2	WATTS 2
	CENT. AVE.	SON AVE.	SLAT. AVE.
	10c	15c	15c
A.M. NEXT 40	12	1	2
	3	4	5
	6	7	8
	9	10	11
	P.M.	20	E.M.
	1-X	2-X	
THIS COUPON WILL ONLY BE ACCEPTED AS PER CONDITIONS PRINTED ON BACK OF THIS TRANSFER. CONDUCTOR OR OPER- ATOR ONLY WILL DETACH AFTER NOTING TIME PUNCHED AND DATE. NOT GOOD IF DETACHED			

SAN BERNARDINO—RIVERSIDE—POMONA—SAN DIMAS—COVINA LINE

WESTBOUND TRAINS

STATIONS	Miles	†	*	‡	§	†	*	‡	§	†	*	‡	§	†	*	‡	§	†	*	‡	§	†	*	‡	§							
Highland (cS.B.)	0.01									6:00		7:10									10:15			1:10		3:10		4:15		7:15		
Arrowhead Hot Spgs. (cS.B.)	0.01											7:04										10:05			1:04		3:04		4:06		7:10	
Redlands (cS.B.)	0.01									6:05		7:10										10:11			1:10		3:10		4:15		7:11	
Colton (cS.B.)	0.01									6:23		7:29										10:11			1:15		3:11		4:06		7:10	
San Bernardino	0.01									6:40		7:40		8:40								10:50			1:45		4:05		5:00		7:50	
Riverside	0.01									6:25		7:25										10:30			1:25		3:50		5:00		7:30	
Bloomington	6.66									6:42		7:42										10:47			1:42		4:07		5:15		7:48	
Rialto	4.47									6:51		7:51		8:50								11:01			1:55		4:16		5:26		8:01	
Fontana	8.22									7:02		8:02		9:05								11:10			2:05		4:27		5:35		8:10	
Etiwanda	12.68									7:10		8:10		9:05								11:18			2:13		4:35		5:43		8:18	
Alta Loma	18.00									7:17		8:17		9:12								11:25			2:20		4:42		5:50		8:25	
Upland (Euclid Ave.)	21.48									7:24		8:25		9:19								11:32			2:27		4:50		5:57		8:32	
Ontario (cU) Ar. from East	0.00									7:37		8:37		9:37								11:42			2:39		5:04		6:09		9:13	
Ontario (cU) (Lv. for West)	0.00									7:12		8:12										11:19			2:12		4:39		5:42		8:12	
Claremont	25.47									7:33		8:33										11:49			2:34		4:58		6:05		9:40	
North Pomona	27.06									7:37		8:37										11:44			2:38		5:01		6:09		9:44	
Pomona (Ar. from East)	0.01									7:50		8:50		9:54								11:58			2:52		5:21		6:21		9:24	
Pomona (Lv. for West)	0.01					‡				7:28		8:28		9:31								11:30		12:40		2:23		5:04		6:38		9:26
Pomona Jct.	0.01					‡				8:41				10:00								11:46		12:46		2:56		6:44				
Lordsburg	28.63									7:41		8:41		8:47								11:48		12:52		2:42		5:14		6:13		9:48
San Dimas (P. E.)	0.01					‡				7:42		8:42		8:57								11:41		12:53		2:40		5:14		6:54		9:52
San Dimas (S. P.)	31.48					‡				7:49		8:46		8:53								11:53		12:57		2:47		5:09		6:19		9:54
Covina (Citrus Ave.)	35.69					‡				7:26		8:27		9:04								11:42		12:04		1:08		3:14		4:04		9:05
Baldwin Park	40.23					‡				7:38		8:22		9:15								11:43		12:13		1:19		3:29		4:29		9:05
El Monte	44.70					‡				7:57		8:32		9:25								11:44		12:13		1:19		3:39		4:39		9:05
Wilmar	47.90					‡				8:18		8:38		9:31								11:44		12:23		1:35		3:45		4:45		9:05
Ramona Park	49.26					‡				8:42		9:35		9:35								11:44		12:33		1:39		3:49		4:49		9:05
Granada Park	51.01					‡				8:46		9:39		9:39								11:44		12:37		1:43		3:53		4:53		9:05
Covina Jct.	54.30					‡				8:58		9:39		9:39								11:44		12:46		1:47		3:57		4:57		9:05
Los Angeles (Main St. Sta.)	67.41					‡				9:08		9:39		9:39								11:44		12:46		1:47		4:02		5:02		9:05

STATIONS	*	†	‡	§
Highland (cS.B.)				9:40
Arrowhead Hot Spgs. (cS.B.)				7:34
Redlands (cS.B.)				9:15
Colton (cS.B.)				9:39
San Bernardino				10:46
Riverside				10:25
Bloomington				10:44
Rialto				10:56
Fontana				11:03
Etiwanda				11:11
Alta Loma				11:18
Upland (Euclid Ave.)				11:25
Ontario (cU) Ar. from East				11:37
Ontario (cU) (Lv. for West)				11:12
Claremont				11:32
North Pomona				11:35
Pomona (Ar. from East)				11:47
Pomona (Lv. for West)				9:40
Pomona Jct.				9:46
Lordsburg				9:52
San Dimas (P. E.)				9:20
San Dimas (S. P.)				9:58
Covina (Citrus Ave.)				9:32
Baldwin Park				9:43
El Monte				9:53
Wilmar				9:59
Ramona Park				10:03
Granada Park				10:07
Covina Jct.				10:16
Los Angeles (Main St. Sta.)				10:33

* Daily. † Daily except Sunday. cS.B. Connection at San Bernardino. cU Connections at Upland (Euclid Ave.). Time shown at Ontario is arrival by nearest connecting train. ‡ Transfer to or from Riverside and Bloomington at Rialto. † Daily except Saturday, Sunday or Holidays. § Makes all stops east of Hayes, leaving Hayes 7:12 A. M. runs limited Hayes to Los Angeles. L Limited Train makes no stops between Los Angeles (Covina Junction) and Covina. ‡ Stop on signal at Ynez and Ramona Park. Light figures A. M. Dark figures P. M.

ORANGE EMPIRE TROLLEY TRIP

A JOURNEY of a day through the Kingdom of the Orange, visiting points of interest most desired by the visitor wishing to KNOW the Southland. Complete tour of Riverside, Redlands and their many points of great interest, including Magnolia Avenue, Sherman Indian School, Glennwood Mission Inn, and Smiley Heights.

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001314 LOS ANGELES LOCAL TRANSFER
FRI., APR. 18-'58
 FORM 25-0 L. A. M. T. A.

WATTS LOCAL LINE **OUT** FROM WATTS TO SHORT LINE **2-X**

THIS COUPON WILL ONLY BE ACCEPTED AS PER CONDITIONS PRINTED ON BACK OF THIS TRANSFER. CONDUCTOR OR OPERATOR ONLY WILL DETACH AFTER NOTING TIME PUNCHED AND DATE. NOT GOOD IF DETACHED

TWO-ZONE FARE
 PAID IN INNER ZONE
 VOID IF DETACHED



POMONA—ONTARIO LINE

STATIONS	Miles	CLAREMONT				UPLAND				ONTARIO			
		a	b	a	ab	a	b	a	ab	a	b	a	ab
Pomona	.00	4	5	6	7	5	6	7	8	9	10	11	12
Pomona Jct.	1.25	5	6	7	8	6	7	8	9	10	11	12	13
North Pomona	2.68	6	7	8	9	7	8	9	10	11	12	13	14
Claremont	4.15	7	8	9	10	8	9	10	11	12	13	14	15
Upland (Euclid Av.)	8.10	12	13	14	15	12	13	14	15	16	17	18	19
Ontario	10.69	15	16	17	18	15	16	17	18	19	20	21	22

a Connects at North Pomona for Los Angeles. b Connects at North Pomona for San Bernardino. c Connects at Upland (Euclid Ave.) for Los Angeles. d Connects at Upland (Euclid Ave.) for San Bernardino. All trains daily. Light figures A. M. Dark figures P. M.

LOS ANGELES—PASADENA DEPOT LINE

LOS ANGELES	PASADENA			
STATIONS	*	*	*	*
Los Angeles	7 55	2 50	5 00	7 45
Owens Park	8 27	3 21	5 26	8 16
Pasadena	8 41	3 35	5 40	8 30

PASADENA—SHORB LINE

PASADENA	SHORB				PASADENA			
STATIONS	*	*	*	*	*	*	*	*
Pasadena (P.E. Station)	6 20	7 50	8 55	11 35	1 35	2 50	3 55	6 20
Raymond Hotel	6 30	8 00	9 05	11 45	1 45	3 00	4 05	6 30
Mission and Fair Oaks	6 31	8 01	9 06	11 46	1 46	3 01	4 06	6 31
Owens Park	6 35	8 05	9 10	11 50	1 50	3 05	4 10	6 35
Sierra Vista	6 37	8 07	9 12	11 52	1 52	3 07	4 12	6 37
West Alhambra	6 39	8 09	9 14	11 54	1 54	3 09	4 14	6 39
Shorb	6 47	8 17	9 22	12 02	2 02	3 17	4 22	6 47

All trains daily. Light figures A. M. Dark figures P. M.

POMONA LOCAL LINES

Garey Avenue and Ganessa Park Line—Leave Cemetery 6:25 A. M. and every 30 minutes until 10:55 P. M. Leave Ganessa Park 6:10 A. M. and every 30 minutes until 10:40 P. M., then 11:30 P. M.
 West Second Park Street and Ganessa Park Line—Leave West Second Street 6:40 A. M. and every 30 minutes until 9:40 P. M., then 10:40 P. M. Leave Ganessa Park 6:55 A. M. and every 30 minutes until 9:55 P. M.
 East Holt Avenue and East Fifth Street Line—Leave East Holt Avenue 6:40 A. M. and every 30 minutes until 10:10 P. M., then 11:10 P. M. Leave Fifth Street 6:55 A. M. and every 30 minutes until 10:55 P. M., then 11:50 P. M.

SAN BERNARDINO—HIGHLAND LINE

Leave San Bernardino			Leave Highland		
Time	San Bernardino	Highland	Time	San Bernardino	Highland
5:25	2:40	6:00	3:10		
6:25	3:40	7:10	4:15		
7:40	4:40	8:10	5:15		
8:40	5:40	9:10	6:10		
9:40	6:40	10:15	7:15		
10:40	7:40	11:10	8:15		
11:40	8:40	12:15	9:40		
12:40	9:40	1:10	10:45		
1:43	10:43	2:15	11:45		

† To Patton. Light figures A. M. Dark figures P. M.
 Leave Patton 6:49 A. M., 10:04 A. M., 12:04 P. M., 2:07 P. M., 4:03 P. M., 5:04 P. M., 7:04 P. M., 9:29 P. M., 10:34 P. M., 11:33 P. M.

RIVERSIDE—REDLANDS LINE

RIVERSIDE TO REDLANDS													
STATIONS	†	†	†	†	†	†	†	†	†	†	†	†	†
Lv. Riverside	6 00	7 05	7 45	8 45	9 45	10 45	11 45	12 50	1 45	2 45	3 40	4 45	5 45
" Colton	6 23	7 28	8 11	9 11	10 11	11 11	12 11	1 15	2 11	3 11	4 06	5 11	6 11
San Bernardino Ar.	6 33	7 38	8 21	9 21	10 21	11 21	12 21	1 25	2 21	3 21	4 16	5 21	6 21
Lv. San Bernardino	5 30	6 35	7 18	8 18	9 18	10 18	11 18	12 22	1 18	2 18	3 13	4 18	5 18
Ar. Redlands	5 58	6 58	7 41	8 41	9 41	10 41	11 41	12 45	1 41	2 41	3 36	4 41	5 41

† Connection at San Bernardino with train from Los Angeles. † Connection at San Bernardino with train for Los Angeles. Light figures A. M. Dark figures P. M. All trains daily.

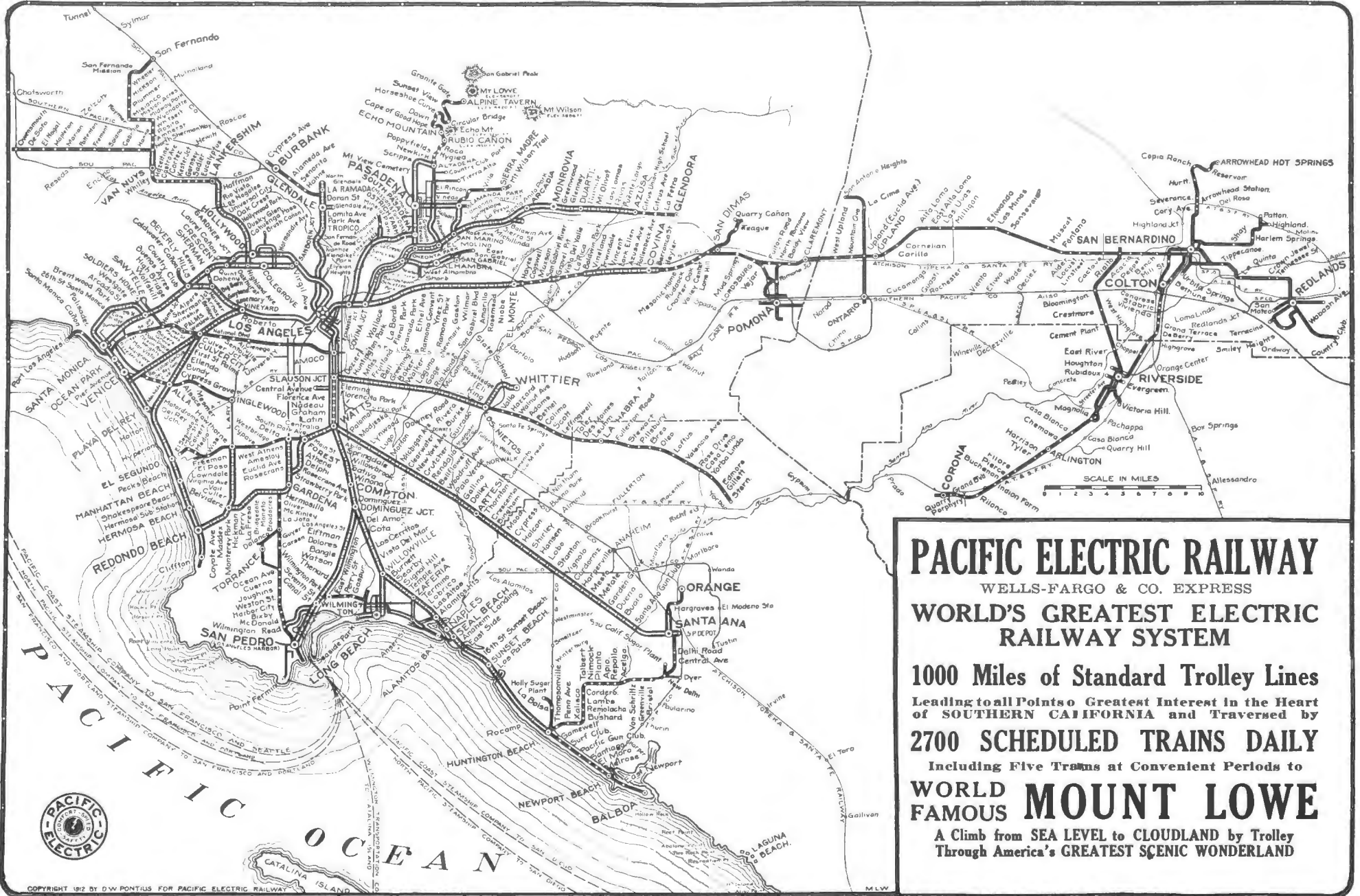
UPLAND (Euclid Avenue)—SAN ANTONIO HEIGHTS LINE

UPLAND (Euclid Avenue)														SAN ANTONIO HEIGHTS													
STATIONS	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*			
Fourth Street																											
Upland (Euclid Ave.)	5 58	6 58	7 25	8 25	9 25	10 25	11 32	12 25	1 25	2 27	3 25	4 25	5 25	6 25	7 25	8 25	9 25	10 25	11 25	12 25							
Twenty-second St.			7 10																								
San Antonio Hts.	6 23	7 23	8 23	9 23	10 23	11 23	12 23	1 23	2 23	3 23	4 23	5 23	6 23	7 23	8 23	9 23	10 23	11 23	12 23								

† Daily except Saturdays, Sundays and Holidays. * Daily.

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POINTS OF GREAT INTEREST

Balloon Route Trolley Trip

Visiting all the West Beaches, Hollywood and the Entire Cahuenga Valley with Long Stops at Redondo Beach, Moonstone Beach, the Great Venice of America, Ocean Park and Santa Monica and the National Soldiers' Home.

10 West Coast Beaches, 8 Cities, 28 Miles Along the Ocean

Free Admission to the Camera Obscura, Santa Monica (an Exclusive Attraction), Free Admission to the \$20,000 Aquarium, at Venice.

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Daily from Pacific Electric Station—Last Car 9:30 A. M. **\$1.00 Pays for All**

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Visiting the Orange Groves of the Great San Gabriel Valley, the World's Renowned Cawston Ostrich Farm, Skirting the Foothills of the Great Sierra Madre Mountains—Through the Beautiful San Gabriel Valley—To the "Crown City" Pasadena, Famous Old Mission San Gabriel, and Other Interesting Places. Two hour stop at Pasadena, giving ample time to visit the famous Busch Gardens, Orange Grove Ave., Etc.

Sights and Scenes Not Duplicated in the World

Free admission to the World Famous Cawston Ostrich Farm with its exhibit of live birds and priceless collection of plumes. Free admission to San Gabriel Mission (Established in 1771). Two 25-cent Attractions Free.

\$1.00 ONE GREAT DAY AT SIGHTSEEING **\$1.00**
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Triangle Trolley Trip

A trip without a rival, through the heart of Orange County. The great Sugar Beet and Celery Fields; Santa Ana, the hub of the Orange County Agricultural Empire and city of beautiful homes; the New Delhi Sugar Factory; Huntington Beach, Alamitos Bay, Long Beach, the beautiful, and its maze of attractions; San Pedro and the great Los Angeles harbor; the gigantic Government Breakwater; entrancing Point Fermin and its grottoes, cliffs and wild natural nooks amid the swirling spray; a trip ideal, combining commercial and resort attractions.

10 South Coast Beaches, 7 Cities, 30 Miles Along the Ocean

Free admission through the Government Lighthouse Reservation to the outer pinnacle of Point Fermin, from which point a most imposing panorama of nature presents itself.

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006820 LOCAL AND JOINT TRANSFER
TUE., DEC. 12-'50
 FORM 32-O PACIFIC ELECTRIC RY.
 SUBWAY - HOLLYWOOD BLVD. LINE
 ISSUED BY SUBWAY TERMINAL COLLECTOR
 FROM SUBWAY
 WEST 3 10c BREA LA SON BRON-SON 10c 15c
 HOLLYWOOD ZONE 2 INNER ZONE
 Sunnet Alvarado & Beverly & Glenoade 20c
 A.M. 20 M. 40 P.M. 20 E.M. 20
 A B C L.A.T.L. SHORT LINE 1-X 2-X

006820
TUE., DEC. 12-'50
 P. E. RY. FORM 32-O
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 NOT GOOD IF DETACHED

REDONDO BEACH-GARDENA LINE

LOS ANGELES (Main St. Station) Via Watts, Athens and Gardena REDONDO BEACH

STATIONS	Miles	*S	*T	*S	*T	*S	*T	*S	*T	*S	*T	*S	*T	*S	*T	*S	*T	*S	*T	*S	*T		
Los Angeles	.00	5	44	16	54	7	24	7	54	8	24	1	00	11	00	12	01	1	00	2	00	3	00
Watts	7.45	5	18	8	18	9	18	10	16	11	16	12	16	1	16	2	16	3	16	4	16	5	16
Athens	10.31	5	27	6	27	7	27	8	27	9	27	10	27	11	27	12	27	1	27	2	27	3	27
Strawberry Park	12.75	5	32	6	32	7	32	8	32	9	32	10	32	11	32	12	32	1	32	2	32	3	32
Gardena	13.57	5	34	6	34	7	34	8	34	9	34	10	34	11	34	12	34	1	34	2	34	3	34
Hermosillo	14.13	5	36	7	36	8	36	9	36	10	36	11	36	12	36	1	36	2	36	3	36	4	36
Moneta	14.74	5	38	7	38	8	38	9	38	10	38	11	38	12	38	1	38	2	38	3	38	4	38
Belvidere	17.84	5	44	7	44	8	44	9	44	10	44	11	44	12	44	1	44	2	44	3	44	4	44
Redondo Beach	20.89	5	52	7	52	8	52	9	52	10	52	11	52	12	52	1	52	2	52	3	52	4	52
Clifton	22.89	5	57	7	57	8	57	9	57	10	57	11	57	12	57	1	57	2	57	3	57	4	57

REDONDO BEACH LOS ANGELES

STATIONS	Miles	*S	*T	*S	*T	*S	*T	*S	*T	*S	*T	*S	*T	*S	*T	*S	*T	*S	*T	*S	*T
Clifton	.00	1	00	11	00	12	01	1	00	2	00	3	00	4	00	5	00	6	00	7	00
Redondo Beach	4.25	2	05	16	05	17	05	18	05	19	05	20	05	21	05	22	05	23	05	24	05
Belvidere	7.52	3	04	15	04	16	04	17	04	18	04	19	04	20	04	21	04	22	04	23	04
Moneta	8.13	3	06	16	06	17	06	18	06	19	06	20	06	21	06	22	06	23	06	24	06
Hermosillo	8.69	3	08	17	08	18	08	19	08	20	08	21	08	22	08	23	08	24	08	25	08
Gardena	9.51	4	06	17	06	18	06	19	06	20	06	21	06	22	06	23	06	24	06	25	06
Strawberry Park	11.95	4	15	16	05	17	05	18	05	19	05	20	05	21	05	22	05	23	05	24	05
Athens	14.81	5	16	17	06	18	06	19	06	20	06	21	06	22	06	23	06	24	06	25	06
Watts	20.89	6	12	16	06	17	06	18	06	19	06	20	06	21	06	22	06	23	06	24	06
Los Angeles	22.89	6	12	16	06	17	06	18	06	19	06	20	06	21	06	22	06	23	06	24	06

* Daily. † Daily except Sunday. L Limited train, stops only at Athens, Strawberry Park, Gardena and Hermosillo. S Torrance connections. San Pedro connections. To Torrance and San Pedro connection by nearest trains at Hermosillo. Where Clifton time not shown, trains terminate at Pearl Street, Redondo Beach. Time shown is to and from Emerald Street, trains arriving one minute later and leaving one minute earlier at Pearl Street than time shown at Emerald Street. Light figures A. M. Dark figures P. M.

BELVIDERE-HAWTHORNE-EL SEGUNDO LINE

LOS ANGELES HAWTHORNE EL SEGUNDO BELVIDERE REDONDO BEACH

STATIONS	Miles	*A	*A	*A	*C	*C	*C	*C	*C	*C	*C	*C	*C	*C	*C	*C	*C	*C	*C		
Los Angeles	.00	5	59	6	59	7	59	8	59	9	55	12	55	1	55	3	14	4	14	5	14
Watts	7.45	6	18	7	18	8	18	9	18	10	16	11	16	12	16	1	16	2	16	3	16
Forest	9.88	6	23	7	23	8	23	9	23	10	21	11	21	12	21	1	21	2	21	3	21
Delta	10.76	6	25	7	25	8	25	9	25	10	27	11	27	12	27	1	27	2	27	3	27
Cypave	12.88	5	30	6	30	7	30	8	30	9	30	10	30	11	30	1	30	2	30	3	30
Hawthorne	14.42	5	36	6	36	7	36	8	36	9	32	11	32	12	32	1	32	2	32	3	32
El Segundo	18.87	5	51	6	51	7	51	8	51	9	51	10	51	11	51	1	51	2	51	3	51
Lawdale	15.92	6	34	7	34	8	34	9	34	10	36	11	36	12	36	1	36	2	36	3	36
Vail	16.93	5	36	6	36	7	36	8	36	9	38	11	38	12	38	1	38	2	38	3	38
Belvidere	18.08	6	37	7	37	8	37	9	37	10	39	11	39	12	39	1	39	2	39	3	39
Redondo Beach	20.91	6	45	7	45	8	45	9	45	10	47	11	47	12	47	1	47	2	47	3	47

* Daily. A Operates through from Los Angeles to Belvidere, connecting at Belvidere for Redondo Beach. C time shown out of Los Angeles is Redondo Beach via Gardena train with transfer connections at Forest for points on Belvidere-Hawthorne-El Segundo Line and at Belvidere for Redondo Beach. † Transfer at Hawthorne for El Segundo.

REDONDO BEACH BELVIDERE EL SEGUNDO HAWTHORNE LOS ANGELES

STATIONS	Miles	*R	*B	*B	*R	*R	*R	*R	*R	*R	*R	*R	*R	*R	*R	*R	*R	*R	*R		
Redondo Beach	.00	8	50	9	00	10	00	11	00	12	01	1	00	2	00	3	00	4	00	5	00
Belvidere	2.83	8	07	9	00	10	00	11	00	12	03	1	00	2	03	3	00	4	03	5	00
Vail	3.98	8	09	9	01	10	01	11	01	12	09	1	00	2	09	3	00	4	09	5	00
Lawdale	4.99	8	11	9	03	10	03	11	03	12	11	1	00	2	11	3	00	4	11	5	00
El Segundo	10.94	8	19	9	02	10	02	11	02	12	12	1	00	2	12	3	00	4	12	5	00
Hawthorne	6.49	8	15	9	07	10	07	11	07	12	15	1	00	2	15	3	00	4	15	5	00
Cypave	8.03	8	17	9	09	10	09	11	09	12	17	1	00	2	17	3	00	4	17	5	00
Delta	10.15	8	21	9	13	10	13	11	13	12	21	1	00	2	21	3	00	4	21	5	00
Forest	11.03	8	23	9	15	10	15	11	15	12	23	1	00	2	23	3	00	4	23	5	00
Watts	13.46	8	28	9	20	10	20	11	20	12	28	1	00	2	28	3	00	4	28	5	00
Los Angeles	20.91	8	49	9	10	11	10	12	10	12	28	1	00	2	28	3	00	4	28	5	00

* Daily. B Operates through from Los Angeles to Belvidere, connecting at Belvidere from Redondo Beach. R time shown out of Redondo Beach is via Gardena Line with transfer connections at Belvidere for points on Belvidere-Hawthorne-El Segundo Line, and at Forest for Los Angeles. Light figures A. M. Dark figures P. M.

YOU CAN'T AFFORD AN AUTO FOR YOUR DAILY TRIP TO TOWN

Compute the cost of your trips for one month and compare with the cost of Commutation Tickets offered by the Pacific Electric.
 You will find that the Individual Monthly Commutation and the Family Commutation Tickets cost you far less per ride than the Auto.
 And when you examine further, you will find that our one way and round trip tickets likewise save you money, compared with automobile transportation.
 Any agent of the Pacific Electric will give you cheerfully full information, or write to
D. W. PONTIUS, Traffic Manager
PACIFIC ELECTRIC RAILWAY
 Los Angeles

SANTA ANA-HUNTINGTON BEACH LINE

HUNTINGTON BEACH SANTA ANA

STATIONS	*H	*H	*H	*H	*H	*H					
Huntington Beach	7	20	55	11	33	2	33	4	21	6	19
Bushard	7	27	02	11	40	2	40	4	28	6	26
Talbert	7	32	07	11	45	2	45	4	33	6	31
Acelga	7	38	13	11	51	2	51	4	39	6	37
New Delhi	7	44	19	11	57	2	57	4	45	6	43
Santa Ana	7	54	29	12	07	3	07	5	55	6	53

SANTA ANA HUNTINGTON BEACH

STATIONS	*H	*H	*H	*H	*H	*H								
Santa Ana	6	05	7	56	10	17	1	17	3	30	4	56	5	40
New Delhi	6	14	8	06	10	27	1	27	3	40	5	06	5	50
Acelga	6	19	12	10	33	1	33	3	45	5	12	5	55	
Talbert	6	25	18	10	39	1	39	3	51	5	18	6	01	
Bushard	6	30	23	10	44	1	44	3	56	5	23	6	06	
Huntington Beach	6	37	30	10	51	1	51	3	03	5	30	6	13	

* Daily. † Daily except Sunday. H to and from Santa Ana (Hesperian Street); other trains to and from 4th and Main St., running time between 4th and Main and Hesperian Sts. 5 minutes. Light figures A. M. Dark figures P. M.

NEWPORT and BALBOA

Something different in the resort line. Most charming for winter homes where untarnished, natural surroundings contribute to comfort.
 Open sea or quiet water Boating, Bathing and Fishing.

TWO-ZONE FARE
PAID IN INNER ZONE
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000928

LOCAL AND
JOINT TRANSFER

SUBWAY -
HOLLYWOOD
BLVD. LINE

FRI., DEC. 4-'53

ISSUED BY
SUBWAY TERM.
COLLECTOR

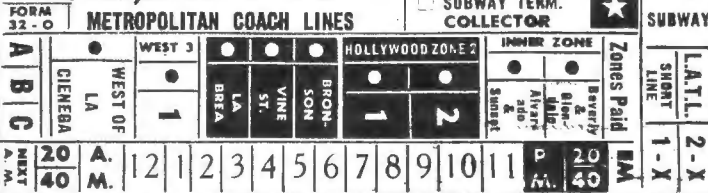
OUT

FROM
SUBWAY

000928

FRI., DEC. 4-'53

FORM 32-0



THIS COUPON WILL ONLY BE
ACCEPTED AS PER CONDITIONS
PRINTED ON BACK OF THIS
TRANSFER, CONDUCTOR OR OPER-
ATOR ONLY WILL DETACH AFTER
NOTING TIME PUNCHED AND DATE.
NOT GOOD IF DETACHED

REDONDO BEACH—PLAYA DEL REY LINE

LOS ANGELES (Hill St. Station)—PLAYA DEL REY—EL SEGUNDO—MANHATTAN BEACH—HERMOSA BEACH—REDONDO BEACH

STATIONS	Miles	Los Angeles	Vineyard	Culver Jct.	Del Rey Junction	El Segundo	Manhattan Beach	Hermosa Beach	Redondo Beach	Cliffton
Los Angeles	0.00	4 45	5 55	5 57	2 57	5 58	2 59	9 05	10 05	11 05
Vineyard	1.15	0 08	1 17	1 17	4 18	1 18	4 19	9 29	10 29	11 29
Culver Jct.	2.18	1 15	2 25	2 25	5 26	2 26	5 27	9 35	10 35	11 35
Del Rey Junction	3.23	2 12	3 22	3 22	6 23	3 23	6 24	9 49	10 49	11 49
El Segundo	4.28	3 15	4 25	4 25	7 26	4 26	7 27	10 01	11 01	12 01
Manhattan Beach	5.33	4 08	5 18	5 18	8 19	5 19	8 20	10 51	11 51	12 51
Hermosa Beach	6.38	5 03	6 13	6 13	9 14	6 14	9 15	11 46	12 46	1 46
Redondo Beach	7.43	6 00	7 10	7 10	10 11	7 11	10 12	12 43	1 43	2 43
Cliffton	8.48	6 55	8 05	8 05	11 06	8 06	11 07	1 38	2 38	3 38

STATIONS	Miles	Los Angeles	Vineyard	Culver Jct.	Del Rey Junction	El Segundo	Manhattan Beach	Hermosa Beach	Redondo Beach	Cliffton
Cliffton	8.48	6 55	8 05	8 05	11 06	8 06	11 07	1 38	2 38	3 38
Redondo Beach	7.43	6 00	7 10	7 10	10 11	7 11	10 12	12 43	1 43	2 43
Hermosa Beach	6.38	5 03	6 13	6 13	9 14	6 14	9 15	11 46	12 46	1 46
Manhattan Beach	5.33	4 08	5 18	5 18	8 19	5 19	8 20	10 51	11 51	12 51
El Segundo	4.28	3 15	4 25	4 25	7 26	4 26	7 27	10 01	11 01	12 01
Del Rey Junction	3.23	2 12	3 22	3 22	6 23	3 23	6 24	9 49	10 49	11 49
Culver Jct.	2.18	1 15	2 25	2 25	5 26	2 26	5 27	9 35	10 35	11 35
Vineyard	1.15	0 08	1 17	1 17	4 18	1 18	4 19	9 29	10 29	11 29
Los Angeles	0.00	4 45	5 55	5 57	2 57	5 58	2 59	9 05	10 05	11 05

STATIONS	Miles	Los Angeles	Vineyard	Culver Jct.	Del Rey Junction	El Segundo	Manhattan Beach	Hermosa Beach	Redondo Beach	Cliffton
Cliffton	8.48	6 55	8 05	8 05	11 06	8 06	11 07	1 38	2 38	3 38
Redondo Beach	7.43	6 00	7 10	7 10	10 11	7 11	10 12	12 43	1 43	2 43
Hermosa Beach	6.38	5 03	6 13	6 13	9 14	6 14	9 15	11 46	12 46	1 46
Manhattan Beach	5.33	4 08	5 18	5 18	8 19	5 19	8 20	10 51	11 51	12 51
El Segundo	4.28	3 15	4 25	4 25	7 26	4 26	7 27	10 01	11 01	12 01
Del Rey Junction	3.23	2 12	3 22	3 22	6 23	3 23	6 24	9 49	10 49	11 49
Culver Jct.	2.18	1 15	2 25	2 25	5 26	2 26	5 27	9 35	10 35	11 35
Vineyard	1.15	0 08	1 17	1 17	4 18	1 18	4 19	9 29	10 29	11 29
Los Angeles	0.00	4 45	5 55	5 57	2 57	5 58	2 59	9 05	10 05	11 05

* Daily. Where Cliffton time not shown, trains terminate at Pearl Street, Redondo Beach. Time shown is to and from Emerald Street, trains arriving two minutes later and leaving two minutes earlier at Pearl Street than Emerald Street time shown.

Van Nuys—Owensmouth—San Fernando Line

LOS ANGELES—LANKERSHIM—VAN NUYS—OWENSMOUTH—SAN FERNANDO

STATIONS	Miles	Los Angeles	Vineyard	Culver Jct.	Del Rey Junction	El Segundo	Manhattan Beach	Hermosa Beach	Redondo Beach	Cliffton
Los Angeles (Hill St.)	0.00	4 45	5 55	5 57	2 57	5 58	2 59	9 05	10 05	11 05
Highland Ave.	1.15	0 08	1 17	1 17	4 18	1 18	4 19	9 29	10 29	11 29
Capuena Pass	2.18	1 15	2 25	2 25	5 26	2 26	5 27	9 35	10 35	11 35
Oak Crest	3.23	2 12	3 22	3 22	6 23	3 23	6 24	9 49	10 49	11 49
Universal City	4.28	3 15	4 25	4 25	7 26	4 26	7 27	10 01	11 01	12 01
Los Nogales	5.33	4 08	5 18	5 18	8 19	5 19	8 20	10 51	11 51	12 51
Lankershim	6.38	5 03	6 13	6 13	9 14	6 14	9 15	11 46	12 46	1 46
Kester	7.43	6 00	7 10	7 10	10 11	7 11	10 12	12 43	1 43	2 43
Circle Drive	8.48	6 55	8 05	8 05	11 06	8 06	11 07	1 38	2 38	3 38
Van Nuys	9.53	7 50	9 00	9 00	12 01	9 01	12 02	2 30	3 30	4 30
No. Sherman Way	10.58	8 55	10 05	10 05	13 06	10 06	13 07	3 21	4 21	5 21
Owensmouth	11.63	10 00	11 10	11 10	14 11	11 11	14 12	4 12	5 12	6 12
Plummer	12.68	11 05	12 15	12 15	15 16	12 16	15 17	5 03	6 03	7 03
San Fernando	13.73	12 00	13 10	13 10	16 11	13 11	16 12	6 00	7 00	8 00

Van Nuys—Owensmouth—San Fernando Line

SAN FERNANDO—OWENSMOUTH—VAN NUYS—LANKERSHIM—LOS ANGELES

STATIONS	Miles	Los Angeles	Vineyard	Culver Jct.	Del Rey Junction	El Segundo	Manhattan Beach	Hermosa Beach	Redondo Beach	Cliffton
San Fernando	13.73	12 00	13 10	13 10	16 11	13 11	16 12	6 00	7 00	8 00
Plummer	12.68	11 05	12 15	12 15	15 16	12 16	15 17	5 03	6 03	7 03
Owensmouth	11.63	10 00	11 10	11 10	14 11	11 11	14 12	4 12	5 12	6 12
Marian	10.58	8 55	10 05	10 05	13 06	10 06	13 07	3 21	4 21	5 21
No. Sherman Way	9.53	7 50	9 00	9 00	12 01	9 01	12 02	2 30	3 30	4 30
Van Nuys	8.48	6 55	8 05	8 05	11 06	8 06	11 07	1 38	2 38	3 38
Circle Drive	7.43	6 00	7 10	7 10	10 11	7 11	10 12	12 43	1 43	2 43
Kester	6.38	5 03	6 13	6 13	9 14	6 14	9 15	11 46	12 46	1 46
Lankershim	5.33	4 08	5 18	5 18	8 19	5 19	8 20	10 51	11 51	12 51
Los Nogales	4.28	3 15	4 25	4 25	7 26	4 26	7 27	10 01	11 01	12 01
Universal City	3.23	2 12	3 22	3 22	6 23	3 23	6 24	9 49	10 49	11 49
Oak Crest	2.18	1 15	2 25	2 25	5 26	2 26	5 27	9 35	10 35	11 35
Capuena Pass	1.15	0 08	1 17	1 17	4 18	1 18	4 19	9 29	10 29	11 29
Highland Ave.	0.00	4 45	5 55	5 57	2 57	5 58	2 59	9 05	10 05	11 05
Los Angeles (Hill St.)	0.00	4 45	5 55	5 57	2 57	5 58	2 59	9 05	10 05	11 05

* Daily. † Daily except Sunday. ‡ Sunday only. S Transfer at North Sherman Way to or from San Fernando. X Express combination car. Light figures A. M. Dark figures P. M.

BETWEEN LOS ANGELES AND UNIVERSAL CITY ONLY (Daily Except Sunday)

Leave Los Angeles (Hill Street Station), 6:45 A. M., 8:30 A. M. and 9:11 A. M. and every 30 minutes until 4:11 P. M.
Leave Universal City, 7:49 A. M., then 9:49 A. M. and every 30 minutes until 4:49 P. M., then 5:05 P. M. Sunday service to and from Universal City via regular Van Nuys-Owensmouth-San Fernando Line cars only.

SANTA MONICA CANYON—PORT LOS ANGELES LINE

Leave Sunset 6:10 A. M. and every forty-five minutes until 7:40 P. M.
Leave Port Los Angeles 6:32, 7:17, 8:02 A. M. and every forty-five minutes until 8:02 P. M.

WESTGATE—(Through Line)

LOS ANGELES SANTA MONICA
Via Sawtelle, Brentwood Park and Palisades
Leave Santa Monica, Utah Ave., 7:25 A. M. and 8:25 A. M.
Leave Los Angeles, Hill St. Station, 4:45 P. M., 5:20 P. M.
Daily except Sunday and holidays.

WESTGATE LOCAL LINE

SAWTELLE—WESTGATE—BRENTWOOD PARK PALISADES AND UTAH AVE., SANTA MONICA
Leave Utah Ave., Santa Monica, 5:33 A. M. and every 30 minutes until 11:33 P. M.
Leave Sawtelle 6:12 A. M. and every 30 minutes until 12:12 A. M.

ECHO PARK—HILL ST.—W. SIXTEENTH ST.

LOS ANGELES LOCAL CARS
Leave 4th and Hill Sts. for Vineyard 5:58 A. M., then every fifteen minutes until 11:41 P. M., then 12:01 A. M., 12:30 A. M., 1:15 A. M., 2:00 A. M. Daily.
Leave Vineyard for 4th and Hill Sts. 6:00 A. M. and every fifteen minutes until 11:15 P. M., then 11:33 P. M., 11:46 P. M., 12:03 A. M., 12:13 A. M., 12:33 A. M., 12:46 A. M., 1:33 A. M. Daily.
Leave 4th and Hill Sts. for Elysian Heights 6:26 A. M. and every 15 minutes until 11:42 P. M. Daily.
Leave Elysian Heights for 4th and Hill Sts. 5:40 A. M. and every 15 minutes until 11:23 P. M. Daily.

LOS ANGELES (Air Line) SANTA MONICA

Through train daily, leaving Utah St., Santa Monica, 6:15 A. M.
Through train daily leaving Main St., Station Los Angeles, 6:00 P. M.
Los Angeles to Culver City Only—Trains leave Main Street Station, Los Angeles, 6:00 A. M., 7:30 A. M., 7:00 A. M., and hourly until 11:00 P. M.; then 11:40 P. M. Leave Culver Jct., 7:13, 6:43, 7:13, 7:43 A. M. and hourly until 11:43 P. M.
Passengers for Venice, Ocean Park and Santa Monica transfer at Culver Jct. to Venice Short Line; and for Playa del Rey, Manhattan Beach, Hermosa Beach and Redondo Beach to Redondo Beach—Playa del Rey line.
† Daily except Sunday.

LOS ANGELES (Air Line)—ELEVENTH AVENUE—Local Service

Leave Main Street Station 6:00, 7:30 and every 30 minutes until 10:00 A. M.; hourly until 4:00 P. M.; every 30 minutes until 7:00 P. M.; hourly until 11:00 P. M.; then 11:40 P. M.
Leave Eleventh Avenue 7:21 A. M. and every 30 minutes until 10:21 A. M.; then 11:01 A. M. and hourly until 3:01 P. M., 3:51 P. M. and every 30 minutes until 7:21 P. M.; 8:01 P. M. and hourly until 12:01 A. M. † daily except Sunday.

FORM T. W. 3										747898									
GOOD IN ZONE OPPOSITE PUNCH										PACIFIC ELECTRIC RY. - L. A. ZONE TRANSFER									
GOOD FOR ONE CONTINUOUS TRIP IN ONE GENERAL DIRECTION AS INDICATED ON BACK.										GOOD FOR ONE CONTINUOUS TRIP IN ONE GENERAL DIRECTION AS INDICATED ON BACK.									
Not good on Coaches of Los Angeles Motor Coach Co.										Not good on Coaches of Los Angeles Motor Coach Co.									
ISSUING LINE										ISSUING LINE									
IN S OUT										IN S OUT									
1 2 3 4 5 6										1 2 3 4 5 6									
2 3 4 5 6										2 3 4 5 6									
3 4 5 6										3 4 5 6									
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5 6										5 6									
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LOS ANGELES (Hill St. Station)															VENICE SHORT LINE															SANTA MONICA																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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Los Angeles	0.00	1.56	2.06	2.60	3.10	3.60	4.10	4.60	5.10	5.60	6.10	6.60	7.10	7.60	8.10	8.60	9.10	9.60	10.10	10.60	11.10	11.60	12.10	12.60	13.10	13.60	14.10	14.60	15.10	15.60	16.10	16.60	17.10	17.60	18.10	18.60	19.10	19.60	20.10	20.60	21.10	21.60	22.10	22.60	23.10	23.60	24.10	24.60	25.10	25.60	26.10	26.60	27.10	27.60	28.10	28.60	29.10	29.60	30.10	30.60	31.10	31.60	32.10	32.60	33.10	33.60	34.10	34.60	35.10	35.60	36.10	36.60	37.10	37.60	38.10	38.60	39.10	39.60	40.10	40.60	41.10	41.60	42.10	42.60	43.10	43.60	44.10	44.60	45.10	45.60	46.10	46.60	47.10	47.60	48.10	48.60	49.10	49.60	50.10	50.60	51.10	51.60	52.10	52.60	53.10	53.60	54.10	54.60	55.10	55.60	56.10	56.60	57.10	57.60	58.10	58.60	59.10	59.60	60.10	60.60	61.10	61.60	62.10	62.60	63.10	63.60	64.10	64.60	65.10	65.60	66.10	66.60	67.10	67.60	68.10	68.60	69.10	69.60	70.10	70.60	71.10	71.60	72.10	72.60	73.10	73.60	74.10	74.60	75.10	75.60	76.10	76.60	77.10	77.60	78.10	78.60	79.10	79.60	80.10	80.60	81.10	81.60	82.10	82.60	83.10	83.60	84.10	84.60	85.10	85.60	86.10	86.60	87.10	87.60	88.10	88.60	89.10	89.60	90.10	90.60	91.10	91.60	92.10	92.60	93.10	93.60	94.10	94.60	95.10	95.60	96.10	96.60	97.10	97.60	98.10	98.60	99.10	99.60	100.10	100.60	101.10	101.60	102.10	102.60	103.10	103.60	104.10	104.60	105.10	105.60	106.10	106.60	107.10	107.60	108.10	108.60	109.10	109.60	110.10	110.60	111.10	111.60	112.10	112.60	113.10	113.60	114.10	114.60	115.10	115.60	116.10	116.60	117.10	117.60	118.10	118.60	119.10	119.60	120.10	120.60	121.10	121.60	122.10	122.60	123.10	123.60	124.10	124.60	125.10	125.60	126.10	126.60	127.10	127.60	128.10	128.60	129.10	129.60	130.10	130.60	131.10	131.60	132.10	132.60	133.10	133.60	134.10	134.60	135.10	135.60	136.10	136.60	137.10	137.60	138.10	138.60	139.10	139.60	140.10	140.60	141.10	141.60	142.10	142.60	143.10	143.60	144.10	144.60	145.10	145.60	146.10	146.60	147.10	147.60	148.10	148.60	149.10	149.60	150.10	150.60	151.10	151.60	152.10	152.60	153.10	153.60	154.10	154.60	155.10	155.60	156.10	156.60	157.10	157.60	158.10	158.60	159.10	159.60	160.10	160.60	161.10	161.60	162.10	162.60	163.10	163.60	164.10	164.60	165.10	165.60	166.10	166.60	167.10	167.60	168.10	168.60	169.10	169.60	170.10	170.60	171.10	171.60	172.10	172.60	173.10	173.60	174.10	174.60	175.10	175.60	176.10	176.60	177.10	177.60	178.10	178.60	179.10	179.60	180.10	180.60	181.10	181.60	182.10	182.60	183.10	183.60	184.10	184.60	185.10	185.60	186.10	186.60	187.10	187.60	188.10	188.60	189.10	189.60	190.10	190.60	191.10	191.60	192.10	192.60	193.10	193.60	194.10	194.60	195.10	195.60	196.10	196.60	197.10	197.60	198.10	198.60	199.10	199.60	200.10	200.60	201.10	201.60	202.10	202.60	203.10	203.60	204.10	204.60	205.10	205.60	206.10	206.60	207.10	207.60	208.10	208.60	209.10	209.60	210.10	210.60	211.10	211.60	212.10	212.60	213.10	213.60	214.10	214.60	215.10	215.60	216.10	216.60	217.10	217.60	218.10	218.60	219.10	219.60	220.10	220.60	221.10	221.60	222.10	222.60	223.10	223.60	224.10	224.60	225.10	225.60	226.10	226.60	227.10	227.60	228.10	228.60	229.10	229.60	230.10	230.60	231.10	231.60	232.10	232.60	233.10	233.60	234.10	234.60	235.10	235.60	236.10	236.60	237.10	237.60	238.10	238.60	239.10	239.60	240.10	240.60	241.10	241.60	242.10	242.60	243.10	243.60	244.10	244.60	245.10	245.60	246.10	246.60	247.10	247.60	248.10	248.60	249.10	249.60	250.10	250.60	251.10	251.60	252.10	252.60	253.10	253.60	254.10	254.60	255.10	255.60	256.10	256.60	257.10	257.60	258.10	258.60	259.10	259.60	260.10	260.60	261.10	261.60	262.10	262.60	263.10	263.60	264.10	264.60	265.10	265.60	266.10	266.60	267.10	267.60	268.10	268.60	269.10	269.60	270.10	270.60	271.10	271.60	272.10	272.60	273.10	273.60	274.10	274.60	275.10	275.60	276.10	276.60	277.10	277.60	278.10	278.60	279.10	279.60	280.10	280.60	281.10	281.60	282.10	282.60	283.10	283.60	284.10	284.60	285.10	285.60	286.10	286.60	287.10	287.60	288.10	288.60	289.10	289.60	290.10	290.60	291.10	291.60	292.10	292.60	293.10	293.60	294.10	294.60	295.10	295.60	296.10	296.60	297.10	297.60	298.10	298.60	299.10	299.60	300.10	300.60	301.10	301.60	302.10	302.60	303.10	303.60	304.10	304.60	305.10	305.60	306.10	306.60	307.10	307.60	308.10	308.60	309.10	309.60	310.10	310.60	311.10	311.60	312.10	312.60	313.10	313.60	314.10	314.60	315.10	315.60	316.10	316.60	317.10	317.60	318.10	318.60	319.10	319.60	320.10	320.60	321.10	321.60	322.10	322.60	323.10	323.60	324.10	324.60	325.10	325.60	326.10	326.60	327.10	327.60	328.10	328.60	329.10	329.60	330.10	330.60	331.10	331.60	332.10	332.60	333.10	333.60	334.10	334.60	335.10	335.60	336.10	336.60	337.10	337.60	338.10	338.60	339.10	339.60	340.10	340.60	341.10	341.60	342.10	342.60	343.10	343.60	344.10	344.60	345.10	345.60	346.10	346.60	347.10	347.60	348.10	348.60	349.10	349.60	350.10	350.60	351.10	351.60	352.10	352.60	353.10	353.60	354.10	354.60	355.10	355.60	356.10	356.60	357.10	357.60	358.10	358.60	359.10	359.60	360.10	360.60	361.10	361.60	362.10	362.60	363.10	363.60	364.10	364.60	365.10	365.60	366.10	366.60	367.10	367.60	368.10	368.60	369.10	369.60	370.10	370.60	371.10	371.60	372.10	372.60	373.10	373.60	374.10	374.60	375.10	375.60	376.10	376.60	377.10	377.60	378.10	378.60	379.10	379.60	380.10	380.60	381.10	381.60	382.10	382.60	383.10	383.60	384.10	384.60	385.10	385.60	386.10	386.60	387.10	387.60	388.10	388.60	389.10	389.60	390.10	390.60	391.10	391.60	392.10	392.60	393.10	393.60	394.10	394.60	395.10	395.60	396.10	396.60	397.10	397.60	398.10	398.60	399.10	399.60	400.10	400.60	401.10	401.60	402.10	402.60	403.10	403.60	404.10	404.60	405.10	405.60	406.10	406.60	407.10	407.60	408.10	408.60	409.10	409.60	410.10	410.60	411.10	411.60	412.10	412.60	413.10	413.60	414.10	414.60	415.10	415.60	416.10	416.60	417.10	417.60	418.10	418.60	419.10	419.60	420.10	420.60	421.10	421.60	422.10	422.60	423.10	423.60	424.10	424.60	425.10	425.60	426.10	426.60	427.10	427.60	428.10	428.60	429.10	429.60	430.10	430.60	431.10	431.60	432.10	432.60	433.10	433.60	434.10	434.60	435.10	435.60	436.10	436.60	437.10	437.60	438.10	438.60	439.10	439.60	440.10	440.60	441.10	441.60	442.10	442.60	443.10	443.60	444.10	444.60	445.10	445.60	446.10	446.60	447.10	447.60	448.10	448.60	449.10	449.60	450.10	450.60	451.10	451.60	452.10	452.60	453.10	453.60	454.10	454.60	455.10	455.60	456.10	456.60	457.10	457.60	458.10	458.60	459.10	459.60	460.10	460.60	461.10	461.60	462.10	462.60	463.10	463.60	464.10	464.60	465.10	465.60	466.10	466.60	467.10	467.60	468.10	468.60	469.10	469.60	470.10	470.60	471.10	471.60	472.10	472.60	473.10	473.60	474.10	474.60	475.10	475.60	476.10	476.60	477.10	477.60	478.10	478.60	479.10	479.60	480.10	480.60	481.10	481.60	482.10	482.60	483.10	483.60	484.10	484.60	485.10	485.60	486.10	486.60	487.10	487.60	488.10	488.60	489.10	489.60	490.10	490.60	491.10	491.60	492.10	492.60	493.10	493.60	494.10	494.60	495.10	495.60	496.10	496.60	497.10	497.60	498.10	498.60	499.10	499.60	500.10	500.60	501.10	501.60	502.10	502.60	503.10	503.60	504.10	504.60	505.10	505.60	506.10	506.60	507.10	507.60	508.10	508.60	509.10	509.60	510.10	510.60	511.10	511.60	512.10	512.60	513.10	513.60	514.10	514.60	515.10	515.60	516.10	516.60	517.10	517.60	518.10	518.60	519.10	519.60	520.10	520.60	521.10	521.60	522.10	522.60	523.10	523.60	524.10	524.60	525.10	525.60	526.10	526.60	527.10	527.60	528.10	528.60	529.10	529.60	530.10	530.60	531.10	531.60	532.10	532.60	533.10	533.60	534.10	534.60	535.10	535.60	536.10	536.60	537.10	537.60	538.10	538.60	539.10	539.60	540.10	540.60	541.10	541.

M467914

Pacific Electric Ry. Co.
WESTERN DISTRICT
SUNBRAN AND
JOINT TRANSFER

ISSUING LINE
SANTA MONICA - BEV. HILLS
FORM
T/W-3


DESTINATION	ON P.T.E.V.	DESTINATION	ON P.T.E.V.
Los Angeles	1	San Fernando M/C	30
Alhambra	2	San Dimas	31
Burbank	3	San Gabriel	32
Glendale	4	San Jose	33
San Marino	5	San Juan Capistrano	34
Upland	6	San Luis Obispo	35
Fontana	7	San Marcos	36
Redlands	8	San Mateo	37
San Dimas	9	San Pedro	38
San Gabriel	10	San Rafael	39
San Jose	11	San Ramon	40
San Juan Capistrano	12	San Ramon	41
San Luis Obispo	13	San Ramon	42
San Marcos	14	San Ramon	43
San Mateo	15	San Ramon	44
San Pedro	16	San Ramon	45
San Rafael	17	San Ramon	46
San Ramon	18	San Ramon	47
San Ramon	19	San Ramon	48
San Ramon	20	San Ramon	49
San Ramon	21	San Ramon	50
San Ramon	22	San Ramon	51
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San Ramon	26	San Ramon	55
San Ramon	27	San Ramon	56
San Ramon	28	San Ramon	57
San Ramon	29	San Ramon	58
San Ramon	30	San Ramon	59
San Ramon	31	San Ramon	60

SAWTELLE LINE

LOS ANGELES (Hill St. Station)												VENICE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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LOS ANGELES (Alvarado & Sunset or Hoover & Venice)	HOLLYWOOD (Zone 3)	LA BREA AVENUE At Hollywood Blvd. or Santa Monica Blvd.	WEST HOLLYWOOD La Cienega & Santa Monica Blvd., or Sunset & Horn
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Good from connecting point to destination indicated on top margin if presented on first connection, on date punched.	Date	1	11	21	2	12	22	3	13	23	4	14	24	5	15	25	6	16	26	7	17	27	8	18	28	9	19	29	10	20	30	●	31
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**PACIFIC
ELECTRIC
RAILWAY
COMPANY**

Form TW-9
C074940

P. E. R. Y. INC., P. O. B. BLDG., LOS ANGELES, CALIF.




A MORNING CONSTITUTIONAL


VENICE

of

AMERICA



FAMOUS SHIP HOTEL



THE BEACH CITY OF THE WEST COAST

Venice Villas are Cozy
ACCOMMODATIONS SUFFICIENT FOR ANY NUMBER

HOLLYWOOD LOCAL LINES

FRANKLIN AVENUE LINE—HOLLYWOOD

Western and Franklin Ave. cars leave Santa Monica and Western Aves. at 6:26 P. M., and every 30 minutes until 11:56 P. M. Leave Vine St. and Hollywood Blvd., 6:10 P. M., and every 30 minutes until 11:40 P. M.

BRUSH CANYON LINE

Brush Canyon cars leave Bronson Ave. at 6:55 A. M. and every thirty minutes until 6:55 P. M., then 7:35 P. M. and every 30 minutes to 11:35 P. M. Brush Canyon cars leave Brush Canyon (end of line) at 7:15 A. M. and every thirty minutes until 11:45 P. M.

Wells Fargo & Co. Express

operate over the Pacific Electric Ry.

**BAGGAGE HANDLED
BETWEEN ALL POINTS
AT REASONABLE RATES**

Telephone Nearest Agent or
Main Office

MAIN 8034
HOME 10143

Los Angeles, Cal.

THE MOUNTAIN CAMPS

OF THE

San Bernardino Mountains

PACIFIC ELECTRIC RAILWAY
AND
San Bernardino Mountain Auto Line

Purchase Through Tickets from Los Angeles to any of these Camps from Agent at Main St. Station.

Selected Employees' Timetables (Reproductions)

TIME TABLE NO 55-A																				PASADENA SHORT LINE—(1)																				
In Effect 3:30 A.M., Sunday, to 3:30 A.M., Monday																																								
Effective 3:30 A.M., Friday, July 8, 1948																																								
(Supersedes Time Table No. 54-A)																																								
OUTBOUND										INBOUND																														
Read Down										Read Up																														
1429	1427	1425	1423	1421	1419	1417	1415	1413	1411	1409	1407	1405	1403	1401	STATIONS										1402	1404	1406	1408	1410	1412	1414	1416	1418	1420	1422	1424	1426	1428	1430	
Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only											Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.											P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
2.49	2.19	1.49	1.19	12.49	12.19	11.49	11.19	10.49	10.19	9.49	9.19	8.34	7.34	6.34											5.59	6.59	7.59	8.59	9.29	9.59	10.29	10.59	11.29	11.59	12.29	12.59	1.29	1.59	2.29	
															LOS ANGELES																									
															S.P.R.R. CROSSING (3rd & San Pedro)																									
															ALISO & SAN PEDRO																									
															S.P.R.R. CROSSING (Aliso & Alameda)																									
															ECHANDIA JCT.																									
															VALLEY JCT.																									
															INDIAN VILLAGE																									
															SIERRA VISTA																									
															ONKONTA PARK																									
															MISSION ST.																									
															U.P. R.R. CROSSING (Arhatoon Dr.)																									
															PASADENA (Coto. & Fair Oaks)																									
															PASADENA (Fair Oaks & Mary)																									
															ASSIGNMENTS																									
4318	4309	4302	4304	4301	4318	4305	4304	4300	4309	4303	4302	4301	4303	4301											4300	4302	4300	4304	4305	4318	4301	4302	4303	4309	4300	4304	4305	4303	4341	

TIME TABLE NO. 4-A																				LONG BEACH—SAN PEDRO VIA DOMINGUEZ— LONG BEACH-SAN PEDRO—TERMINAL ISLAND LINES—(7)																				
In effect 3:30 A.M., Sunday, to 3:30 A.M., Monday																																								
Effective 3:30 A.M., Monday, November 27, 1944																																								
(Supersedes Time Table No. 5-A)																																								
OUTBOUND—Read Down										INBOUND—Read Up																														
1789	1965	1873	1787	1963	1871	1689	1785	1961	1687	1783	1969	1685	1781	1967	STATIONS										1784	1962	1870	1672	1758	1964	1874	1758	1966	1876	1760	1968	1878	1680	1782	
Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only											Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	Sunday Only	
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.											P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
3.36	3.28		3.16	3.13	2.58		2.56	2.43		2.36	2.28		2.16												3.59	4.01	4.16		4.19	4.31		4.39	4.46		4.59	5.01	5.16			
															LOS ANGELES																									
															WATTS																									
															COMPTON																									
															DOMINGUEZ JCT.																									
															NORTH LONG BEACH																									
															LONG BEACH																									
															MORGAN AVE.																									
															GASPUR																									
															FLINT JCT.																									
															PIONEER JCT.																									
															ISLAND JCT.																									
															TERMINAL ISLAND																									
															PIONEER JCT.																									
															EAST WILMINGTON JCT.																									
															CATALINA DOCK (Water St.)																									
															WILMINGTON (Avalon Blvd.)																									
															WILMINGTON ROAD																									
															SAN PEDRO																									
															OUTER HARBOR																									
															ASSIGNMENTS																									
110	311	3	108	301	63	2	104	309	94	109	308	1	103	300											109	312	680	96	107	313	61	101	307	5	102	62	6	94	103	

OUTBOUND
Read Down

TIME TABLE NO. 57
In Effect 3:30 A.M., Monday, to 3:30 A.M., Sunday
Effective 3:30 A.M., Monday, October 23, 1944
(Supersedes Time Table No. 56)

VENICE SHORT LINE—(1)

INBOUND
Read Up

OUTBOUND														INBOUND																	
1029	1027	1026	1023	1021	1019	1017	1015	1013	1011	1009	1007	1005	1003	1001	1002	1004	1006	1008	1010	1012	1014	1016	1018	1020	1022	1024	1026	1028	1030		
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	
9.35	9.15	8.55	8.35	8.20	8.05	7.50	7.35	7.15	6.59	6.40	6.20	5.59	4.45	3.30	16.98	4.37	5.37	5.57	6.19	6.50	7.08	7.26	7.36	7.46	7.53	8.04	8.13	8.23	8.34	8.43	
10.01	9.41	9.21	9.01	8.46	8.31	8.16	8.01	7.40	7.25	7.05	6.43	6.23	5.08	3.53	11.48	4.14	5.14	5.34	5.56	6.26	6.44	7.01	7.10	7.18	7.25	7.34	7.43	7.53	8.04	8.13	
10.12	9.52	9.32	9.12	8.57	8.42	8.27	8.12	7.51	7.35	7.15	6.53	6.33	5.16	4.01	9.19	4.05	5.05	5.25	5.45	6.13	6.31	6.48	6.57	7.04	7.11	7.20	7.29	7.39	7.50	7.59	
10.16	9.56	9.36	9.16	9.01	8.46	8.31	8.16	7.55	7.39	7.19	6.57	6.37	5.19	4.04	9.99	4.02	5.02	5.22	5.42	6.09	6.27	6.44	6.53	7.01	7.07	7.16	7.26	7.35	7.46	7.56	
10.28	10.08	9.48	9.28	9.13	8.58	8.43	8.28	8.06	7.50	7.30	7.08	6.47	5.28	4.13	13.76	3.53	4.53	4.73	4.93	5.58	5.76	6.15	6.31	6.40	6.53	6.54	7.03	7.18	7.22	7.33	7.48
10.31	10.11	9.51	9.31	9.16	9.01	8.46	8.31	8.09	7.53	7.33	7.11	6.50	5.31	4.16	14.76	3.50	4.50	4.70	4.90	5.55	5.73	6.12	6.28	6.37	6.50	6.51	7.01	7.15	7.19	7.30	7.45
10.36	10.16	9.56	9.36	9.21	9.06	8.51	8.36	8.14	7.58	7.38	7.16	6.55	5.36	4.21	15.60	3.45	4.45	4.65	4.85	5.50	5.67	6.07	6.23	6.32	6.45	6.46	6.56	7.10	7.15	7.25	7.40
10.42	10.22	10.02	9.42	9.27	9.12	8.57	8.42	8.20	8.04	7.44	7.22	7.01	5.41	4.26	18.98	3.40	4.40	4.60	4.80	5.45	5.62	6.02	6.18	6.27	6.40	6.41	6.50	7.04	7.10	7.19	7.34
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	
1003	1002	1001-1005	1006	1005-1009	1007	1009	1008	1001	1004	1003	1002	1011	1001	1011	1001	1011	1002	1003	1004	1001	1006	1009	1007	1026	1025	1008	1027	1011	1002		

OUTBOUND														INBOUND																
1069	1067	1066	1063	1061	1049	1047	1045	1043	1041	1039	1037	1035	1033	1031	1032	1034	1036	1038	1040	1042	1044	1046	1048	1050	1052	1054	1056	1058	1060	
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
2.35	2.15	1.55	1.35	1.15	12.55	12.35	12.15	11.55	11.35	11.15	10.55	10.35	10.15	9.55	16.98	8.52	9.05	9.20	9.35	9.50	10.05	10.18	10.34	10.54	11.14	11.34	11.54	12.14	12.34	12.54
3.01	2.41	2.21	2.01	1.41	1.21	1.01	12.41	12.21	12.01	11.41	11.21	11.01	10.41	10.21	11.48	8.23	8.36	8.51	9.07	9.22	9.37	9.52	10.08	10.28	10.48	11.08	11.28	11.48	12.08	12.28
3.12	2.52	2.32	2.12	1.52	1.32	1.12	12.52	12.32	12.12	11.52	11.32	11.12	10.52	10.32	9.19	8.09	8.22	8.38	8.54	9.09	9.24	9.39	9.56	10.16	10.36	10.56	11.16	11.36	11.56	12.16
3.16	2.56	2.36	2.16	1.56	1.36	1.16	12.56	12.36	12.16	11.56	11.36	11.16	10.56	10.36	9.99	8.05	8.18	8.34	8.50	9.05	9.20	9.35	9.52	10.12	10.32	10.52	11.12	11.32	11.52	12.12
3.28	3.08	2.48	2.28	2.08	1.48	1.28	1.08	12.48	12.28	12.08	11.48	11.28	11.08	10.48	13.76	7.52	8.05	8.21	8.37	8.53	9.08	9.24	9.41	10.01	10.21	10.41	11.01	11.21	11.41	12.01
3.31	3.11	2.51	2.31	2.11	1.51	1.31	1.11	12.51	12.31	12.11	11.51	11.31	11.11	10.51	14.76	7.49	8.02	8.18	8.34	8.50	9.05	9.21	9.38	9.58	10.18	10.38	10.58	11.18	11.38	11.58
3.36	3.16	2.56	2.36	2.16	1.56	1.36	1.16	12.56	12.36	12.16	11.56	11.36	11.16	10.56	15.60	7.57	8.13	8.29	8.45	8.59	9.16	9.33	9.53	10.13	10.33	10.53	11.13	11.33	11.53	
3.42	3.22	3.02	2.42	2.22	2.02	1.42	1.22	1.02	12.42	12.22	12.02	11.42	11.22	11.02	18.98	7.51	8.07	8.23	8.39	8.54	9.10	9.27	9.47	10.07	10.27	10.47	11.07	11.27	11.47	
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
1004-1007	1010	1001-1005	1012	1009	1004	1003	1002	1005-1013	1008	1010	1007	1006	1001	1004	1028	1003	1029	1004	1001	1006	1009	1007	1010	1008	1005	1002	1003	1004	1001-1003	

NEWPORT LINE—(1)

TIME TABLE NO. 124

Effective 2:30 A.M., Monday, June 21, 1948
(Supersedes Time Table No. 123)

OUTBOUND					INBOUND				
957	956	953	951		950	952	954		
Limited Express	Limited "Commodore"	Limited Express	Box Motor	Miles from Los Angeles	Limited Express	Limited "Commodore"	Box Motor	Miles from Newport	
Daily Except Sat-Sun	Daily Except Sat-Sun	Saturday Only	Daily Except Sunday		Daily Except Sat-Sun	Daily Except Sunday	Daily Except Sunday		
P.M.	P.M.	P.M.	A.M.		A.M.	A.M.	P.M.		
5.03	4.43	12.28	9.30		88.00	7.45	8.46	4.25	
				3.44	88.56				
				4.26	89.74				
5.25	5.05	12.50	10.01	7.88	90.63	7.23	8.24	4.02	
5.31	5.11	12.56	10.08	10.01	97.09	7.15	8.18	3.55	
5.35	5.15	12.59	10.12	13.83	94.68	7.11	8.14	3.51	
				14.98	88.02				
5.40	5.20	1.06	10.18	17.81	80.49	7.05	8.08	3.46	
5.43	5.22	1.08	10.21	17.83	80.18	7.03	8.07	3.44	
5.46	5.24	1.11	10.24	18.65	18.84	6.59	8.05	3.40	
5.50	5.27	1.15	10.28	20.13	17.87	6.56	8.02	3.37	
5.58	5.34	1.23	10.38	23.90	14.10	6.44	7.55	3.28	
6.05	5.39	1.30	10.45	27.81	10.60	6.35	7.50	3.18	
6.12	5.44	1.37	10.51	31.40	6.60	6.30	7.45	3.12	
6.18	5.49	1.41	10.55	33.06	6.84	6.27	7.43	2.99	
6.20	5.50	1.45	11.15	35.31	2.90	6.23	7.39	2.55	
6.28	5.54	1.51	11.20	38.00	6.19	7.35	2.50		
P.M.	P.M.	P.M.	A.M.		A.M.	A.M.	P.M.		
45	45		45		45	45	45		
		735	45				735		

Motorcars on regular trains must call dispatcher, register train, and take train orders at Newport.
The use of whistle is prohibited, except in an emergency, in the City of Compton between Rosecrans Ave. and Olive St., both crossings included. When recalling a flagman, use gong, and if flagman does not promptly respond, whistle may be used.
Nos. 952 and 955 (The "Commodore") shall run "limited" between Los Angeles and Huntington Beach (Main St.), stopping between Huntington Beach (Main St.) and Newport, inclusive, only to receive and discharge passengers destined to or from Los Angeles, and at Vernon and Slauson Aves. outbound to receive passengers and inbound to discharge passengers.
Nos. 950, 953, and 957 shall run "limited" between Los Angeles (Olympic Blvd. & Hooper Ave.) and North Long Beach, stopping only at Slauson, Watts, and Compton Station outbound to receive passengers and inbound to discharge passengers. All passenger trains shall stop at Vernon Ave. to receive or discharge passengers.
Impaired clearances exist on sides of cars nearest trolley poles and on tops of cars between Willow and Huntington Beach. Trainmen are warned of impaired clearances and are prohibited from riding on tops or sides of cars nearest trolley poles between these points.
REGISTER STATIONS—Willow, Huntington Beach, and Newport. Train Nos. 951 and 954 only are required to register at Huntington Beach. Extra trains will not be required to register.
NORMAL POSITION OF SWITCHES AT JUNCTION POINTS: For Long Beach Line.
YARD LIMITS—Yard limits are defined by YARD LIMIT signs at the following stations: Olympic Blvd. & Hooper Ave., Los Angeles; Slauson Jct., Watts, Compton, East Long Beach, Seal Beach, Huntington Beach, and Newport. Olympic Blvd. & Hooper Ave., Los Angeles (four-track system), yard limits extend to inbound passenger landings at Vernon Ave.
TRACK SALES—Eighth St. Yard and Butte St. Yard.
TELEPHONE STATIONS—Sixth & Main Sts., Olympic Blvd. & Hooper Ave., Amoco Tower, Vernon Ave., Slauson Tower, 60th St., Florence Ave., 76th St., Firestone Blvd., 92nd St., Watts, Abila, Willowbrook, Sativa, Compton, Carson Siding, Dominguez Jct., Del Amo, Cota, South end of Los Cerritos trestle, 500 feet south of Vista Del Mar, North Long Beach, Willow, California Ave., Seaby, East Long Beach, Ximeno, Naples, Seal Beach, Los Patos, Rocamp, Huntington Beach (Junction of Stanton-Los Alamitos-Huntington Beach Line), Nago, and Newport.

LOCATIONS OF RAILROAD CROSSINGS

Miles from Los Angeles	Location	Crossing	Rules Governing
2.44	Amoco	Pacific Electric	Interlocking
3.21	Vernon Ave.	Los Angeles Transit Lines	Special Rule
4.25	Slauson	Santa Fe	Interlocker
13.32	Dominguez Jct.	Southern Pacific	Interlocker
14.98	Cota	Union Pacific	Interlocker

SPEED RESTRICTIONS IN MILES PER HOUR

6 Main St. Station on elevated structure between Los Angeles and Wall St.
10 around curves at foot of viaduct, San Pedro St.
20 upon, along or across Main St., San Pedro St., Ninth St., and Olympic Blvd., Los Angeles.
10 between Olympic Blvd. & Hooper Ave. and north end of four-track system.
10 across all crossings on outbound outside track between north end of four-track system and Washington Blvd.
15 across Washington Blvd.
30 over railroad crossing at Amoco.
25 across all highway crossings between 14th St. & Long Beach Ave. and 103rd St., Watts, inclusive, except as otherwise restricted.
30 across Florence Ave. if crossing officer is on duty, and 20 across Florence Ave. if crossing officer is not on duty.
10 across 103rd St., Watts.
20 across Wilmington Ave., Abila, El Segundo Blvd., Willowbrook, and Alameda St. at Dominguez Jct.
20 across all city streets in Compton from Rosecrans Ave. to Olive St., inclusive, except 10 across Compton Blvd.
15 over all highway crossings between North Long Beach and Los Patos, inclusive, except as otherwise restricted.
20-15 around reverse curve between Naples and San Gabriel River bridge and around reverse curve at 36th St., Newport Beach.
30 around curve at Surfside Colony.
15 descending grade, inbound, easterly of 15th St. & Electric Ave., Seal Beach.
10 across Main St., Huntington Beach.
15 around curve at 26th St., Newport Beach.

SPECIAL INSTRUCTIONS
All trains are first-class unless otherwise designated.
Inbound trains are superior to trains of the same class in the opposite direction.
All Regular Trains on Newport Line Time Table 124 will not operate on the following dates: July 5, September 6, November 25, and December 25, 1948; January 1, May 30, July 4, September 5, November 24, and December 26, 1949, and January 2, 1950.
Four-track system between Olympic Blvd. & Hooper Ave. and Watts.
Double-track operation between Los Angeles and Willow.
Single-track operation between Willow and Newport; governed by single track rules.
Automatic block signals are located between a point 500 feet south of Nadeau and North Long Beach.
Siding between Orange Ave. and California Ave. is in service. Impaired clearances exist at turnouts west of Orange Ave. and east of California Ave. and the entire length of track between Orange Ave. and California Ave., as well as impaired overhead clearance under overhead bridge at California Ave. Trainmen are warned of impaired clearances and are prohibited from riding on tops or sides of cars nearest trolley poles between turnouts at Orange Ave. and California Ave. Spurt track serving the Olympic Refining Co. between California Ave. and Atlantic Ave. is removed from service and switches spiked.

TIME TABLE NO. 3

HOLLYWOOD BOULEVARD LINES—(1)

In effect 3:30 A.M., Monday, to 3:30 A.M., Sunday

Effective 3:30 A.M., Sunday, September 24, 1944

(Supersedes Time Table No. 2)

FROM GENESEE AND SAN VICENTE—Read Down

FROM BEVERLY HILLS—Read Up

Table with columns for station numbers (4533-4501), stations (GENESEE & SAN VICENTE, VINEYARD, etc.), and arrival/departure times.

Table with columns for station numbers (4567-4535), stations (GENESEE & SAN VICENTE, VINEYARD, etc.), and arrival/departure times.

Table with columns for station numbers (4601-4569), stations (GENESEE & SAN VICENTE, VINEYARD, etc.), and arrival/departure times.

TIME TABLE NO. 3

HOLLYWOOD BOULEVARD LINES—(2)

In effect 3:30 A.M., Monday, to 3:30 A.M., Sunday

Effective 3:30 A.M., Sunday, September 24, 1944

(Supersedes Time Table No. 2)

FROM GENESEE AND SAN VICENTE—Read Down

FROM BEVERLY HILLS—Read Up

Table with columns for station numbers (4635-4603), stations (GENESEE & SAN VICENTE, VINEYARD, etc.), and arrival/departure times.

Table with columns for station numbers (4669-4637), stations (GENESEE & SAN VICENTE, VINEYARD, etc.), and arrival/departure times.

Table with columns for station numbers (4703-4671), stations (GENESEE & SAN VICENTE, VINEYARD, etc.), and arrival/departure times.

Individual Line Leaflets (Reproductions)

LONG BEACH - SAN PEDRO LINE

(Via West Basin)

Daily Except Sunday and Holiday Schedule

LONG BEACH TO SAN PEDRO					SAN PEDRO TO LONG BEACH				
Lv Long Beach (Pacific Ave. Station)	Lv Wilmington (Avalon Blvd. Station)	Lv Consolidated Shipyard (Wilmington Blvd.)	Lv Los Angeles Shipyard (Regan Street)	Ar San Pedro (5th St. Station)	Lv San Pedro (5th St. Station)	Lv Los Angeles Shipyard (Regan Street)	Lv Consolidated Shipyard (Wilmington Blvd.)	Lv Wilmington (Avalon Blvd. Station)	Ar Long Beach (Pacific Ave. Station)
5.02AM	5.19AM	5.20AM	5.29AM	5.33AM	5.48AM	5.51AM	5.59AM	6.02AM	6.19AM
5.35	5.52	5.53	6.02	6.06	6.21	6.24	6.32	6.35	6.52
6.05	6.22	6.23	6.32	6.36	6.51	6.54	7.02	7.05	7.22
6.35	6.52	6.53	7.02	7.06	7.21	7.24	7.32	7.35	7.52
6.59	7.16	7.17	7.26	7.30	7.45	7.48	7.56	7.59	8.16
7.29	7.46	7.47	7.56	7.59	8.14	8.17	8.25	8.28	8.45
7.59	8.16	8.17	8.26	8.30	8.45	8.48	8.56	8.59	9.16
8.35	8.52	8.53	9.02	9.06	9.21	9.24	9.32	9.35	9.52
9.05	9.22	9.23	9.32	9.36	9.51	9.54	10.02	10.05	10.22
9.35	9.52	9.53	10.02	10.06	10.21	10.24	10.32	10.35	10.52
10.05	10.22	10.23	10.32	10.36	10.51	10.54	11.02	11.05	11.22
10.35	10.52	10.53	11.02	11.06	11.21	11.24	11.32	11.35	11.52
11.05	11.22	11.23	11.32	11.36	11.51	11.54	12.02	12.05	12.22
11.35	11.52	11.53	12.02	12.06	12.21	12.24	12.32	12.35	12.52
12.05PM	12.22PM	12.23PM	12.32	12.36	12.51	12.54	1.02	1.05	1.22
12.35	12.52	12.53	1.02	1.06	1.21	1.24	1.32	1.35	1.52
1.05	1.22	1.23	1.32	1.36	1.51	1.54	2.02	2.05	2.22
1.35	1.52	1.53	2.02	2.06	2.21	2.24	2.32	2.35	2.52
2.05	2.22	2.23	2.32	2.36	2.51	2.54	3.02	3.05	3.22
2.35	2.52	2.53	3.02	3.06	3.21	3.24	3.32	3.35	3.52
3.05	3.22	3.23	3.32	3.36	3.51	3.54	4.02	4.05	4.22
3.35	3.52	3.53	4.02	4.06	4.21	4.24	4.32	4.35	4.52
4.05	4.22	4.23	4.32	4.36	4.51	4.54	5.02	5.05	5.22
4.35	4.52	4.53	5.02	5.06	5.21	5.24	5.32	5.35	5.52
5.05	5.22	5.23	5.32	5.36	5.51	5.54	6.02	6.05	6.22
5.35	5.52	5.53	6.02	6.06	6.21	6.24	6.32	6.35	6.52
6.05	6.22	6.23	6.32	6.36	6.51	6.54	7.02	7.05	7.22
6.29	6.46	6.47	6.56	6.59	7.21	7.24	7.32	7.35	7.52
6.59	7.16	7.17	7.26	7.30	7.45	7.48	7.56	7.59	8.16
7.29	7.46	7.47	7.56	7.59	8.14	8.17	8.25	8.28	8.45
7.59	8.16	8.17	8.26	8.30	8.45	8.48	8.56	8.59	9.16
8.29	8.46	8.47	8.56	8.59	9.14	9.17	9.25	9.28	9.45
8.59	9.16	9.17	9.26	9.30	9.45	9.48	9.56	9.59	10.16
9.29	9.46	9.47	9.56	9.59	10.14	10.17	10.25	10.28	10.45
10.09	10.26	10.27	10.36	10.39	10.54	10.57	11.05	11.08	11.25
10.54	11.10	11.11	11.20	11.24	11.39	11.42	11.50	11.53	12.10
11.29	11.45	11.46	11.55	11.59	12.14	12.17	12.25	12.28	12.45
12.24AM	12.40AM	12.41AM	12.50AM	12.54AM	1.11	1.14	1.21	1.23	1.38

EFFECTIVE FEBRUARY 13, 1948

TIME TABLE **4**



Long Beach-San Pedro Rail Line

Long Beach
Wilmington
San Pedro

AGENTS

Wilmington—331 Avalon Blvd.
Phone Terminal 4-1741.

San Pedro—510 So. Harbor Blvd.
Phone Terminal 2-3225.

Long Beach—156 West Ocean Blvd.
Phone 72991.

Subject to Change Without Notice
Schedule 4-5 30M-1-28-48

H. O. MARLER
Passenger Traffic Manager
Los Angeles

We reproduce individual line leaflets in their entirety.

LONG BEACH - SAN PEDRO LINE

(Via West Basin)

Sunday and Holiday Schedule

Sunday Schedule will be operated on New Year's Day, Memorial Day,
Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day.

LONG BEACH TO SAN PEDRO					SAN PEDRO TO LONG BEACH				
Lv Long Beach (Pacific Ave. Station)	Lv Wilmington (Avalon Blvd. Station)	Lv Consolidated Shipyard (Wilmington Blvd.)	Lv Los Angeles Shipyard (Regan Street)	Ar San Pedro (5th St. Station)	Lv San Pedro (5th St. Station)	Lv Los Angeles Shipyard (Regan Street)	Lv Consolidated Shipyard (Wilmington Blvd.)	Lv Wilmington (Avalon Blvd. Station)	Ar Long Beach (Pacific Ave. Station)
5.15AM	5.30AM	5.31AM	5.38AM	5.42AM	5.05AM	5.11AM	5.17AM	5.20AM	5.35AM
5.05	5.20	5.21	5.28	5.32	5.48	5.51	5.57	5.59	6.15
5.45	5.59	6.00	6.09	6.13	6.28	6.31	6.37	6.39	6.55
7.25	7.40	7.41	7.49	7.53	8.08	8.11	8.19	8.22	8.37
8.05	8.20	8.21	8.29	8.33	8.48	8.49	8.57	8.59	9.15
8.45	8.59	9.00	9.10	9.14	9.43	9.45	9.54	9.57	10.14
9.20	9.35	9.36	9.45	9.49	10.17	10.20	10.28	10.31	10.48
9.55	10.12	10.13	10.22	10.26	10.47	10.50	10.58	11.01	11.18
10.25	10.42	10.43	10.52	10.56	11.17	11.20	11.28	11.31	11.48
10.55	11.12	11.13	11.22	11.26	11.47	11.50	11.58	12.01	12.18
11.25	11.42	11.43	11.52	11.56	12.17	12.20	12.28	12.31	12.48
11.55	12.12	12.13	12.22	12.26	12.47	12.50	12.58	1.01	1.18
12.25PM	12.42	12.43	12.52	12.56	1.17	1.20	1.28	1.31	1.48
12.55	1.12	1.13	1.22	1.26	1.47	1.50	1.58	2.01	2.18
1.25	1.42	1.43	1.52	1.56	2.17	2.20	2.28	2.31	2.48
1.55	2.12	2.13	2.22	2.26	2.47	2.50	2.58	3.01	3.18
2.25	2.42	2.43	2.52	2.56	3.17	3.20	3.28	3.31	3.48
2.55	3.12	3.13	3.22	3.26	3.47	3.50	3.58	4.01	4.18
3.25	3.42	3.43	3.52	3.56	4.17	4.20	4.28	4.31	4.48
3.55	4.12	4.13	4.22	4.26	4.47	4.50	4.58	5.01	5.18
4.25	4.42	4.43	4.52	4.56	5.17	5.20	5.28	5.31	5.48
4.55	5.12	5.13	5.22	5.26	5.47	5.50	5.58	6.01	6.18
5.25	5.42	5.43	5.52	5.56	6.17	6.20	6.28	6.31	6.48
5.55	6.12	6.13	6.22	6.26	6.51	6.54	7.02	7.05	7.22
6.25	6.42	6.43	6.52	6.56	7.21	7.24	7.32	7.35	7.52
6.55	7.12	7.13	7.22	7.26	7.51	7.54	8.02	8.05	8.22
7.31	7.50	7.51	8.00	8.04	8.21	8.24	8.32	8.35	8.52
7.59	8.16	8.17	8.26	8.30	8.51	8.54	9.02	9.05	9.22
8.29	8.46	8.47	8.56	8.59	9.21	9.24	9.32	9.35	9.52
8.59	9.16	9.17	9.26	9.30	10.12	10.15	10.23	10.26	10.41
9.29	9.46	9.47	9.56	9.59	10.52	10.55	11.03	11.06	11.21
10.09	10.26	10.27	10.34	10.38	11.32	11.35	11.43	11.46	12.01
10.54	11.10	11.11	11.19	11.23	12.21AM	12.24AM	12.32AM	12.35AM	12.50
11.29	11.45	11.46	11.54	11.58	1.11	1.14	1.20	1.23	1.38
12.24AM	12.40AM	12.41AM	12.49AM	12.53AM					

RAILWAY EXPRESS AGENCY INC.

Railway Express rates are low and economical; they include INSURANCE on each package.

Sunday Schedule will be operated on New Year's Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day.

SIERRA MADRE LINE

Daily Except Sunday Schedule

EFFECTIVE JUNE 1, 1943

TIME TABLE 13



Los Angeles (Main St. Station) to Wilson Trail								Wilson Trail to Los Angeles (Main St. Station)							
Los Angeles	Sierra Vista	El Molino	San Marino	Sierra Madre (Wilson Trail)	Lamanda Park (Wilson Trail)	Sierra Madre (Wilson Trail)	Los Angeles	Sierra Vista	El Molino	San Marino	Sierra Madre (Wilson Trail)	Lamanda Park (Wilson Trail)	Sierra Madre (Wilson Trail)	Los Angeles	
A 4:59	A 5:23	A 5:28	6:33	5:39	5:39	5:52	C 5:02	C 5:14	5:22	5:28	5:32	5:38	5:44	5:50	
A 5:39	A 6:03	A 6:09	6:15	6:22	6:35	6:35	D 5:09	D 5:21	5:28	5:34	5:38	5:44	5:50	5:56	
A 6:39	A 7:03	A 7:09	7:15	7:22	7:35	7:35	E 5:06	E 5:18	5:26	5:32	5:36	5:42	5:48	5:54	
B 7:21	B 7:45	B 7:51	8:57	8:06	8:19	8:19	F 5:03	F 5:15	5:23	5:29	5:33	5:39	5:45	5:51	
B 8:14	B 8:38	B 8:44	9:50	8:59	9:12	9:12	G 5:00	G 5:12	5:20	5:26	5:30	5:36	5:42	5:48	
B 9:14	B 9:38	B 9:44	10:50	9:59	10:12	10:12	H 5:00	H 5:12	5:20	5:26	5:30	5:36	5:42	5:48	
A-10:14	A-10:38	A-10:44	11:50	10:59	11:12	11:12	I 5:00	I 5:12	5:20	5:26	5:30	5:36	5:42	5:48	
A-11:14	A-11:38	A-11:44	12:50	11:59	12:12	12:12	J 5:00	J 5:12	5:20	5:26	5:30	5:36	5:42	5:48	
A-12:14	A-12:38	A-12:44	1:50	1:59	2:12	2:12	K 5:00	K 5:12	5:20	5:26	5:30	5:36	5:42	5:48	
A-1:14	A-1:38	A-1:44	2:50	2:59	3:12	3:12	L 5:00	L 5:12	5:20	5:26	5:30	5:36	5:42	5:48	
B 3:14	B 3:38	B 3:44	4:50	4:59	5:12	5:12	M 5:00	M 5:12	5:20	5:26	5:30	5:36	5:42	5:48	
B 4:14	B 4:38	B 4:44	5:50	5:59	6:12	6:12	N 5:00	N 5:12	5:20	5:26	5:30	5:36	5:42	5:48	
B 5:14	B 5:38	B 5:44	6:50	6:59	7:12	7:12	O 5:00	O 5:12	5:20	5:26	5:30	5:36	5:42	5:48	
B 6:14	B 6:38	B 6:44	7:50	7:59	8:12	8:12	P 5:00	P 5:12	5:20	5:26	5:30	5:36	5:42	5:48	
B 7:14	B 7:38	B 7:44	8:50	8:59	9:12	9:12	Q 5:00	Q 5:12	5:20	5:26	5:30	5:36	5:42	5:48	
B 8:14	B 8:38	B 8:44	9:50	9:59	10:12	10:12	R 5:00	R 5:12	5:20	5:26	5:30	5:36	5:42	5:48	
B 9:14	B 9:38	B 9:44	10:50	10:59	11:12	11:12	S 5:00	S 5:12	5:20	5:26	5:30	5:36	5:42	5:48	
B 10:14	B 10:38	B 10:44	11:50	11:59	12:12	12:12	T 5:00	T 5:12	5:20	5:26	5:30	5:36	5:42	5:48	
A 11:14	A 11:38	A 11:44	12:50	12:59	1:12	1:12	U 5:00	U 5:12	5:20	5:26	5:30	5:36	5:42	5:48	
A 12:14	A 12:38	A 12:44	1:50	1:59	2:12	2:12	V 5:00	V 5:12	5:20	5:26	5:30	5:36	5:42	5:48	

LOS ANGELES TERMINAL
Main Street Station, 616 South Main Street
All Service Operates Via San Pedro St.

Arcadia-Monrovia-Azusa-Glendorra Line

Sierra Madre Line

AGENCIES

- LOS ANGELES—Main St. Station, 616 So. Main St. Phone TU. 7272.
- LOS ANGELES—Civic Center, Philip Mori, Inc., 122 West First St.
- SIERRA VISTA—Coffee Shop, Sierra Vista Station.
- SIERRA MADRE—Baldwin and Sierra Madre Blvd. Phone Custer 54128.
- MONROVIA—702 South Myrtle Ave. Phone 717.
- AZUSA—903 Azusa Ave. Phone 33091.
- GLENDORRA—160 North Michigan Ave. Phone 46804.

Subject to Change Without Notice

Schedule 13-9 30M—6-11-43

H. O. MARLER
Passenger Traffic Manager
Los Angeles

Sunday and Holiday Schedule

Sunday Schedule will be operated on New Year's Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas Day.

Los Angeles (Main St. Station) to Wilson Trail								Wilson Trail to Los Angeles (Main St. Station)							
Los Angeles	Sierra Vista	El Molino	San Marino	Sierra Madre (Wilson Trail)	Lamanda Park (Wilson Trail)	Sierra Madre (Wilson Trail)	Los Angeles	Sierra Vista	El Molino	San Marino	Sierra Madre (Wilson Trail)	Lamanda Park (Wilson Trail)	Sierra Madre (Wilson Trail)	Los Angeles	
A 5:44	A 6:08	A 6:14	6:20	6:27	6:40	6:40	C 5:37	C 5:50	5:58	6:03	6:09	6:15	6:21	6:27	
A 6:59	A 7:23	A 7:29	7:35	7:42	7:55	7:55	D 5:34	D 5:47	5:55	6:00	6:06	6:12	6:18	6:24	
A 7:59	A 8:23	A 8:29	8:35	8:42	8:55	8:55	E 5:31	E 5:44	5:52	5:57	6:03	6:09	6:15	6:21	
A 9:14	A 9:38	A 9:44	9:50	9:57	10:10	10:10	F 5:28	F 5:41	5:50	5:55	6:01	6:07	6:13	6:19	
A 10:14	A 10:38	A 10:44	10:50	10:57	11:10	11:10	G 5:25	G 5:38	5:46	5:51	5:57	6:03	6:09	6:15	
A 11:14	A 11:38	A 11:44	11:50	11:57	12:10	12:10	H 5:22	H 5:35	5:43	5:48	5:54	6:00	6:06	6:12	
A 12:14	A 12:38	A 12:44	12:50	12:57	1:10	1:10	I 5:19	I 5:32	5:40	5:45	5:51	5:57	6:03	6:09	
A 1:14	A 1:38	A 1:44	1:50	1:57	2:10	2:10	J 5:16	J 5:29	5:37	5:42	5:48	5:54	6:00	6:06	
A 2:14	A 2:38	A 2:44	2:50	2:57	3:10	3:10	K 5:13	K 5:26	5:34	5:39	5:45	5:51	5:57	6:03	
A 3:14	A 3:38	A 3:44	3:50	3:57	4:10	4:10	L 5:10	L 5:23	5:31	5:36	5:42	5:48	5:54	6:00	
A 4:14	A 4:38	A 4:44	4:50	4:57	5:10	5:10	M 5:07	M 5:20	5:28	5:33	5:39	5:45	5:51	5:57	
A 5:14	A 5:38	A 5:44	5:50	5:57	6:10	6:10	N 5:04	N 5:17	5:25	5:30	5:36	5:42	5:48	5:54	
A 6:14	A 6:38	A 6:44	6:50	6:57	7:10	7:10	O 5:01	O 5:14	5:22	5:27	5:33	5:39	5:45	5:51	
A 7:14	A 7:38	A 7:44	7:50	7:57	8:10	8:10	P 5:00	P 5:13	5:21	5:26	5:32	5:38	5:44	5:50	
A 8:14	A 8:38	A 8:44	8:50	8:57	9:10	9:10	Q 5:00	Q 5:13	5:21	5:26	5:32	5:38	5:44	5:50	
A 9:14	A 9:38	A 9:44	9:50	9:57	10:10	10:10	R 5:00	R 5:13	5:21	5:26	5:32	5:38	5:44	5:50	
A 10:14	A 10:38	A 10:44	10:50	10:57	11:10	11:10	S 5:00	S 5:13	5:21	5:26	5:32	5:38	5:44	5:50	
A 11:14	A 11:38	A 11:44	11:50	11:57	12:10	12:10	T 5:00	T 5:13	5:21	5:26	5:32	5:38	5:44	5:50	
A 12:14	A 12:38	A 12:44	12:50	12:57	1:10	1:10	U 5:00	U 5:13	5:21	5:26	5:32	5:38	5:44	5:50	

- Inbound trains leave Sierra Madre Station 2 minutes later than shown at Wilson Trail.
 - A—Monrovia-Glendorra train between Los Angeles and San Marino. Transfer at San Marino to Sierra Madre Car.
 - B—Rear car of Monrovia-Glendorra train operates through to Sierra Madre.
 - C—Transfer at San Marino to Monrovia-Glendorra train for Los Angeles.
 - D—Through car to Los Angeles attached to Monrovia-Glendorra train at San Marino.
 - X—On Saturday only rear car of Monrovia-Glendorra train operates through to Sierra Madre.
 - S—On Saturday only through car to Los Angeles attached to Monrovia-Glendorra train at San Marino.
- Time of trains at Los Angeles Union Station (Aliso and Alameda).
Outbound Trips—7 minutes after leaving Los Angeles (Main Street Station).
Inbound Trips—8 minutes before arriving Los Angeles (Main Street Station).

ARCADIA-MONROVIA-AZUSA-GLENDORRA LINE

Daily Except Sunday Schedule

LOS ANGELES (Main Street Station) TO GLENDORRA											GLENDORRA TO LOS ANGELES (Main Street Station)										
Los Angeles	Sierra Vista	El Molino	San Marino	Arcadia	Monrovia	Sierra Madre	Azusa	Glendorra	Los Angeles	Sierra Vista	El Molino	San Marino	Arcadia	Monrovia	Sierra Madre	Azusa	Glendorra	Los Angeles			
3:14	3:37	3:42	3:45	3:58	4:08	4:25	4:31	4:31	4:43	4:49	5:09	5:22	5:28	5:32	5:38	5:44	5:50	5:56			
4:49	5:22	5:28	5:32	5:45	5:55	6:12	6:18	6:18	6:30	6:36	6:56	7:09	7:15	7:19	7:25	7:31	7:37	7:43			
5:39	6:03	6:09	6:14	6:28	6:38	6:55	7:01	7:01	7:13	7:19	7:39	7:52	7:58	8:02	8:08	8:14	8:20	8:26			
6:25	6:51	6:57	7:02	7:16	7:26	7:43	7:49	7:49	8:01	8:07	8:27	8:40	8:46	8:50	8:56	9:02	9:08	9:14			
7:11	7:37	7:43	7:48	8:02	8:12	8:29	8:35	8:35	8:47	8:53	9:13	9:26	9:32	9:36	9:42	9:48	9:54	10:00			
8:01	8:27	8:33	8:38	8:52	9:02	9:19	9:25	9:25	9:37	9:43	10:03	10:16	10:22	10:26	10:32	10:38	10:44	10:50			
8:47	9:13	9:19	9:24	9:38	9:48	10:05	10:11	10:11	10:23	10:29	10:49	10:62	10:68	10:74	10:80	10:86	10:92	10:98			
9:33	10:00	10:06	10:11	10:25	10:35	10:52	10:58	10:58	11:10	11:16	11:36	11:49	11:55	12:01	12:07	12:13	12:19	12:25			
10:19	10:45	10:51	10:56	11:10	11:20	11:37	11:43	11:43	11:55	12:01	12:21	12:34	12:40	12:46	12:52	12:58	13:04	13:10			
11:05	11:31	11:37	11:42	11:56	12:06	12:23	12:29	12:29	12:41	12:47	13:07	13:20	13:26	13:32	13:38	13:44	13:50	13:56			
11:51	12:17	12:23	12:28	12:42	12:52	13:09	13:15	13:15	13:27	13:33	13:53	14:06	14:12	14:18	14:24	14:30	14:36	14:42			
12:37	13:03	13:09	13:14	13:28	13:38	13:55	14:01	14:01	14:13	14:19	14:39	14:52	14:58	15:04	15:10	15:16	15:22	15:28			
13:23	13:49	13:55	14:00	14:14	14:24	14:41	14:47	14:47	14:59	15:05	15:25	15:38	15:44	15:50	15:56	16:02	16:08	16:14			
14:09	14:35	14:41	14:46	15:00	15:10	15:27	15:33	15:33	15:45	15:51	16:11	16:24	16:30	16:36	16:42	16:48	16:54	17:00			
14:55	15:21	15:27	15:32	15:46	15:56	16:13	16:19	16:19	16:31	16:37	16:57	17:10	17:16	17:22	17:28	17:34	17:40	17:46			
15:41	16:07	16:13	16:18	16:32	16:42	17:00	17:06	17:06	17:18	17:24	17:44	17:57	18:03	18:09	18:15	18:21	18:27	18:33			
16:27	16:53	16:59	17:04	17:18	17:28	17:45	17:51	17:51	18:03	18:09	18:29	18:42	18:48	18:54	19:00	19:06	19:12	19:18			
17:13	17:39	17:45	17:50	18:04	18:14	18:31	18:37	18:37	18:49	18:55	19:15	19:28	19:34	19:40	19:46	19:52	19:58	20:04			
18:00	18:26	18:32	18:37	18:51	19:01	19:18	19:24	19:24	19:36	19:42	20:02										

SATURDAY SCHEDULE

LOS ANGELES TO GLENDALE - BURBANK					
Lv Los Angeles (Subway Terminal)	Lv Fargo St. and Glendale Blvd.	Lv Richardson (Seone-Laclerte)	Lv Glendale (Broadway and Brand)	Ar North Glendale	Ar Burbank (Orange Grove Ave.)
5:15AM	5:26AM	5:34AM	5:40AM	.....	5:57AM
5:54	6:05	6:13	6:20	.....	6:36
6:24	6:35	6:43	6:50	.....	7:09
6:48	7:00	7:09	7:17	.....	7:36
7:11	7:23	7:32	7:40	.....	7:59
7:32	7:44	7:53	8:01	.....	8:20
7:49	8:01	8:10	8:18	8:25AM	.....
8:01	8:13	8:22	8:30	.....	8:49
8:11	8:23	8:32	8:40	8:47	.....
8:20	8:32	8:41	8:49	.....	9:08
8:38	8:50	8:59	9:07	.....	9:26
8:48	9:00	9:09	9:17	9:24	.....
8:57	9:09	9:18	9:26	.....	9:45
9:07	9:19	9:28	9:36	9:43	.....
9:16	9:28	9:37	9:45	.....	10:04
9:27	9:39	9:48	9:56	10:03	.....
9:36	9:48	9:57	10:05	.....	10:24
9:47	9:59	10:08	10:16	10:23	.....
9:56	10:08	10:17	10:25	.....	10:44
10:07	10:19	10:28	10:36	10:43	.....
10:16	10:28	10:37	10:45	.....	11:04
10:27	10:39	10:48	10:56	11:03	.....
10:36	10:48	10:57	11:05	.....	11:24
10:47	10:59	11:08	11:16	11:23	.....
10:56	11:08	11:17	11:25	.....	11:44
11:07	11:19	11:28	11:36	11:43	.....
11:16	11:28	11:37	11:45	.....	12:04PM
11:27	11:39	11:48	11:56	.....	.....
11:36	11:48	11:57	12:05PM	.....	12:24
11:47	11:59	12:08PM	12:16	12:23	.....
11:56	12:08PM	12:17	12:25	.....	12:44
12:07PM	12:19	12:28	12:36	12:43	.....
12:16	12:28	12:37	12:45	.....	1:04
12:27	12:39	12:48	12:56	1:03	.....
12:36	12:48	12:57	1:05	.....	1:24
12:46	12:57	1:07	1:15	1:23	.....
12:55	1:07	1:16	1:24	.....	1:46
1:06	1:18	1:27	1:35	1:43	.....
1:15	1:27	1:36	1:44	.....	2:06
1:26	1:38	1:47	1:55	.....	2:03
1:35	1:41	1:56	2:04	.....	2:26
1:46	1:57	2:07	2:15	.....	2:23
1:56	2:08	2:17	2:25	.....	2:47
2:07	2:19	2:28	2:36	.....	2:44
2:16	2:28	2:37	2:45	.....	2:07
2:27	2:39	2:48	2:56	.....	3:04
2:37	2:49	2:58	3:06	.....	3:28
2:47	2:59	3:08	3:16	.....	3:24
2:57	3:09	3:18	3:26	.....	3:48
3:08	3:20	3:29	3:37	.....	3:45
3:16	3:28	3:37	3:46	.....	4:09
3:28	3:40	3:49	3:58	4:07	.....
3:36	3:48	3:57	4:06	.....	4:29
3:47	3:59	4:08	4:17	4:26	.....
3:56	4:08	4:17	4:26	.....	4:49
4:07	4:19	4:28	4:37	.....	4:46
4:16	4:28	4:37	4:46	.....	5:09
4:27	4:39	4:48	4:57	5:06	.....
4:36	4:48	4:57	5:06	.....	5:29
4:47	4:59	5:08	5:17	5:26	.....
4:56	5:08	5:17	5:26	.....	5:49
5:07	5:19	5:28	5:37	.....	5:46
5:16	5:28	5:37	5:46	.....	6:09
5:26	5:40	5:49	5:58	6:07	.....
5:38	5:50	5:59	6:08	.....	6:28
5:49	6:10	6:19	6:28	6:27	.....
5:58	6:10	6:19	6:28	.....	6:46
6:08	6:20	6:29	6:38	.....	7:08
6:18	6:30	6:39	6:48	.....	7:08
6:29	6:41	6:50	6:59	7:07	.....
6:49	7:00	7:09	7:17	.....	7:35
7:09	7:20	7:29	7:37	7:44	.....
7:29	7:40	7:49	7:57	.....	8:15
7:49	8:00	8:09	8:17	8:24	.....
8:09	8:20	8:29	8:37	.....	8:55
8:29	8:40	8:49	8:57	9:04	.....
8:49	9:00	9:09	9:17	.....	9:35
9:09	9:20	9:29	9:37	9:44	.....
9:29	9:40	9:49	9:57	.....	10:15
9:49	10:00	10:09	10:17	10:24	.....
10:09	10:20	10:29	10:37	.....	10:55
10:49	11:00	11:09	11:17	.....	11:35
11:29	11:40	11:50	11:57	.....	12:15AM
12:19AM	12:30AM	12:39AM	12:47AM	.....	.....
1:39	1:50	1:58	2:06	.....	2:23

BURBANK - GLENDALE TO LOS ANGELES					
Lv Burbank (Orange Grove Ave.)	Lv North Glendale	Lv Glendale (Broadway and Brand)	Lv Richardson (Seone-Laclerte)	Lv Fargo St. and Glendale Blvd.	Ar Los Angeles (Subway Terminal)
4:59AM	.....	A 4:40AM	4:47AM	4:53AM	5:05AM
5:20	.....	5:36	5:43	5:28	5:40
5:44	.....	6:03	6:11	6:19	6:32
6:25	.....	A 6:23	6:31	6:39	6:52
6:55	6:53AM	7:01	7:09	7:17	7:30
7:21	7:24	7:32	7:40	7:48	8:01
7:44	7:46	7:54	8:03	8:11	8:24
8:05	8:07	8:15	8:24	8:32	8:45
8:26	8:28	8:36	8:45	8:53	9:06
A 8:37	8:39	8:47	8:56	9:04	9:17
8:34	8:58	9:06	9:15	9:23	9:36
8:53	9:15	9:24	9:32	9:40	9:53
9:11	9:35	9:43	9:52	10:00	10:13
9:30	9:54	10:02	10:11	10:19	10:32
9:49	10:11	10:17	10:20	10:28	10:41
10:09	10:13	10:21	10:30	10:38	10:51
10:29	10:33	10:41	10:50	10:58	11:11
10:49	10:53	11:01	11:10	11:18	11:31
11:09	11:13	11:21	11:30	11:38	11:51
11:29	11:33	11:41	11:50	11:58	12:11
11:49	11:53	12:01PM	12:10PM	12:18	12:31
12:09PM	12:13PM	12:21	12:30	12:38	12:51
12:29	12:33	12:41	12:50	12:58	1:11
12:49	12:53	1:01	1:10	1:18	1:31
1:09	1:13	1:21	1:30	1:38	1:51
1:29	1:33	1:41	1:50	1:58	2:11
1:49	1:53	1:61	1:70	1:78	2:12
2:09	2:13	2:21	2:30	2:38	2:49
2:29	2:33	2:41	2:50	2:58	3:09
2:49	2:53	3:01	3:10	3:18	3:29
3:09	3:13	3:21	3:30	3:38	3:49
3:29	3:33	3:41	3:50	3:58	4:09
3:49	3:53	4:01	4:10	4:18	4:29
4:09	4:13	4:21	4:30	4:38	4:49
4:29	4:33	4:41	4:50	4:58	5:09
4:49	4:53	5:01	5:10	5:18	5:29
5:09	5:13	5:21	5:30	5:38	5:49
5:29	5:33	5:41	5:50	5:58	6:09
5:49	5:53	6:01	6:10	6:18	6:29
6:09	6:13	6:21	6:30	6:38	6:49
6:29	6:33	6:41	6:50	6:58	7:09
6:49	6:53	7:01	7:10	7:18	7:29
7:09	7:13	7:21	7:30	7:38	7:49
7:29	7:33	7:41	7:50	7:58	8:09
7:49	7:53	8:01	8:10	8:18	8:29
8:09	8:13	8:21	8:30	8:38	8:49
8:29	8:33	8:41	8:50	8:58	9:09
8:49	8:53	9:01	9:10	9:18	9:29
9:09	9:13	9:21	9:30	9:38	9:49
9:29	9:33	9:41	9:50	9:58	10:09
9:49	9:53	10:01	10:10	10:18	10:29
10:09	10:13	10:21	10:30	10:38	10:49
10:29	10:33	10:41	10:50	10:58	11:09
10:49	10:53	11:01	11:10	11:18	11:29
11:09	11:13	11:21	11:30	11:38	11:49
11:29	11:33	11:41	11:50	11:58	12:09
11:49	11:53	12:01	12:10	12:18	12:29
12:09	12:13	12:21	12:30	12:38	12:49
12:29	12:33	12:41	12:50	12:58	1:09
12:49	12:53	1:01	1:10	1:18	1:29
1:09	1:13	1:21	1:30	1:38	1:49
1:29	1:33	1:41	1:50	1:58	2:09
1:49	1:53	2:01	2:10	2:18	2:29
2:09	2:13	2:21	2:30	2:38	2:49
2:29	2:33	2:41	2:50	2:58	3:09
2:49	2:53	3:01	3:10	3:18	3:29
3:09	3:13	3:21	3:30	3:38	3:49
3:29	3:33	3:41	3:50	3:58	4:09
3:49	3:53	4:01	4:10	4:18	4:29
4:09	4:13	4:21	4:30	4:38	4:49
4:29	4:33	4:41	4:50	4:58	5:09
4:49	4:53	5:01	5:10	5:18	5:29
5:09	5:13	5:21	5:30	5:38	5:49
5:29	5:33	5:41	5:50	5:58	6:09
5:49	5:53	6:01	6:10	6:18	6:29
6:09	6:13	6:21	6:30	6:38	6:49
6:29	6:33	6:41	6:50	6:58	7:09
6:49	6:53	7:01	7:10	7:18	7:29
7:09	7:13	7:21	7:30	7:38	7:49
7:29	7:33	7:41	7:50	7:58	8:09
7:49	7:53	8:01	8:10	8:18	8:29
8:09	8:13	8:21	8:30	8:38	8:49
8:29	8:33	8:41	8:50	8:58	9:09
8:49	8:53	9:01	9:10	9:18	9:29
9:09	9:13	9:21	9:30	9:38	9:49
9:29	9:33	9:41	9:50	9:58	10:09
9:49	9:53	10:01	10:10	10:18	10:29
10:09	10:13	10:21	10:30	10:38	10:49
10:29	10:33	10:41	10:50	10:58	11:09
10:49	10:53	11:01	11:10	11:18	11:29
11:09	11:13	11:21	11:30	11:38	11:49
11:29	11:33	11:41	11:50	11:58	12:09
11:49	11:53	12:01	12:10	12:18	12:29
12:09	12:13	12:21	12:30	12:38	12:49
12:29	12:33	12:41	12:50	12:58	1:09
12:49	12:53	1:01	1:10	1:18	1:29
1:09	1:13	1:21	1:30	1:38	1:49
1:29	1:33	1:41	1:50	1:58	2:09
1:49	1:53	2:01	2:10	2:18	2:29
2:09	2:13	2:21	2:30	2:38	2:49
2:29	2:33	2:41	2:50	2:58	3:09
2:49	2:53	3:01	3:10	3:18	3:29
3:09	3:13	3:21	3:30	3:38	3:49
3:29	3:33	3:41	3:50	3:58	4:09
3:49	3:53	4:01	4:10	4:18	4:29
4:09	4:13	4:21	4:30	4:38	4:49
4:29	4:33	4:41	4:50	4:58	5:09
4:49	4:53	5:01	5:10	5:18	5:29
5:09	5:13	5:21	5:30	5:38	5:49
5:29	5:33	5:41	5:50	5:58	6:09
5:49	5:53	6:01	6:10	6:18	6:29
6:09	6:13	6:21	6:30	6:38	6:49
6:29	6:33	6:41	6:50	6:58	7:09
6:49	6:53	7:01	7:10	7:18	7:29
7:09	7:13	7:21	7:30	7:38	7:49
7:29	7:33	7:41	7:50	7:58	8:09
7:49	7:53	8:01	8:10	8:18	8:29
8:09	8:13	8:21	8:30	8:38	

SUNDAY AND HOLIDAY SCHEDULE

SUNDAY SCHEDULE WILL BE OPERATED ON NEW YEAR'S DAY, MEMORIAL DAY,
FOURTH OF JULY, LABOR DAY, THANKSGIVING DAY, AND CHRISTMAS DAY.

LOS ANGELES TO GLENDALE - BURBANK					
Lv Los Angeles (Subway Terminal)	Lv Farm St. Glendale Blvd.	Lv Richardson (Broadway and LaCade)	Lv Glendale (Broadway and Grand)	Ar North Glendale	Ar Burbank (Orange Grove Ave.)
5:21AM	5:32AM	5:40AM	5:47AM	.....	6:05AM
6:21	6:32	6:40	6:47	.....	7:05
8:51	7:02	7:10	7:17	.....	7:35
7:21	7:32	7:40	7:47	.....	8:05
7:57	8:08	8:16	8:23	C 8:32AM	8:41
8:32	8:43	8:51	8:58	C 9:05	9:16
8:57	9:08	9:16	9:23	.....	9:41
9:14	9:25	9:34	9:42	.....	9:49
9:34	9:45	9:54	10:02	.....	10:31
9:54	10:05	10:14	10:22	.....	10:39
10:14	10:25	10:34	10:42	.....	11:01
10:34	10:45	10:54	11:02	11:09	.....
10:54	11:05	11:14	11:22	.....	11:41
11:14	11:25	11:34	11:42	11:49	.....
11:34	11:45	11:54	12:02PM	.....	12:21PM
11:54	12:05PM	12:14PM	12:22	12:29PM	.....
12:14PM	12:25	12:34	12:42	.....	1:01
12:34	12:45	12:54	1:02	1:09	.....
12:54	1:05	1:14	1:22	.....	1:41
1:14	1:25	1:34	1:42	.....	1:48
1:34	1:45	1:54	2:02	.....	2:21
1:54	2:05	2:14	2:22	2:29	.....
2:14	2:25	2:34	2:42	.....	3:01
2:34	2:45	2:54	3:02	3:09	.....
2:54	3:05	3:14	3:22	.....	3:41
3:14	3:25	3:34	3:42	3:49	.....
3:34	3:45	3:54	4:02	.....	4:21
3:54	4:05	4:14	4:22	4:29	.....
4:14	4:25	4:34	4:42	.....	5:01
4:34	4:45	4:54	5:02	5:09	.....
4:54	5:05	5:14	5:22	.....	5:41
5:14	5:25	5:34	5:42	5:49	.....
5:34	5:45	5:54	6:02	.....	6:21
5:54	6:05	6:14	6:22	6:29	.....
6:14	6:25	6:34	6:42	.....	7:01
6:34	6:45	6:54	7:02	7:09	.....
6:53	7:04	7:13	7:21	.....	7:40
7:09	7:20	7:29	7:37	7:44	.....
7:29	7:40	7:49	7:57	.....	8:15
7:49	8:00	8:09	8:17	8:24	.....
8:09	8:20	8:29	8:37	.....	8:55
8:29	8:40	8:49	8:57	9:04	.....
8:49	9:00	9:09	9:17	.....	9:35
9:09	9:20	9:29	9:37	9:44	.....
9:29	9:40	9:49	9:57	.....	10:15
9:49	10:00	10:09	10:17	10:24	.....
10:09	10:20	10:29	10:37	.....	10:55
10:49	11:00	11:09	11:17	.....	11:35
11:29	11:40	11:49	11:57	.....	12:15AM
12:14AM	12:25AM	12:34AM	12:42AM	.....	12:59
1:39	1:50	1:58	2:06	.....	2:22

BURBANK - GLENDALE TO LOS ANGELES					
Lv Burbank (Orange Grove Ave.)	Lv North Glendale	Lv Glendale (Broadway and Grand)	Lv Richardson (Seneca-LaCade)	Lv Farm St. Glendale Blvd.	Ar Los Angeles (Subway Terminal)
.....	.....	A 4:35AM	4:46AM	4:52AM	5:04AM
.....	.....	A 5:39	5:49	5:52	6:04
5:51AM	.....	6:09	6:18	6:22	6:34
.....	.....	A 6:39	6:48	6:52	7:04
6:51	.....	7:09	7:18	7:22	7:34
7:21	.....	7:30	7:40	7:52	8:04
7:51	.....	8:09	8:18	8:22	8:34
8:11	.....	8:29	8:38	8:42	8:54
8:31	8:39AM	8:48	8:54	9:01	9:13
8:48	.....	9:08	9:14	9:21	9:33
.....	9:19	9:26	9:34	9:41	9:53
9:26	.....	9:46	9:54	10:01	10:13
.....	9:59	10:06	10:14	10:21	10:33
10:06	.....	10:26	10:34	10:41	10:53
10:36	.....	10:46	10:54	11:01	11:13
10:46	.....	11:06	11:14	11:21	11:33
.....	11:19	11:26	11:34	11:41	11:53
11:26	.....	11:46	11:54	12:01PM	12:13PM
11:56	.....	12:06PM	12:14PM	12:21	12:33
12:06PM	.....	12:26	12:34	12:41	12:53
12:46	12:39PM	12:46	12:54	1:01	1:13
.....	1:19	1:26	1:34	1:41	1:53
1:26	.....	1:46	1:54	2:01	2:13
.....	1:59	2:06	2:14	2:21	2:33
.....	2:06	2:26	2:34	2:41	2:53
.....	2:39	2:46	2:54	3:01	3:13
.....	2:46	3:06	3:14	3:21	3:33
.....	3:19	3:26	3:34	3:41	3:53
3:26	.....	3:46	3:54	4:01	4:13
.....	3:59	4:06	4:14	4:21	4:33
.....	4:06	4:26	4:34	4:41	4:53
.....	4:39	4:46	4:54	5:01	5:13
4:46	.....	5:06	5:14	5:21	5:33
.....	5:19	5:26	5:34	5:41	5:53
5:26	.....	5:46	5:54	6:01	6:13
.....	5:59	6:06	6:14	6:21	6:33
6:06	.....	6:26	6:34	6:41	6:53
.....	6:39	6:46	6:54	7:01	7:13
6:46	.....	7:06	7:14	7:21	7:33
7:11	.....	7:29	7:37	7:43	7:55
.....	7:37	7:44	7:52	7:58	8:10
7:46	.....	8:04	8:12	8:18	8:30
.....	8:17	8:24	8:32	8:38	8:50
8:26	.....	8:44	8:52	8:58	9:10
.....	8:57	9:04	9:12	9:18	9:30
9:07	C 9:14	9:23	9:30	9:36	9:48
9:47	C 9:54	10:05	10:13	10:19	10:31
10:27	C10:34	10:45	10:53	10:59	11:11
11:21	.....	11:39	11:47	11:53	12:05AM
12:31AM	.....	12:49AM	12:57AM	1:03AM	1:15

A - To or from Burchett St. For Burchett St. time, add or subtract 5 minutes from Glendale time.
C - To or from North Glendale, connections at Burchett St. to or from Los Angeles.

NEED A CHARTER MOTOR COACH?

METRO CHARTER MOTOR COACHES ARE IDEAL FOR GROUP TRANSPORTATION—PICNICS, ATHLETIC EVENTS, SOCIALS, ETC. CALL TRINITY 2792—EXT. 328, OR WRITE METROPOLITAN COACH LINES, 610 SO. MAIN ST., L.A. 14.

D 5:19	5:31	5:40	5:49	5:58	.....
A 5:19	5:32	5:40	5:51	.....	6:20
5:26	5:39	5:49	5:58	.....	6:20
A 5:31	5:44	5:54	6:02	.....	6:14
5:35	5:48	5:58	6:06	.....	6:14
A 5:41	5:54	6:04	6:12	.....	6:24
5:46	5:57	6:08	6:18	.....	6:24
5:52	6:05	6:15	6:23	.....	6:44
A 5:57	6:10	6:20	6:28	.....	6:40
6:01	6:14	6:24	6:32	.....	6:40
A 6:07	6:20	6:29	6:37	.....	7:02
6:11	6:24	6:33	6:41	.....	7:02
6:21	6:32	6:41	6:49	6:56	.....
6:29	6:40	6:49	6:57	.....	7:16
6:39	6:50	6:59	7:07	7:14	.....
A 6:46	7:00	7:09	7:17	.....	7:45
6:58	7:09	7:18	7:26	.....	7:45
7:09	7:20	7:29	7:37	7:44	.....
7:29	7:40	7:49	7:57	.....	8:15
7:49	8:00	8:09	8:17	8:24	.....
8:09	8:20	8:29	8:37	.....	8:56
8:29	8:40	8:49	8:57	9:04	.....
8:49	9:00	9:09	9:17	.....	9:35
9:09	9:20	9:29	9:37	9:44	.....
9:29	9:40	9:49	9:57	.....	10:15
9:49	10:00	10:09	10:17	10:24	.....
10:09	10:20	10:29	10:37	.....	10:55
10:49	11:00	11:09	11:17	.....	11:35
11:29	11:40	11:49	11:57	.....	12:15AM
12:19AM	12:30AM	12:39AM	12:47AM	.....	1:04
1:39	1:50	1:58	2:06	.....	2:22
.....	.....	A 5:07	5:16	5:24	5:37
.....	.....	.....	5:20	5:28	5:41
.....	.....	5:06	5:15	5:24	5:32
.....	.....	5:17	5:26	5:34	5:47
.....	.....	5:24	5:33	5:41	5:54
.....	.....	5:33	5:42	5:50	6:03
.....	.....	5:41	5:50	5:58	6:11
.....	.....	5:48	5:57	6:05	6:18
.....	.....	5:56	6:05	6:13	6:26
.....	.....	6:04	6:14	6:21	6:34
.....	6:08	6:14	6:24	6:31	6:44
.....	6:24	6:32	6:42	6:50	7:03
.....	6:47	6:57	7:07	7:15	7:32
.....	7:02	7:12	7:22	7:30	7:47
.....	7:27	7:37	7:47	7:55	8:11
.....	7:46	7:56	8:04	8:12	8:31
.....	8:17	8:24	8:32	8:39	8:51
.....	8:46	8:54	9:02	9:09	9:21
.....	9:05	9:23	9:31	9:37	9:48
.....	9:48	9:58	10:08	10:17	10:28
.....	C10:33	10:43	10:51	10:57	11:09
.....	11:21	11:39	11:47	11:53	12:04AM
.....	12:27AM	.....	1:03AM	1:09AM	1:20

- % - Operates on Monday only.
- # - Operates Tuesday to Friday inclusive.
- A - To or from Burchett St. For Burchett St. time, add or subtract 5 minutes from Glendale time.
- C - To or from North Glendale. Connections at Burchett St. to or from Los Angeles.
- D - Runs limited subway terminal to Glenhurst, stopping at all stops to receive passengers destined to Glenhurst or points beyond.
- G - Runs Limited Colorado Blvd. to Park Ave., stopping at Chevy Chase Drive, Los Feliz Blvd., San Fernando Road, Gardens Ave., Richardson, Atwater, Glenhurst, Whittier, and Farm St. to receive and discharge passengers. Trains also stop Gardens Ave. to Park Ave. to discharge passengers, then all stops Park Ave. to Subway Terminal to receive and discharge passengers.
- L - Runs limited Subway Terminal to Gardens Ave., stopping at all stops to receive passengers destined to Gardens Ave. or points beyond.

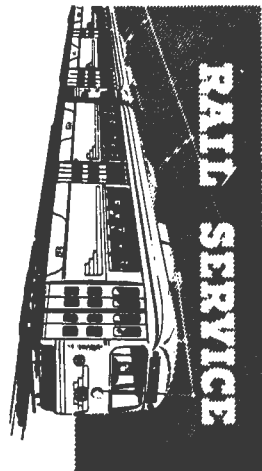
Schedule 29-5
610 SOUTH MAIN STREET
LOS ANGELES 14, CALIFORNIA

Subject to Change Without Notice

BURBANK LINE 29
AGENCIES
186 ANGELES - Main St. Station, 610 So. Main St. Phone Trinity 2792.
GLENDALE - 109 East Broadway (SCHOOL TICKETS ONLY)
Travel information may also be obtained by telephoning Citrus 2-4337.

**LOS ANGELES-GLENDALE-
BURBANK LINE 29**

LOS ANGELES TERMINAL
SUBWAY TERMINAL, 423 SOUTH HILL STREET



**LINE
29**

EFFECTIVE FEB. 21, 1955

**LONG BEACH SERVICE
LONG BEACH TO TERMINAL ISLAND**

STATIONS	Daily		Daily		Daily	
	Except Sunday AM	Except Sunday PM	Except Sunday AM	Except Sunday PM	Except Sunday AM	Except Sunday PM
Lv. Long Beach	7.01	7.17	3.35	3.51	11.45	12.08
Lv. Morgan Avenue	7.04	7.20	3.38	3.54	11.48	12.11
Ar. Terminal Island	7.24	7.40	3.58	4.14	12.08	12.24

TERMINAL ISLAND TO LONG BEACH

STATION	Daily		Daily		Daily	
	Except Sunday Monday AM	Except Sunday Monday PM	Except Sunday Monday AM	Except Sunday Monday PM	Except Sunday Monday AM	Except Sunday Monday PM
Lv. Terminal Island	8.16	8.32	4.51	5.07	12.50	13.10
Lv. Morgan Avenue	8.36	8.52	5.11	5.27	13.10	13.30
Ar. Long Beach	8.39	8.55	5.14	5.30	13.13	13.33

STOPS—Trains will stop at all intermediate stations.
 FARES—Between LONG BEACH, or intermediate points, and the Island 10 cents each way. Fares are to be POSTPAID and PREPAID through the turnstiles at the Shipyard. NO FARES COLLECTED ON TRAINS.

EFFECTIVE APRIL 29, 1945

TIME TABLE 60



**LOS ANGELES
LONG BEACH
AND
TERMINAL ISLAND**

Schedule 60-15 5M - 1-24-45

OPERATED BY
PACIFIC ELECTRIC RAILWAY

**LOS ANGELES SERVICE
LOS ANGELES TO TERMINAL ISLAND**

STATIONS	A		B		C		Daily	
	Daily Except Sunday AM	Daily Except Sunday PM	Daily Except Sunday AM	Daily Except Sunday PM	Daily Except Sunday AM	Daily Except Sunday PM	Daily Except Sunday AM	Daily Except Sunday PM
Lv. Los Angeles (6th and Main)	6.16	6.33	2.39	2.46	11.01	11.10		
Lv. Olympic and Hooper	6.15	6.32	2.48	2.55	11.10	11.19		
Lv. Vernon Avenue	6.18	6.35	2.51	2.58	11.13	11.22		
Lv. Slauson Avenue	6.21	6.38	3.04	3.11	11.17	11.26		
Lv. Florence Avenue	6.24	6.41	3.05	3.12	11.21	11.30		
Lv. Firestone Boulevard	6.27	6.44	3.07	3.14	11.23	11.32		
Lv. Watts Station	6.30	6.47	3.02	3.09	11.25	11.34		
Lv. Rosecrans Avenue	6.43	6.52	3.21	3.28	11.32	11.41		
Lv. Compton Station	6.45	6.54	3.23	3.30	11.34	11.43		
Lv. Dominguez	6.51	7.00	3.28	3.35	11.39	11.48		
Ar. Terminal Island	7.18	7.30	3.45	3.58	12.06	12.19		

TERMINAL ISLAND TO LOS ANGELES

STATIONS	Daily		D		Daily	
	Except Monday AM	Except Sunday PM	Daily Except Sunday PM	D Daily Except Monday AM	Daily Except Monday AM	Daily Except Monday AM
Lv. Terminal Island	8.15	4.40	4.50	12.40	12.50	
Lv. Dominguez Junction	8.39	5.15	5.15	1.07	1.15	
Lv. Compton Station	8.44	5.11	5.21	1.07	1.20	
Lv. Rosecrans Avenue	8.45	5.22	5.22	1.16	1.21	
Lv. Watts Station	8.55	5.22	5.33	1.16	1.29	
Lv. Firestone Boulevard	8.57	5.35	5.35	1.21	1.31	
Lv. Florence Avenue	8.59	5.37	5.37	1.21	1.33	
Lv. Slauson Avenue	9.01	5.27	5.40	1.23	1.36	
Lv. Vernon Avenue	9.03	5.29	5.43	1.23	1.39	
Lv. Olympic and Hooper	9.06	5.32	5.46	1.26	1.42	
Ar. Los Angeles (6th and Main)	9.16	5.42	5.56	1.36	1.52	

Above trains shall make all regular interurban stops between Los Angeles and Terminal Island; also at Florence Ave. and Firestone Blvd. to receive or discharge passengers to or from Terminal Island, except as shown below. Passengers shall be received and discharged on Terminal Island at "Calship" Gates 2 and 3 only.

A—Train leaving Olympic Blvd. & Hooper Ave. 6:15 A.M., shall run "limited" between Dominguez Junction and Terminal Island, stopping at Vernon Ave., Slauson Ave., Florence Ave., Firestone Blvd., Watts, and all stops to and including Dominguez Junction to receive passengers destined to Terminal Island.

B—Train leaving Los Angeles 6:33 A.M. shall run "limited," between Olympic Blvd. & Hooper Ave. and Terminal Island, stopping only at Vernon Ave., Slauson Ave., and Compton Station to receive passengers destined to Terminal Island.

C—Train leaving Los Angeles 2:39 P.M. shall run "limited" between Olympic Blvd. & Hooper Ave. and Terminal Island, stopping only at Vernon Ave. and Watts to receive passengers destined to Terminal Island.

D—Trains leaving Terminal Island 4:40 P.M. and 12:40 A.M. shall run "limited" between Terminal Island and Olympic Blvd. & Hooper Ave., stopping only at Compton Station, Watts, Slauson Avenue, and Vernon Ave., to discharge passengers from Terminal Island.

FARE—Between Los Angeles, or intermediate points, and Terminal Island, one-way fare is 19¢ cents by purchase of 12 tokens for \$2.34. When tokens are not used, one-way cash fare of 25 cents will be collected. Fares are to be POSTPAID and PREPAID through turnstiles at the shipyard.

Purchase your tokens at BOOTHS opposite "Calship" Administration Building and at Gate 3. NO FARES WILL BE COLLECTED OR TOKENS SOLD ON CALSHIP TRAINS.

APPENDIX I:

EXCURSION TOURS; WEEKLY AND ANNUAL LINES

Five excursion tours were operated by Pacific Electric on a standard basis after 1911. The following is a brief account of the history and service of each. All trips operated to and from Main Street Station in Los Angeles.

A. BALLOON ROUTE TROLLEY TRIP

Operated as a separate trip between 1911 and 8-1-19, when consolidated with Old Mission Trolley Trip; discontinued shortly after 8-1-23.

As of 10-15-12 and 5-1-16 the following schedule was observed:

Leave Los Angeles 9.30 am, arrive Soldiers' Home 10.20 am (group photograph); leave Soldiers' Home 10.45 am, arrive Santa Monica 11.00 am; leave Santa Monica 11.15 am, arrive Redondo, 11.45 am; leave Redondo 12.15 pm, arrive Moonstone Beach 12.20 pm. Leave Moonstone Beach 12.40 pm, arrive Del Rey, 1.00 pm. Leave Del Rey 1.45 pm, arrive Venice at 1.50 pm. Leave Venice 3.20 pm, arrive Ocean Park 3.25 pm. Leave Ocean Park 4.05 pm, arrive Los Angeles, 5.00 pm. (In 1916, the car arrived Redondo at 12.10 pm and remained there an hour and a half before proceeding to Moonstone Beach.)

As of 2-1-22, the consolidated Old Mission-Balloon Route car left Main Street Station at 9.00 am daily.

B. OLD MISSION TROLLEY TRIP

Operated as a separate trip between 1911 and 8-1-19, when consolidated with Balloon Route Trolley Trip; discontinued shortly after 8-1-23.

As of 10-15-12 and 5-1-16 the following schedule was observed:

Leave Los Angeles 9.30 am, arrive San Gabriel 10.15 am; leave San Gabriel 11.00 am, arrive Pasadena, 11.40 am; leave Pasadena 1.30 pm, arrive Glendora, 2.25 pm; leave Glendora, 2.40 pm; arrive Ostrich Farm, 3.50 pm; leave Ostrich Farm 4.20 pm, arrive Los Angeles 5.00 pm.

As of 2-1-22, the consolidated Old Mission-Balloon Route car left Main Street Station at 9.00 am daily.

C. ORANGE EMPIRE TROLLEY TRIP

Established on 1-3-15.

As of 5-1-16, the following schedule was observed:

Leave Los Angeles 9.00 am, arrive Sherman Indian School 11.37 am. Leave Sherman Indian School 12 n arrive Riverside 12.15 pm. Leave Riverside 2.15 pm, arrive Redlands 3.15 pm. Leave Redlands 4.30 pm, arrive San Bernardino 5.05 pm. Leave San Bernardino 5.15 pm, arrive Los Angeles 7.15 pm.

On or shortly before 5-1-24, daily operation of this trip was discontinued, and thenceforth the Orange Empire excursion departed at 9.00 am on Wednesdays and Sundays only.

This trip was discontinued during 8-29.

D. SEEING LOS ANGELES OBSERVATION CAR

Operated from 1911 to 1912. Early in 1912 it was apparently still being run, but is not shown in the 10-15-12 time table.

This tour was only three hours in duration; unlike all the others, it departed in the early af-

ternoon and included the Ostrich Farm, the Pigeon Farm, and five city parks.

E. TRIANGLE TROLLEY TRIP

Operated from 1911 to about 1919. It may have been discontinued on 8-1-19.

As of 10-15-12, the following schedule was observed:

Leave Los Angeles 9.30 am, arrive Santa Ana at 10.40 am. Leave Santa Ana at 11.30 am, passing Huntington Beach at noon, arrive Long Beach 12.30 pm. Leave Long Beach at 2.45 pm, arrive San Pedro 3.10 pm, continuing on to Point Firmin where it arrived 3.25 pm. Leave Point Firmin 3.55 pm, arrive Los Angeles at 5.00 pm. As of 5-1-16, a 10 min layover at San Pedro had been added.

* * *

Mention should also be made of the following weekly through excursion services:

F. LONG BEACH-MOUNT LOWE LINE

Established on 3-25-24 and still in existence in 1927. A through round trip from Long Beach to Rubio Canyon was operated once each week, on Tuesdays.

G. PASADENA-LONG BEACH LINE

No written evidence for such a line has been found. However, memories by Pasadena residents of the early twenties affirm that once a week, probably on Wednesdays (half-fare day for beach excursions), through cars left Pasadena for Long Beach, avoiding Main Street Station directly via San Pedro Street in Los Angeles. No such service is recalled between Pasadena and the western beaches.

H. THE "SEASHORE LIMITED"

This through service was inaugurated on 6-18-16 and ran on Sundays only. One car originated at Riverside, two at San Bernardino. As a three-car train it proceeded to Los Angeles, where one car operated to Venice, Ocean Park, and Santa Monica, one car to Redondo Beach by an unknown route, and the third to Long Beach. It left San Bernardino at 7.40 am and, returning, left the beaches around 6.30 pm. It was doubtless discontinued that September, but whether it was ever reestablished is not known. The name "Seashore Limited" for this service is given in Pacific Electric Magazine, June 10, 1916; hence this must be accounted one of six "name trains" ever to run on the Pacific Electric system.

Of course there were probably a number of other through excursions operated weekly or monthly in the early days of Pacific Electric—to parks and beaches from various cities—which have been lost in obscurity. Most of these, however, did not involve unusual through-routings, and might be considered merely as sporadic "extra" service on a variety of the regular lines.

* * *

A number of special school trains have been run by Pacific Electric during the years, some of them involving unusual routings. Of course such trains ran DKSaSu during the school year, exclusive of va-

cation periods. It is unfortunately not possible to attempt any comprehensive listing of these, as information is not at present available. One of them was in operation on the Venice Short Line in the Venice High School area during the final years of that line's existence. Another in the 1940s on the Northern District carried South Pasadena high school students south on Fair Oaks to Oneonta Park, then turned, as did no other train, eastward onto Huntington Drive right-of-way to El Molino.

* * *

Annual through excursion service from many parts of the system was operated to Pasadena on New Year's Day of each year only. The extent of this service in the early years cannot be ascertained, although it probably was greater and more diversified, if anything, than that shown below.

On 1-1-36, the following through service was run to Pasadena for the Tournament of Roses Parade. In all cases it was entirely separate from regular schedules of the lines involved, except that the Redondo train apparently replaced a regular inbound train from Redondo to Los Angeles via Gardena. Returns from Pasadena were made after the Parade.

I. SAN BERNARDINO-PASADENA LINE

Leave San Bernardino 7.15 am, Upland 7.40, Claremont 7.46, Covina 8.10, and El Monte 8.26 am. (One round trip.)

J. RIVERSIDE-PASADENA LINE

Leave Riverside 7.00 am; consolidated with San Bernardino-Pasadena train at Rialto.

K. POMONA-PASADENA LINE

Leave Pomona 7.30 am, Covina 7.58, El Monte 8.14 am. (One round trip.)

G. LONG BEACH-PASADENA LINE

Leave Long Beach 6.05 am, 6.25, 6.40, 6.55, 7.05, 7.15, 7.25, 7.35, 7.45, 7.55, and 8.10 am. (Eleven round trips; once again, all these were in addition to regular Long Beach-Los Angeles Sunday morning schedules.)

L. SAN PEDRO-PASADENA LINE

Leave San Pedro (22nd St., Navy Landing) at 7.05 am and 7.25 am, passing San Pedro Station 5 min later and Wilmington 15 min later. (Two round trips.)

M. MANHATTAN BEACH-REDONDO-GARDENA-PASADENA LINE

Leave Manhattan Beach at 6.38 am, Hermosa at 6.43, Redondo at 6.48, and Gardena at 7.06 am. (One round trip.)

N. NORTH GLENDALE-PASADENA LINE

Leave North Glendale at 7.15 am, Broadway and Brand 7.20 am. (One round trip.)

Q. BURBANK-PASADENA LINE

Leave Burbank at 7.15 am, Broadway and Brand at 7.30 am. (One round trip.)

P. SANTA MONICA-VENICE-PASADENA LINE

Leave Santa Monica at 6.55 am and 7.15 am, passing Ocean Park 5 min later, Venice 10 min later, Mar Vista 15 min later, Culver City 23 min later.

(Two round trips; here two "short lines" made a long.)

Q. SANTA MONICA-BEVERLY HILLS-PASADENA LINE

Leave Santa Monica at 7.00 am and 7.15 am, passing West Los Angeles 12 min later, Beverly Hills 20 min later, operating via Vineyard. (Two round trips.)

R. HOLLYWOOD BOULEVARD-PASADENA LINE

Leave West Hollywood at 6.40 am, 7.00 am and 7.20 am, passing Gardner 9 min later, Highland Av. 12 min later, Vine St 15 min later, Western Ave. 20 min later, Vermont Ave. 24 min later, and Hollywood Jct. 27 min later. (Three round trips.)

On 1-1-38 service had increased from the 1936 figures as follows: now 15 round trips on Long Beach, 2 on Burbank.

By 1938 a special "Pacific Electric Reviewing Stand" had been newly established at the parade in Pasadena, apparently in the vicinity of Colorado and Lake. On 1-1-38 the following trips used the Oak Knoll Line to reach this reviewing stand, rather than the Pasadena Short Line:

The San Bernardino-Riverside, Pomona, and Redondo Beach trips; and one trip each from the service on the following lines: Long Beach, San Pedro, Burbank, Venice, Santa Monica-Beverly Hills, and Hollywood Blvd.

Service was again increased over the previous year on 1-2-39 (a Monday), when next the Parade was held in Pasadena. There were now 3 round trips each on Venice and Santa Monica-Beverly Hills, and four on Hollywood Blvd., two of which ran via Oak Knoll. The 2 Burbank trips now came from Benmar Hills. In addition, the following new line was added:

S. WATTS LOCAL-PASADENA LINE:

Leave Watts at 7.00 am and 7.20 am. (Two round trips.) Note that Watts was again to be through-routed with Pasadena Short Line during owl hours in World War II. This line apparently ran during the 1939 Parade only.

On 1-1-40, Long Beach trips increased to 16, but one Burbank trip was cancelled, while the Venice and Santa Monica-Beverly Hills lines were cut to two trips each, and the Hollywood Blvd. service was halved to two trips. On each Western District line, one trip ran via Short Line, one via Oak Knoll.

It is not certain how much of this annual through service to Pasadena existed on 1-1-41; however, it did not reappear after World War II. In the late forties the only New Year's Day service was a fantastic increase in frequency on the two Pasadena lines and the Sierra Madre route themselves.



APPENDIX II:

SCHEDULED RAIL PASSENGER MOVEMENTS,
MAIN STREET STATION AND AFFILIATED TERMINALS,
LOS ANGELES, CALIFORNIA, AT SELECTED INTERVALS,
1911-1956

Figures given show number of trains scheduled to arrive and depart at Main Street Station and adjacent surface terminals during any single weekday (Monday through Friday), as of the date indicated. Interurban totals have been divided into movements of the Southern and Northern Districts; Western District totals include local and interurban movements involving that portion of the system. Total figure at right is that of the combined number of rail departures and arrivals on a single weekday at the month and year indicated.

(Certain of the individual dates, selected for their usefulness in the time table research, actually are Sundays or holidays, in which case this total is correct for the first weekday following.)

Date	Inter-urban South	Inter-urban North	Local, South	Local, West	Total
7-1-11	491a	445	327c	108b	1371d
4-1-22	422	478	195f	163e	1258
10-1-28	418	463	656h	14g	1551
1-1-36	258	416	275j	4i	953
11-30-41	211k	315	-	2	528
7-2-45	307k*	394m	-	2	703n
1-1-50	268k	284	-	2	554
3-23-56	195	-	106p	-	301

Explanation of Reference Notes:

- a. Includes 191 narrow gauge movements from other nearby Los Angeles terminals to lines standard gauged and rerouted to Main Street Station soon thereafter.
- b. Glendale line included in Northern District in 1911 and Western District in 1922; counted in table as Western District both years.
- c. Comprises Sierra Vista-Kl Molino Line, South Pasadena Line.
- d. Total 1180 without narrow gauge movements explained in note a.
- e. Comprises 130 Glendale trains, 33, Santa Monica Air Line trains.
- f. Comprises Sierra Vista Line.
- g. Comprises 2 Glendale trains, 12 Santa Monica Air Line trains.
- h. Comprises Sierra Vista Line, South Pasadena Line, and Watts Line.
- i. Comprises 2 Glendale trains, 2 Santa Monica Air Line trains.
- j. Comprises Sierra Vista Line, Walker Line, and Watts Line late evening service.
- k. Total does not include Torrance employee shop train.
- *. Includes Terminal Island trains, which operated as "extras."
- m. Total includes 218 Pasadena trains actually terminating outside Main Street Station on temporary street loop.
- n. Total 485 if Pasadena lines are excluded as explained in note m.
- p. Comprises Watts Line.

Analytical Comments:

Care must be exercised in discriminating between

two kinds of comparisons demonstrated by the above table: (1) The use of the terminal itself; (2) the service frequency histories of the Northern and Southern District interurban lines. The preparation of the table has constituted a compromise between these two aspects. In order to obtain the truest picture of the first consideration, totals appearing in notes D. and N. should be substituted for those appearing in the body of the table. However, the use of the terminal, particularly in the case of local service, was capricious. In 1941, 1945, and 1950, the Watts and Sierra Vista Lines were operating on streets which passed but a few feet from the station. Yet, by study of the interurban columns alone, an interesting perspective on service offered on the two main "trunks" of the Pacific Electric system may be gained.

Historical Comments:

The October 1928 totals probably represent the all time maximum of rail activity at the station, because, although some interurban lines may have enjoyed superior service at other times during the years before abandonments cut into the total, the rerouting of the South Pasadena Line into the station in September 1928 swelled the overall picture to what might be termed an artificial summit. By Pearl Harbor, only one-third of the 1928 activity remained. The wartime increase is not accurately reflected in the 1945 total, because more frequent schedules were operated on Sundays than on weekdays in this unique period, and further the statistics do not show the increased length of trains or size of cars.

SOUTHERN DISTRICT: The decline prior to 1922 reflects a deflation in the importance of routes generally to the southwest of Watts, which were probably overserved in the former year. The further decline before 1936 was largely the result of service cuts, plus the transfer of Whittier service into the local column as the "Walker Line." In addition, once again the lines southwest of Watts had been reduced in number and, in some cases, changed to shuttle operation at many hours. The final abandonment of these same lines and the Newport Beach Line caused the 1941 reduction. Increased service on lines remaining, plus partial restoration of the Newport Beach Line, produced the 1945 total, which was superior to that of 1936, when several additional lines were operating. The decline to 1950 was caused entirely by service cuts on the same total number of lines. For all practical purposes this is true of the 1956 figure as well, which includes the same number of fulltime rail routes (Long Beach, San Pedro and Bellflower - Santa Ana) as in 1945 and 1950.

NORTHERN DISTRICT: No major abandonments came to Northern District lines until November 1941, the earlier figures purely reflecting variations in headway of the same total. (Of course the Pomona and San Bernardino Lines ran only to San Dimas in 1911.) The 1941 total represents the loss of the Alhambra line, plus minor schedule cuts after 1936 on the remaining lines. The 1945 figure contains wartime service increases on the same lines as in the 1941 representation, while the 1950 figure also involves precisely the same group of lines. (One exception: Sierra Madre rush hour service ceased to be independent after 1941.) All Northern District rail service was abandoned 9-30-51.

WESTERN DISTRICT: The Glendale line was con-

sidered a Western line in 1922, although using the surface terminal at Sixth and Los Angeles Streets, directly underneath the main viaduct of Main Street Station. Thus, until the new subway opened, Main Street Station was a Western District terminal of considerable import. After 1925, only a dwindling number of Santa Monica Air Line trains brought the West into Main Street Station, except for one Glendale owl round trip until 1936. The solitary round trip provided on the Air Line endured until 9-30-53, and, exactly two years after Northern District rail service ended at Main Street Station, the Western District likewise bowed out, leaving only the Southern District to face an uncertain future.

APPENDIX III:

CHRONOLOGICAL CATEGORIZATION OF
PACIFIC ELECTRIC RAIL PASSENGER SERVICE
SINCE 1911

The following tables summarize densities of service and Los Angeles terminal arrangements for Pacific Electric rail lines at five-year intervals since 1911.

In presenting abandonment dates, it must be remembered that fuller explanations of doubtful cases are given in the textual account of each line. Wherever ascertainable, abandonment dates given are the last day on which scheduled rail passenger service was operated (counting from midnight), rather than the first day without rail service. Franchise cars are counted, so that a number of dates are actually later than the date on which the bulk of the service was discontinued.

The following code has been employed to categorize density of service:

A-Comprehensive service (by this term it is indicated that some service was offered on the line at morning, afternoon, and night hours exclusive of owl hours) daily, and at least 15 min base headway.

Ax-At least 15 min base headway, but no night service or no Sunday service or neither.

B-Comprehensive service daily, and at least 30 min base headway.

Bx-At least 30 min base headway, but no night service or no Sunday service or neither.

C-Comprehensive service daily, and at least 60 min base headway.

Cx-At least 60 min base headway, but no night service or no Sunday service or neither.

D-Comprehensive service daily, with less than hourly base headway but no fewer than 8 trains in at least one direction.

Dx-Less than hourly base service but no fewer than 8 trains in at least one direction; no night service or no Sunday service or neither.

Ex-Rush hour service only (morning and evening), either DXSu or DXSaSu, with 8 or more trains in at least one direction during each day of operation.

F-Between 3 and 7 trains in each direction on weekdays, and some Sunday service.

Fx-Between 3 and 7 trains in each direction on weekdays, and no Sunday service.

G-One or two trains in each direction daily.

Gx-One or two trains in each direction either DXSu or DXSaSu.

?-Line in operation, but headway unknown.

The following code has been employed to show the terminal arrangements in Los Angeles:

H-Uses Hill Street Station

L-Uses Los Angeles Street Surface Terminal

M-Uses Main Street Station

R-Uses a downtown street route

S-Uses Subway Terminal

T-Uses Southern Pacific Station

Blank-Does not operate to or from downtown Los Angeles.

A Los Angeles terminal is shown if any through service was operated, even if the bulk of the service on the line was a shuttle not entering the downtown area. The terminals indicated are those for the majority of the service of each line, ignoring exceptional runs which might use some other terminal.

*-Not in operation at the date indicated.

** -Not in operation at any of the specific dates indicated, but in operation at some time within the period of the chart.

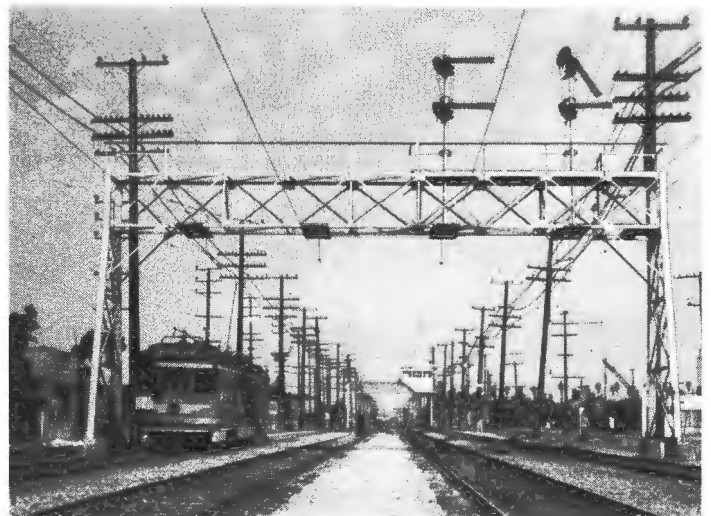
Especially in 1916 and 1921, headways have often been assumed for lines from time tables within six months of the given date.

I. 1911-1936

Line	7-1-	7-1-	7-1-	7-1-	7-1-	Abandon- ment
	11	16	21	26	31	
1-2 Alhambra	C,M	B,M	B,M	B,M	B,M	
3 Alhambra-Shorb	**	(1922: Bx)				5?-24
4 Avenue 64	B,R	B,R	B	B	*	11-13-26?
5 Brush Canyon	B	B	*	*	*	8-6-18
6 Buena Vista	G	*	*	*	*	7-10-13
7 Cahuenga Val.	G	*	*	*	*	-15?
8 Catalina Dock	*	*	G,M	G,M	F,M	
9 Coldwater Cyn.	?	B,H	B	*	*	1-15-23
10 Corona-Arlgn.	*	[See text]	D	Dx	Dx	8-11-31
11 Echo Park Av.	?	A,R	A,R	A,R	A,R	
12 Edendale	A,T	A,T	A,T	A,T	A,T	
13 El Segundo	*	D,M	D,M	Dx	*	10-3-30
14 South Pasad.	A,M	A,R	A,R	A,R	A,M	
Glendale-						
15 Burbank	*	D,M	C,L	B,S	B,S	
16 E. Broadway	*	B,M	B,L	B,S	B,S	
17 La Crescenta	**	(1916: Fx,M)				8-31-17
18 N. Glendale	B,M	A,M	B,L	B,S	B,S	
19 Hollywood-Hill	A,H	A,H	A,R	A,R	A,R	
20 Hollywood-Sub.	*	*	*	A,S	A,S	
Huntington Bch-						
21 La Bolsa	F	F	F	F	*	11-9-28
22 Npt via ELBch	C,M	D,L	D,M	D,M	D,M	
23 Npt via LBch	F,M	G,M	*	*	*	-16?
25 Hunt Pk-Whit.	C,M	C,M	C,M	C,M	C,M	
26 Inglewood	G	G	G	G	*	9-13-28
27 La Hab-Full.	*	*	DxM	DxM	G,M	
28 La Hab-Stern	F,M	D,L	D,M	D,M	G,M	
29 Laurel Cyn.	B,H	A,H	A	*	*	3-10-24
Long Beach-						
30 American Ave.	B	B	A	A	Ax	6-1-35
31 Catalina Dock	*	*	*	*	F	
32 E. First St.	B	*	*	*	*	-11?
33 ELBch-NLBch	B	B	A	A	A	
34 E. Seventh	B	A	A	A	A	
35 Magnolia	B	B	B	B		6-24-28
36 Munic. Dock	**	(1912: Cx)				-15?
37 Naples Jct.	*	*	*	B	B	
38 Ocean Ave.	B	G	*	*	*	10?-17
39 Pine Ave.	B	B	Bx	*	*	7-24
40 San Pedro	C	C	C	C	B	

Line	7-1-11	7-1-16	7-1-21	7-1-26	7-1-31	Abandonment
41 Seal Beach	B	B	C	B	B	
42 Seaside Park	B	C	A	G	*	1-12-28
44 Los Angeles	B,M	B,L	B,M	B,M	B,M	
45 W. Seventh	Cx	*	*	*	*	12?-15
46 W. Third St.	C	Cx	*	*	*	-21?
47 Monrov-Gldra.	C,M	C,L	C,M	C,M	C,M	
48 Mt Lowe-Echo	F	F	F	F	F	
50 NHwd-Can Park	*	D,H	D,H	D,S	D,S	
51 NHwd-San Fern	*	F,H	D,H	D,S	D,S	
Pasadena-						
52 Altadena	A	A	A	A	A	
53 Arroyo Seco	A	A	A	*	*	9-6-23
54 Catalina Dk	*	*	*	*	G	-31?
55 E. Washington	B	B	B	*	*	7-29-23
56 Lamanda Park	B	A	A	A	A	
57 Lincoln Ave.	*	B	A	A	A	
58 N. Lake Ave.	B	B	A	A	A	
59 N. Loop	B	B	B	*	*	7-3-23
60 N. Orange Gr.	B	B	B	*	*	7-29-23
61-62 Oak Knoll	B,M	B,M	B,M	B,M	B,M	
63 Short Line	A,M	A,M	B,M	B,M	B,M	
64 Shorb	*	D	F	*	*	4-16-24
65 S. Loop	B	B	*	*	*	-16?
66 Tournament Pk	*	B	A	*	*	7-22-23
Pomona-						
67 Claremont	B	C	C	C	C	12-31-32
68 E. Fifth	B	B	C	*	*	10-1-24
69 E. Holt	B	B	C	*	*	10-1-24
70 Ganesha Park	B	B	C	*	*	10-1-24
71 S. Garey Ave.	B	B	C	*	*	10-1-24
72 Los Angeles	*	D,L	D,M	D,M	D,M	
73 W. Second St.	B	B	Cx	*	*	10-1-24
Redlands-						
74 Brookside	?	*	*	*	*	-15?
75 Country Club	?	?	D	*	*	5-23-26
76 E. Citrus	?	?	B	*	*	5-23-26
77 Olive Ave.	?	?	D	*	*	12-20-22
78 Smiley Hts.	?	?	B	B	Bx	
Redond Beh via-						
79 Inglewood	C,R	*	*	*	*	11-12-11
80 Playa Del Rey	B,H	C,H	C,H	C,H	C,H	
81 Vermont Hts.	C,R	*	*	*	*	11-12-11
82-83 Gardena	*	C,L	C,M	D,M	D,M	
84 Hawthorne	*	C,L	D,M	D,M	D,M	10-25-33
Riverside-						
85 Arlington	B	B	B	B	B	
86 Brockton Av.	*	B	B	B	B	5-31-36
87 Fairmont Pk.	B	B	B	*	*	3-1-25
88 Seventh St.	A	B	B	*	*	7-7-24
89 Rialto-Los A.	C	D,L	D,M	D,M	D,M	
90 Victoria Hill	B	B	B	*	*	3-1-25
91 Rubio-Echo Mt	F	F	F	F	F	
92 Rubio-Los A.	F,M	F,M	F,M	F,M	F,M	
San Berndo-						
93 Arrowhead	D	F	F	F	B	8-31-32
94 Colton-MtVn	B	A	A	A	A	
95 D Street	B	A	A	A	A	
96-97 Highl-Pat	C	C	D	F	F	
98 Redlands	C	C	C	D	D	
99 Los Angeles	*	D,L	D,M	D,M	D,M	
100 Riverside	B	C	C	C	C	
101 Urbita Spr.	B	B	B	B	*	10-17-27
102 San Dimas	C,M	D,M	D	*	*	7-3-24
San Pedro-						
103 Balboa	**	(1924-6: F; 1926-8:G)				12-28
104 Beacon Ave.	G?	*	*	*	*	-15
105 14th St.	G?	*	*	*	*	-15?
106 La Rambla	C	C	B	B	B	

107 Outer Harbor	Cx	Cx	?	*	*	4-21-24?
108 Pt Firmin	B	A	A	A	B	10-1-34
109 LA-Dominguez	C,M	C,L	B,M	B,M	B,M	
110 LA-Carson	C,R	F,L	*	*	*	2-7-18?
111 LA-Torrance	*	D	C,M	C,M	C,M	
112 West Basin	G	*	*	*	*	-12?
Santa Ana-						
113 Huntgn Beh	D	F	G	*	*	3-22
114 Orange	B	A	B	B	*	9-14-30
115 Los Angeles	C,M	C,L	C,M	C,M	C,M	
116 SMon Bl-CahP	B	B,H	B,H	A,S	A,S	
117 SMon Bl-WHwd	B,H	B,H	A,H	A,S	A,S	
Santa Monica-						
118 Lincoln Bl.	*	B	Cx	Cx?	*	1-22-27
119 S Mon Cyn.	B	Cx	Cx	Cx	Cx	8-22-33?
120 Third St.	B	B	A	B	*	12-13-29
121 LA-Air Line	Cx	C,L	D,M	FxM	CxM	
122 LA-Air-Short	**	(1912:C,M)				-14?
123 LA-Brentwood	B,H	B,H	B,H	B,H	B,H	
124 LA-Bev Hills	B,H	B,H	B,H	B,H	B,H	
125 LA-Short-Air	G,H	*	*	*	*	-14?
126 Sierra Madre	C,M	C,M	C,M	C,M	C,M	
127 Sierra Vista	A,M	*	B,M	A,M	A,M	
128 Soldiers' Hm	Bx	Bx	*	*	*	-20
129 SP - San Ped	*	*	*	F,T	F,T	
130 SP - Pasad.	*	F,T	DxT	F,T	F,T	7-30-33
131 South Pas LL	B	*	*	*	*	-11?
132 Strawberry P	C,R	*	*	*	*	11-12-11
133 Sunset-Melrs	C,H	*	*	*	*	-15
135 Torrance-Ath	*	G,M	GxM	GxM	GxM	
136 Upld-Ontario	*	B	C	C	*	10-6-28
137 Upld-SA Hts	*	C	D	*	*	7-3-24
138 Venice Blvd.	ExH	A,R	A,R	A,R	A,R	
139 Ven-PlayDRrey	B	B	B	B	B	
140 Venice Short	B,H	B,H	B,H	B,H	B,H	
141 Venice-Hwd	B,H	B,H	B,H	B,H	B,H	
142 W a t t s	A,R	A,R	A,R	A,M	A,M	
143 Western-Frk	B,H	B,H	A	A,R	A,R	



The famous four-track main of the Southern District as it looked on October 7, 1945. Car 618 was outbound to Watts, while in center distance can be seen Amoco Tower and the Los Angeles City Hall. (HLK)

II. SINCE 1936

Line	7-1-36	7-1-41	7-1-46	7-1-51	7-1-56	Abandonment
1-2 Alhambra	B,M	B,M	*	*	*	11-30-41
8 Catalina Dock	G,M	G,M	G,M	G,M	G,M	
11 Echo Park Av	A,R	A,R	A,R	*	*	12-28-50
12 Edendale	A,T	ExS	ExS	ExS	*	6-17-55
14 General Hosp. Glendale-	A,R	A	*	*	*	10-17-42
15 Burbank	B,S	B,S	B,S	B,S	*	6-19-55
16 E. Broadway	B,S	ExS	ExS	*	*	12-24-46
18 N. Glendale	B,S	B,S	B,S	B,S	*	6-19-55
19 Hollywood-Hill	A,R	A,R	A,R	*	*	12-28-50
20 Holl-Subway	A,S	ExS	ExS	A,S	*	9-26-54
22 HuntB-Newpt	D,M	*	G,M	*	*	6-30-50
24 HuntP-Walker	B,M	*	*	*	*	3-6-38
25 HuntP-Whittr	GxM	*	*	*	*	1-22-38
27 LaHab-Fullrtn	GxM	*	*	*	*	1-22-38
28 LaHab-YLinda	GxM	*	*	*	*	1-22-38
Long Beach-						
31 Catalina Dock	G	G	G	*	*	4-29-49
33 ELBch-NLBch	B	*	*	*	*	10-21-40
34 E. Seventh	A	*	*	*	*	10-21-40
37 Naples Jct.	C	*	*	*	*	10-21-40
40 San Pedro	B	B	B	*	*	1-2-49
41 Seal Beach	C	*	*	*	*	10-21-40
43 Terminal Is.	** (1942: F)					9-16-45
44 Los Angeles	B,M	B,M	B,M	B,M	B,M	
47 Monrov-Gldra	C,M	C,M	B,M	B,M	*	9-30-51
48 Mt Lowe-Echo	F	*	*	*	*	9-15-36
50 NHwd-Can Park	D,S	B,S	B,S	B,S	*	12-28-52
51 NHwd-San Fern	D,S	*	*	*	*	5-31-38
Pasadena-						
52 Altadena	A	*	*	*	*	1-19-41
56 Lamanda Park	A	*	*	*	*	1-19-41
57 Lincoln Ave.	A	*	*	*	*	1-19-41
58 N. Lake Ave.	A	*	*	*	*	1-19-41
61-62 Oak Knoll	B,M	B,M	B,M	*	*	12-28-50

63 Short Line	B,M	B,M	B,M	B,M	*	9-30-51
72 Covina-Pomona	D,M	C,M	B,M	*	*	10-15-50
78 Redl: Smiley	Ex	*	*	*	*	7-19-36
80 Redondo-PDRey	C,H	*	*	*	*	11-18-40
82-83 Red-Gardena	D, M	*	*	*	*	1-15-40
85 Riv-Arlington	B	B	*	*	*	1-9-43
89 Riv-Rialto-LA	D,M	*	*	*	*	11-18-40
91 Rubio-Echo Mt	F	*	*	*	*	9-15-36
92 Rubio-Los A.	F,M	*	*	*	*	3-31-38
San Berndo-						
94 Colton-Mt Vrn	B	B	*	*	*	2-22-42
95 D Street	A	A	*	*	*	8-4-42
96-97 Highland	Gx	*	*	*	*	7-19-36
98 Redlands	D	*	*	*	*	7-19-36
99 Los angeles	D,M	F,M	*	*	*	11-1-41
100 Riverside	C	*	*	*	*	5-7-39
San Pedro-						
106 La Rambla	B	*	*	*	*	1-23-38
109 LA-Dominguez	B,M	B,M	B,M	B,M	B,M	
111 LA-Torrance	D,M	*	*	*	*	1-15-40
115 Santa Ana	D,M	D,M	C,M	C,M	C,M	5-25-58
116 SMon Bl-CahP	B,S	*	*	*	*	5-31-38
117 SMonBl-WHwd	B,S	B,S	B,S	B,S	*	5-31-53
Sta Monica via-						
121 Air Line	GxM	GxM	GxM	GxM	*	10-26-53
123 Brentwood	C,H	*	*	*	*	11-18-40
124 Bev Hills	C,H	*	*	*	*	11-18-40
126 Sierra Madre	C,M	C,M	C,M	*	*	12-28-50
127 Sierra Vista	A,M	A,R	A,R	A,M	*	9-30-51
129 SP-San Pedro	G,T	*	*	*	*	10-23-39
134 Terminal Is.	** (1942-5,F; 1943-4,D)					9-16-45
135 Torrance-Ath	GxM	[GxM]	[GxM]	[GxM]	*	1-31-55
138 Venice Blvd.	A,R	B,R	A,R	*	*	10-1-50
139 Ven-PLDelRey	Ex	*	*	*	*	7-13-36
140 Venice Short	B,H	B,H	B,H	*	*	12-28-50
141 Venice-Hwd	C,S	C,S	*	*	*	8-23-41
142 W a t t s	A,R	A,R	A,R	A,M	B,M	
143 Western-Frkn	A,R	*	*	*	*	3-17-40



1033 in Huntington Beach, 1937; car was inbound from Balboa. (EK)

APPENDIX IV:

**OBSERVATION OF ALL ARRIVING AND DEPARTING TRAINS
AT MAIN STREET STATION, LOS ANGELES, CALIFORNIA,
AFTERNOON OF AUGUST 27, 1948**

As remarked in the Introduction, the great bulk of the information in this volume must necessarily come from written records without reference to actual verification of the events.

However, for the five hour period of 12 noon to 5.00 pm on August 27, 1948, a visible record of interurban train activity at the most important terminal of the system is indeed available. It is presented here as a vivid excerpt from the daily performance of the transportation enterprise at that time.

Cars are recorded in the actual order in which they arrived at or departed from the terminal, but the time table times are shown; thus a train scheduled to arrive at 12.34 may be listed ahead of a train scheduled to arrive at 12.31, if the 12.34 train did in fact arrive earlier.

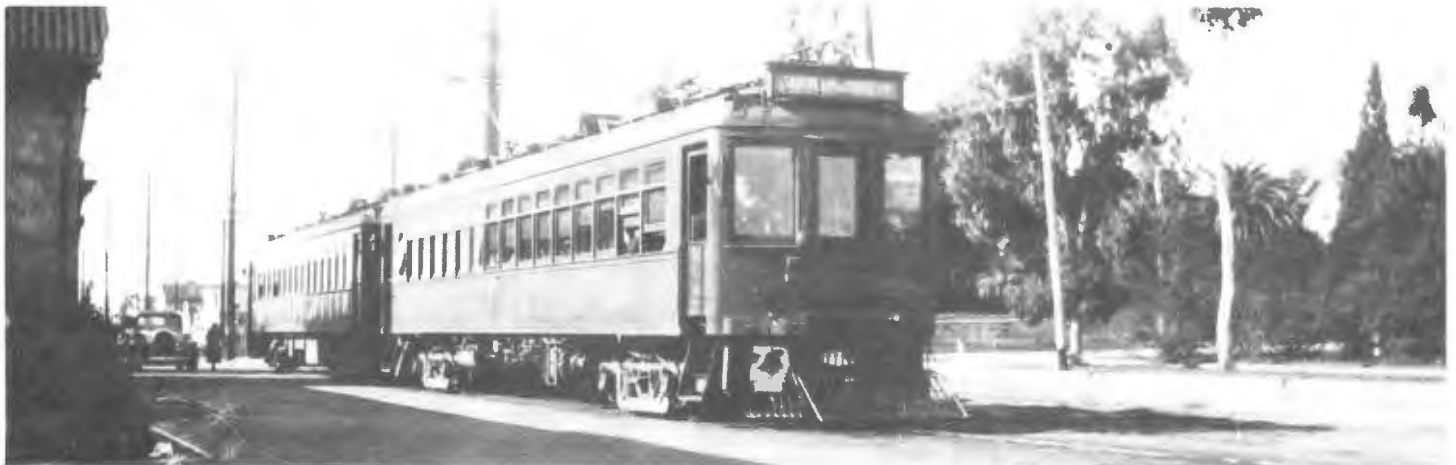
All times shown are employee time table times.

The data were recorded that day by L. R. Veysey.

Arr. In-bound pm	Lv. Out-bound	T r Origin or Destination	Car(s)
12.01	pm	7 San Pedro	300
	12.04	6 Long Beach	429-413
12.04		4 Pasadena Short Line	1110
	12.09	4 Pasadena Oak Knoll	1110
12.11		5 Long Beach	1257-1220
12.12		8 Santa Ana	301
	12.14	7 San Pedro	300
12.19		4 Pasadena Oak Knoll	1129
12.20		6 Monrovia	1107
12.21		7 San Pedro	317
	12.24	4 Pasadena Short Line	1129
	12.24	5 Long Beach	1220-1257
	12.25	6 Monrovia	1107
	12.25	8 Santa Ana	301
12.29		6 Baldwin Park	1216
12.34		4 Pasadena Short Line	1130
12.31		5 Long Beach	402-401
	12.34	7 San Pedro	317
	12.35	6 Baldwin Park	1216
12.41		7 San Pedro	432
	12.39	4 Pasadena Oak Knoll	1130
	12.44	5 Long Beach	401-402
12.49		4 Pasadena Oak Knoll	1104
12.50		6 Glendora	1127
12.51		5 Long Beach	451-450
	12.54	4 Pasadena Short Line	1104
	12.54	7 San Pedro	432
	12.55	6 Glendora	1127
1.01		7 San Pedro	414
1.04	pm	4 Pasadena Short Line	1139
	1.04	5 Long Beach	450-451
1.08		6 Baldwin Park	1261
1.12		8 Santa Ana	309
	1.09	4 Pasadena Oak Knoll	1139
1.11		5 Long Beach	453-456
	1.14	7 San Pedro	414
	1.15	6 Baldwin Park	1261
1.21		7 San Pedro	1262-1203
1.19		4 Pasadena Oak Knoll	1121
1.20		6 Monrovia	1133
	1.24	4 Pasadena Short Line	1121

1.24	5 Long Beach	456-453	
1.25	6 Monrovia	1133	
1.25	8 Santa Ana	309	
1.31	5 Long Beach	497-437	
1.34	4 Pasadena Short Line	1135	
	1.34	7 San Pedro	1203-1262
1.41	7 San Pedro	304	
	1.39	4 Pasadena Oak Knoll	1135
	1.44	5 Long Beach	437-497
1.49	4 Pasadena Oak Knoll	1128	
1.51	5 Long Beach	415-408	
1.48	6 Baldwin Park	1224	
1.50	6 Glendora	1118	
	1.54	4 Pasadena Short Line	1128
	1.54	7 San Pedro	304
	1.55	6 Glendora	1118
	1.55	6 Baldwin Park	1224
Arr. pm	6 DEADHEAD	312	
2.01	7 San Pedro	405	
2.04	pm	4 Pasadena Short Line	1110
	2.04	5 Long Beach	408-415
2.12	8 Santa Ana	308	
	2.09	4 Pasadena Oak Knoll	1110
2.11	5 Long Beach	412-424	
2.14	4 Pasadena Oak Knoll	1129	
	2.14	7 San Pedro	405
2.20	6 Monrovia	1107	
	2.19	4 Pasadena Short Line	1129
2.21	7 San Pedro	407	
	2.24	5 Long Beach	424-412
	2.25	6 Monrovia	1107
	2.25	6 Santa Ana	312
		8 CAR MOVES OUT	308
2.31	8 Long Beach	413-429	
		8 CAR MOVES IN	308
2.28	6 Baldwin Park	1205-1216	
Arr.	4 DEADHEAD	1145	
Arr.	6 DEADHEAD	1117	
2.34	4 Pasadena Short Line	1104	
Arr.	5 DEADHEAD	434-428	
	2.34	7 San Pedro	407
	2.35	6 Baldwin Park	1216-1205
	2.39	4 Pasadena Short Line	1104
	2.39	4 Pasadena Oak Knoll	1145
2.41	7 San Pedro	406	
	2.43	6 Glendora	1117
	2.44	5 Long Beach	428-434
		5 Long Beach	1257-1220
	2.54	4 Pasadena Oak Knoll	1130
	2.54	7 San Pedro	406
	2.55	8 Bellflower	308
2.59	7 San Pedro	300	
2.59	6 Pasadena Short Line	1121	
	2.59	4 Pasadena Short Line	1130
pm			
3.04	pm	7 Glendora	1144-1131
	3.04	5 Long Beach	1220-1257
	3.04	6 Pasadena Oak Knoll	1121
3.12	8 Santa Ana	318	
3.11	5 Long Beach	402-401	
3.14	4 Pasadena Short Line	1105	
	3.13	7 Monrovia-Sierra Madre	1131-1144
3.10	6 Baldwin Park	1261-1230	
	3.19	4 Pasadena Short Line	1105
3.19	7 San Pedro	317	
	3.15	6 Baldwin Park	1230-1261
3.24	4 Pasadena Oak Knoll	1139	
	3.24	5 Long Beach	401-402
	3.25	8 Santa Ana	318
	3.26	7 San Pedro Ltd	317

	3.26	7 Dominguez Loc	300		4.26	7 Dominguez Loc	310-404
	3.29	4 Pasadena Oak Knoll	1139	Arr.	4.28	7 DEADHEAD	431-416-498
3.34		4 Pasadena Short Line	1135		4.28	6 Baldwin Park	1223-1250-1234
3.31		5 Long Beach	451-450	Arr.		8 DEADHEAD	1208-1225
3.37		6 Monrovia	1143-1133	4.27		4 Pasadena Short Line	1136-1125
3.39		7 San Pedro	432-414		4.33	5 Monrovia-Sierra Madre	1142-1113 (1st)
	3.39	4 Pasadena Short Line	1135		4.33	5 Monrovia-Sierra Madre	1107-1141 (2nd)
Arr.		6 DEADHEAD	1209-1240		4.32	4 Pasadena Short Line	1125-1136
	3.43	6 Glendora	1133-1143	Arr.		4 DEADHEAD	1012-1011
Arr.	3.44	5 Long Beach	450-451	4.31		8 Long Beach	437-497
		5 DEADHEAD	452		4.34	7 Long Beach	498-416-431
	3.46	8 San Pedro Ltd	429	Arr.		5 DEADHEAD	1299
	3.46	8 Dominguez Loc	413	Arr.		4 DEADHEAD	1008-1019
	3.48	6 Baldwin Park	1240-1209	Arr.		6 DEADHEAD	410-421-411
Arr.		8 DEADHEAD	316	Arr.		6 DEADHEAD	418-420
3.44		4 Pasadena Oak Knoll	1128	4.41		7 Glendora	1118-1116-1100
3.52		6 Glendora	1119-1127		4.42	4 Pasadena Oak Knoll	1019-1008
Arr.		7 DEADHEAD	403		4.42	4 Pasadena Short Line	1012-1011
3.54		6 Pasadena Short Line	1236-1217		4.43	5 Newport Beach Club Car	1299
	3.49	4 Pasadena Oak Knoll	1128	4.39		5 San Pedro	304-307-308
	3.55	8 Bellflower	316	4.38		7 Baldwin Park	1202-1251-1216
3.51		5 Long Beach	453-456		4.44	6 Long Beach Expr	420-418
	3.59	6 Pasadena Short Line	1217-1236		4.44	6 Long Beach	411-421-410
	3.58	6 Monrovia-Sierra Madre	1127-1119		4.46	8 San Pedro Ltd	437-497
3.59		8 San Pedro	400		4.46	8 Dominguez Loc	1225-1208
3.59		4 Baldwin Park	1255-1224	Arr.		6 DEADHEAD	457-458-459
Arr.		8 DEADHEAD	430	4.47		4 Pasadena Short Line	1002-1033
	4.04	5 Long Beach	456-453-452		4.48	7 Baldwin Park	1216-1251-1202
Arr.		5 DEADHEAD	496		4.47	7 Glendora	1100-1116-1118
	4.06	7 San Pedro Ltd	403-414	Arr.		7 DEADHEAD	1126-1123-1103
	4.06	7 Dominguez Loc	432		4.52	4 Pasadena Short Line	1033-1002
Arr.		7 DEADHEAD	1054-1003	4.52		4 Pasadena Oak Knoll	1130-1145
4.12		8 Santa Ana	301	Arr.		7 DEADHEAD	1106-1109-1148
	4.08	4 Baldwin Park	1224-1255		4.55	5 Santa Ana	308-307-304
Arr.		6 DEADHEAD	1115-1114-1140	Arr.		5 DEADHEAD	1222-1249-1243
4.12		4 Pasadena Short Line	1104-1146	Arr.		8 DEADHEAD	433-313
	4.07	7 Pasadena Oak Knoll	1003-1054		4.57	4 Pasadena Oak Knoll	1145-1130
Arr.		7 DEADHEAD	404-310	Arr.		4 DEADHEAD	1371-1207
4.11		5 Long Beach	415-408	4.51		6 Long Beach	302-306
	4.13	6 Glendora-Sierra Madre	1140-1114-1115	Arr.		7 DEADHEAD	1221-1219
	4.17	4 Pasadena Short Line	1146-1104		4.58	7 Monrovia-Sierra Madre	1148-1109-1106
4.22		4 Pasadena Oak Knoll	1110-1149		5.01	5 Baldwin Park	1243-1249-1222
	4.20	8 Santa Ana Expr	301	4.58		8 Dominguez Loc	300
Arr.		6 DEADHEAD	1234-1250-1223		5.02	4 Pasadena Short Line	1207-1371
4.19		7 San Pedro	499-422	4.59		5 San Pedro Ltd	405
	4.24	5 Long Beach	408-415-496		STATUS OF TRACKS AT THIS POINT, 5.05 PM:		
	4.25	8 Bellflower Loc	430-400		4-Vacant		
4.27		5 Monrovia	1141-1107		5-405 (San Pedro Ltd)		
Arr.		5 DEADHEAD	1113-1142		6-302-306 (L Bch Exp); 457-458-459 (L Bch Ltd)		
	4.27	4 Pasadena Oak Knoll	1149-1110		7-1219-1221 (Newport Bch); 1126-1123-1103 (Monrovia)		
	4.26	7 San Pedro Ltd	422-499		8-433-313 (San Pedro); 300 (Dominguez Loc)		



The 1200 leads a Portland through Claremont in July, 1935. (EL)

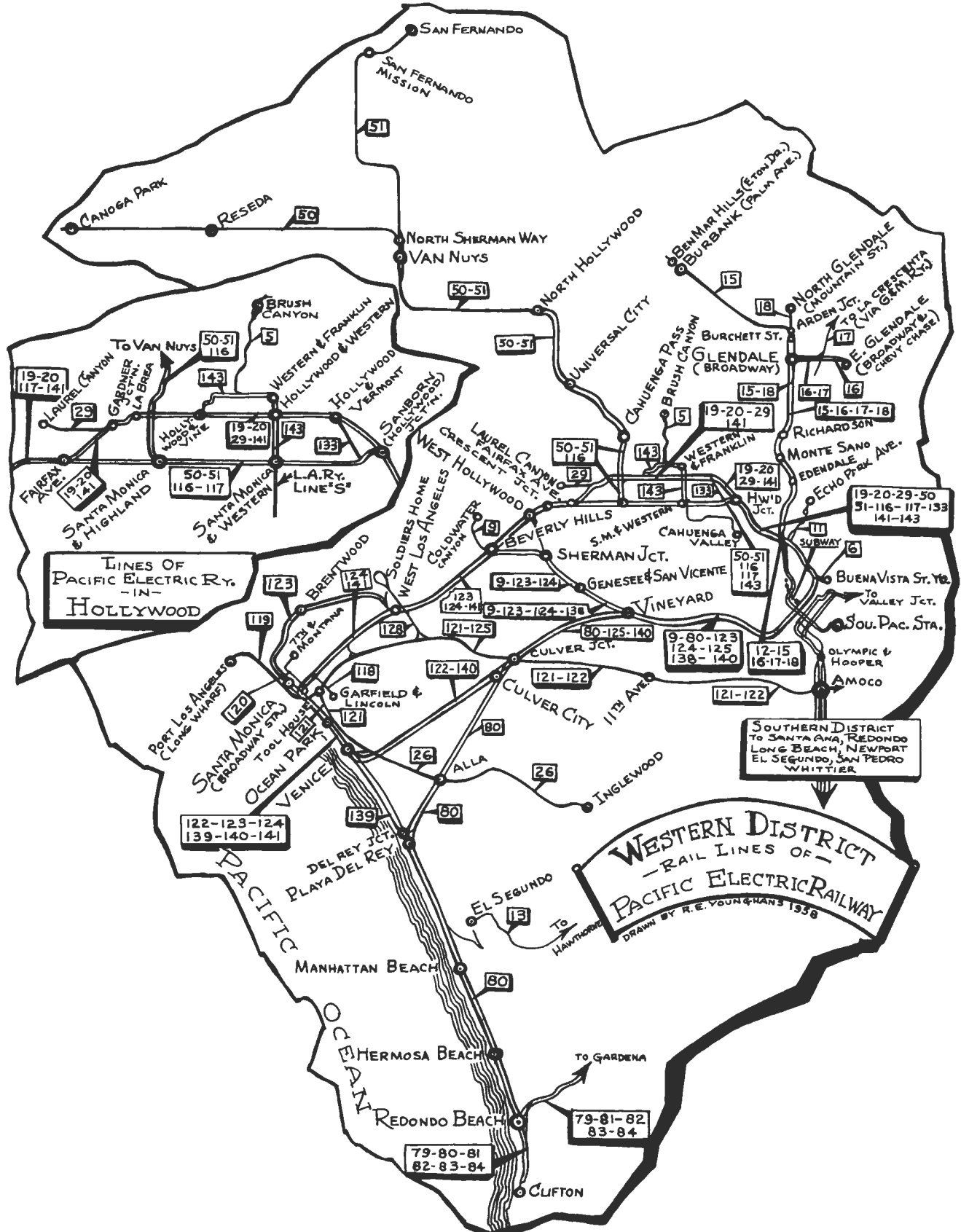
APPENDIX V:

DIAGRAM OF PACIFIC ELECTRIC RAIL PASSENGER SERVICE SINCE 1911, WITH GEOGRAPHICAL INDEX TO LINES

The diagrams which follow on this and adjoining pages are not maps, properly speaking; they are not constructed to any scale. Rather, they are an attempt to indicate which lines at any time served

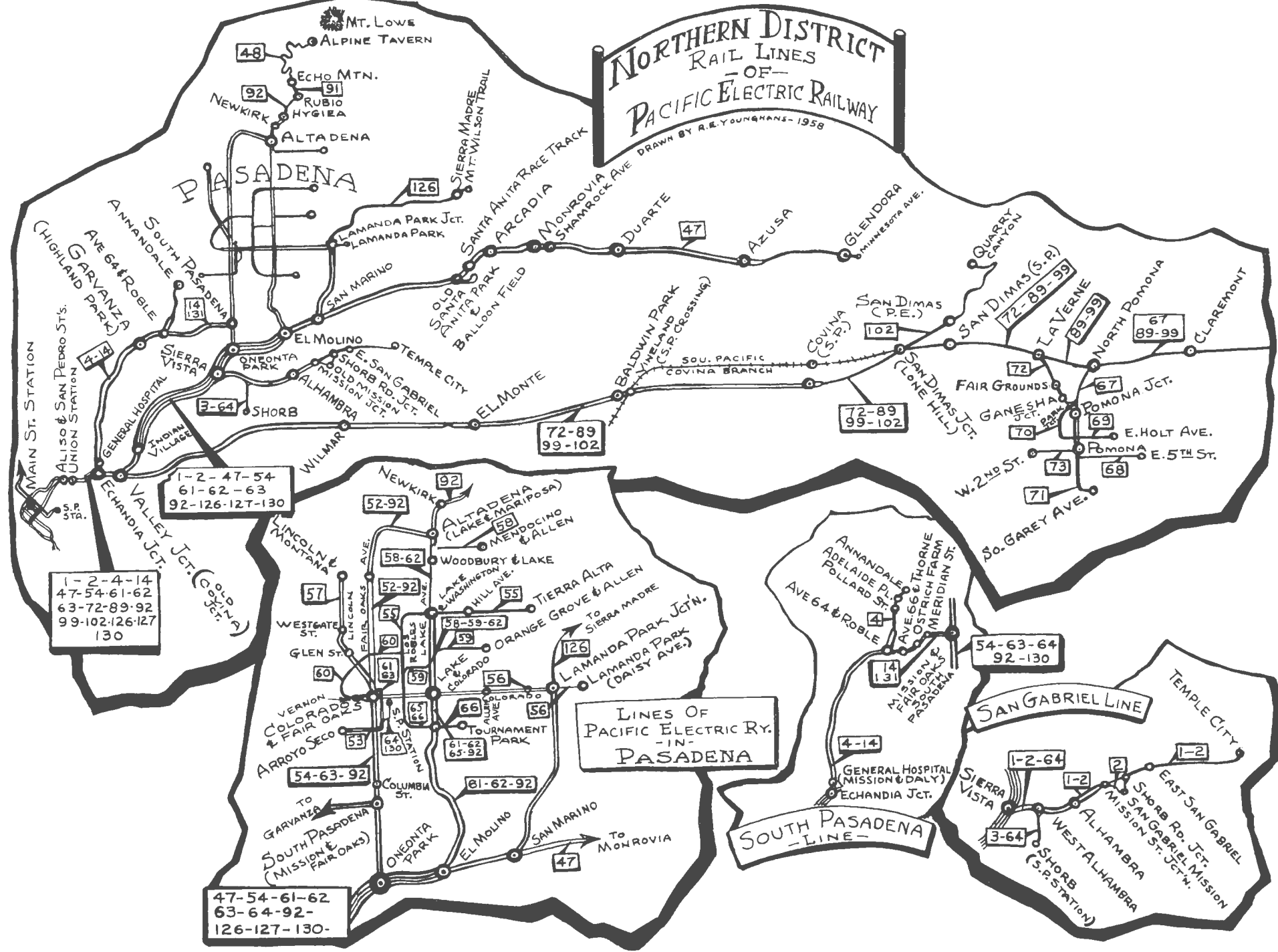
which major portions of Pacific Electric trackage, thus comprising a ready reference to the text. Of course it has been impossible to reproduce the detail of the downtown trackage of such cities as Los Angeles, Pasadena, and Long Beach, where so many reroutings took place over the years.

The reader interested in detailed track maps of the system is referred to the publication Lines of Pacific Electric.



NORTHERN DISTRICT RAIL LINES OF PACIFIC ELECTRIC RAILWAY

DRAWN BY R.E. YOUNGHANS - 1958



LINES OF
PACIFIC ELECTRIC RY.
-IN-
PASADENA

SOUTH PASADENA
-LINE-

SAN GABRIEL LINE

1-2-4-14
47-54-61-62
63-72-89-92
99-102-126-127
130

1-2-47-54
61-62-63
92-126-127-130

54-63-92

47-54-61-62
63-64-92-
126-127-130-

LINES OF
PACIFIC ELECTRIC RY.
-IN-
PASADENA

SOUTH PASADENA
-LINE-

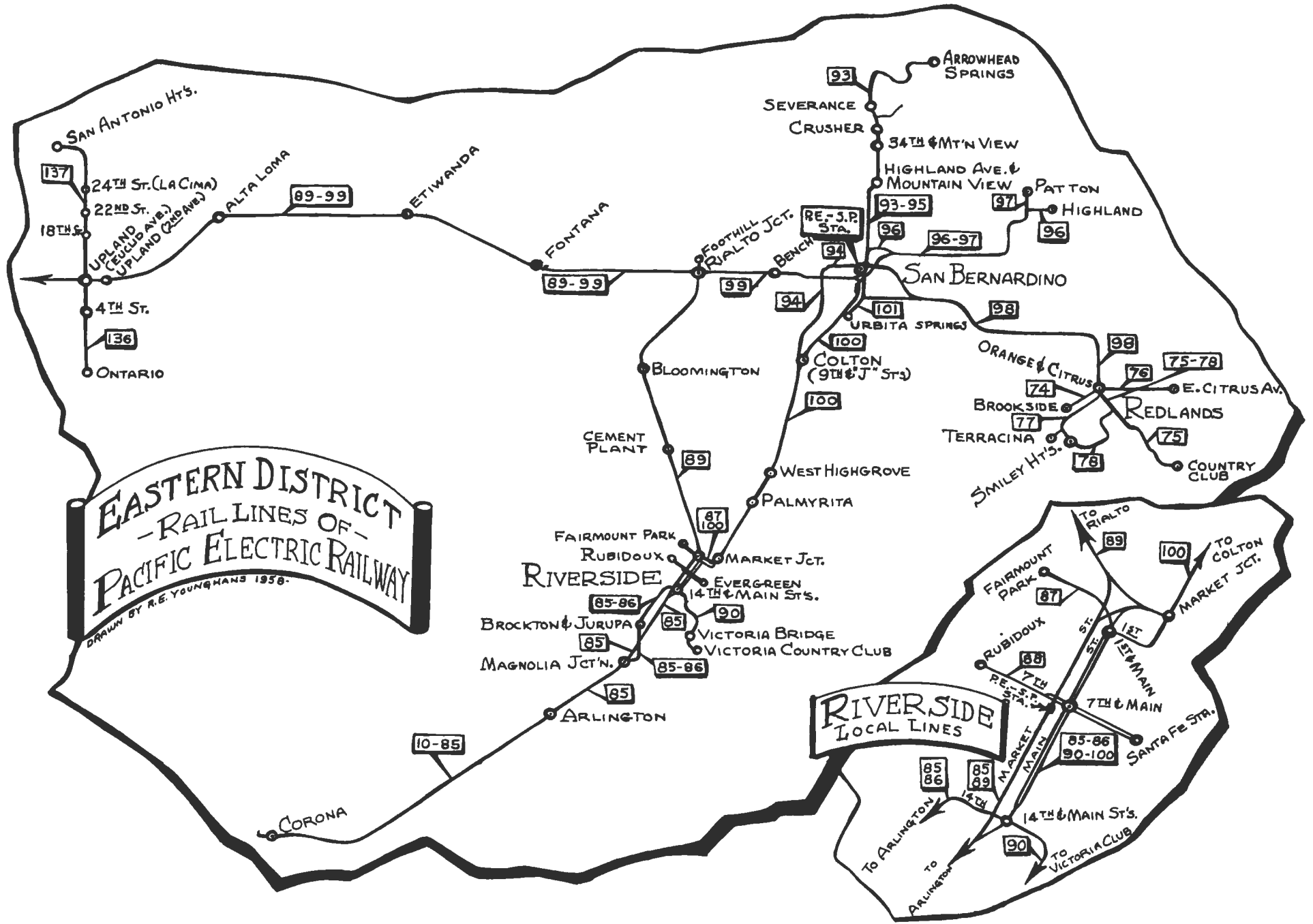
SAN GABRIEL LINE

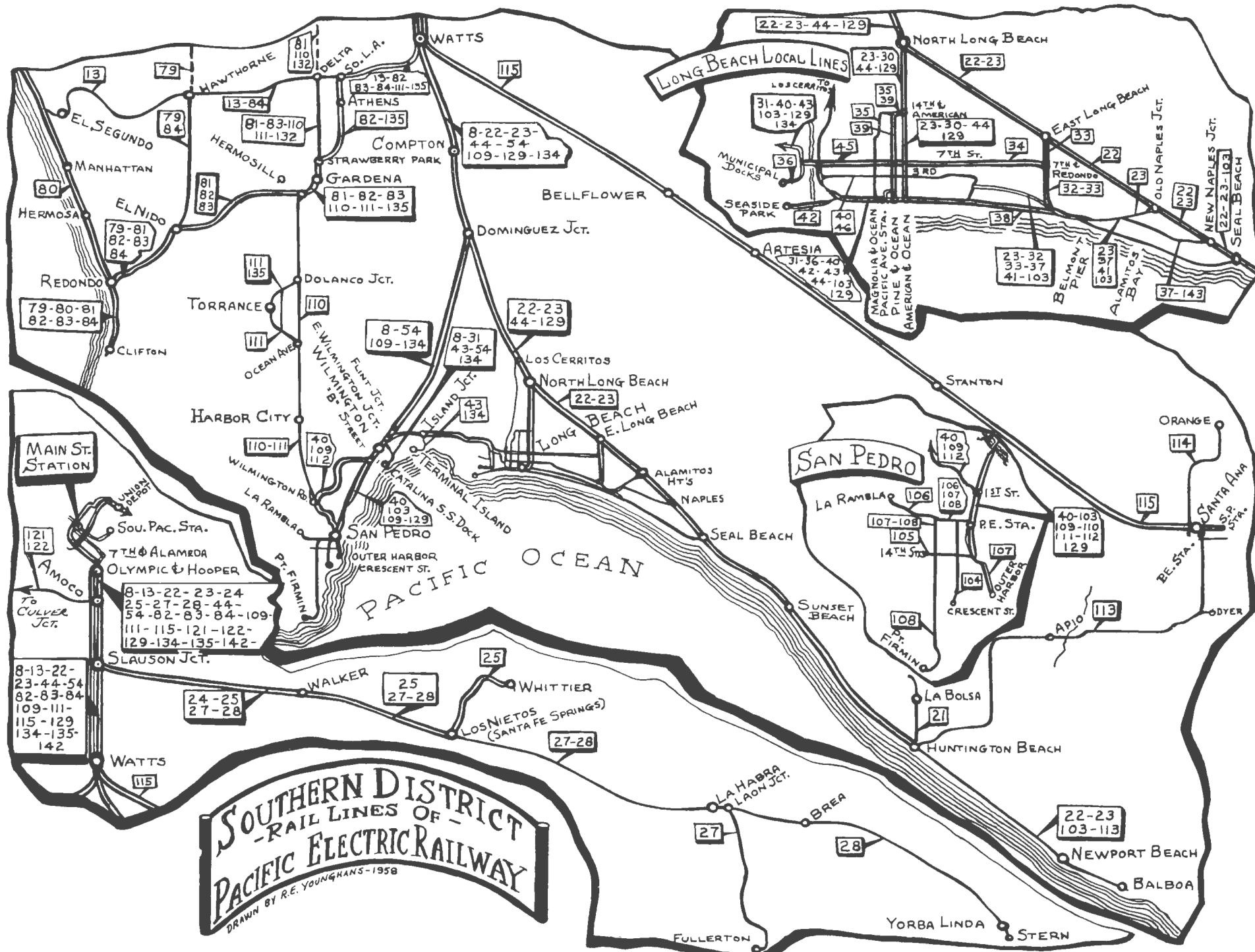
1-2-4-14
47-54-61-62
63-72-89-92
99-102-126-127
130

1-2-47-54
61-62-63
92-126-127-130

54-63-92

47-54-61-62
63-64-92-
126-127-130-





**Southern District
- Rail Lines of -
Pacific Electric Railway**

Drawn by R.E. Youngmans - 1958

BIBLIOGRAPHICAL NOTE A:

THE HISTORY OF PACIFIC ELECTRIC TIME TABLES

Prior to 1911, the old Pacific Electric system issued comprehensive folders which included the schedules of all lines. These folders were apparently published monthly and bore only the month and year of their issue, rather than any more specific date on which they would take effect. (This was true by 1910; a much smaller folder, without advertising, had appeared dated 1-2-08.) They were being published in 1910 under contract by George Rice & Sons, Printers, which firm liberally accepted advertising of all types to be included in the folders.

Some of these advertisements aid enormously in recapturing the spirit of an earlier era in Southern California. For example, on page 35 of the August 1910 folder appears the announcement of "Radium Sulphur Springs, Colegrove Los Angeles. TAKE BATHS IN LIQUID SUNSHINE. IT SPARKLES AND FOAMS LIKE CHAMPAGNE. Drink the most radio-active curative mineral water. It purifies blood, keeps you young, rejuvenates the whole body." Then follows a list of fourteen diseases cured by the hot baths, from colds and paralysis to diabetes and nervous trouble. "Makes skin velvety, hair silken . . . Take Melrose Ave. cars direct to springs." On page 18 of the July 1911 issue we are told, "Now is the time to obtain that Pet Talking Parrot. We have them just out of the nest, gentle as kittens and will remain so if obtained while young." On page 35, the challenge appears: "If you have a misshapen nose, sagging cheeks, bagginess under the eyes, hollow cheeks, thick lips, protruding ears, wrinkles, freckles, moles, birthmarks or any other imperfection or deformity of the face, we can correct it by our painless method." Of course on page 42 we learn that the real cause of all illness is "the lack of OXYGEN in the body . . . The Oxyphator can save you—absolutely cure you." And naturally there were the sanitariums, the rest homes, the real estate subdivisions, right on down to Pasadena's "Coziest Place to Eat," The New Cafeteria.

So prominent was the advertising that certain schedules themselves were abbreviated in order to allow additional space for sale. For example, the Alhambra-San Gabriel Line showed only departure times from terminals, with a footnote giving approximate intermediate times.

Under Southern Pacific Company ownership, this scheme of things was changed. There was a slight lag; the September 1911 issue still had the traditional advertising and did not include San Bernardino or Riverside lines, which were only officially merged that very month.

However, it was soon after this that all advertising was dropped from the time tables, except for company-sponsored resorts such as Mount Lowe, Redondo Beach Bath House, and Venice Plunge, and for such space-fillers as "Try a hike at Point Firmin. The Cliffs are Rugged." By the latter part of 1912 the transformation was complete. Orange Empire services were by now a regular fixture in the folder. Each issue took effect on a definite date, for example, October 15, 1912, July 11, 1914, or May 1, 1916. On the other hand, the 1912 time table (above) contains the date Dec. 1 on its co-

ver, indicating that monthly reissues may also have occurred.

Not much is known about these system folders during the late teens, for the simple reason that none from that period (between 1916 and 1921) has thus far appeared in any known collection.

In the early twenties, the folders were still appearing in the style of the 1912-16 period. But now invariably appeared on the first date of the month, e.g., December 1, 1924. Although they often came out at monthly intervals during 1922-24, evidence indicates that a number of months were bypassed; possibly no issues appeared between July and October of 1924.

Commencing with February 1925, the folders were no longer dated on the first day of a particular month, but instead merely stated: "In effect February and March, 1925." This method was used until the end of 1927, with new issues apparently coming forth bi-monthly during this three-year span.

At the beginning of 1928 a brand-new cover design replaced the old, which, as stated, had not really changed since 1912. "Pacific Electric" was now spelled in huge letters, and a fanciful engraving of a long train at night, its headlight fiercely flashing, now gave the cover a radically different appearance. At the same time, issuance was stepped up to a monthly interval; again there are separate issues for February, March, and April of 1928. Occasionally there would be a bi-monthly issue (e.g., Oct.-Nov. 1928), but only in 1930 did a sixty-day period again become the norm.

For the early twenties until mid-1928, each folder appeared in constantly varying pastel colors (one month, all printing on the white background was blue, the next month green, the next magenta, the next black, and so on). Several months after the dramatic new cover design appeared, however, a standard color of red began to be used on the covers of all time tables, month after month, although printing of the sheets inside continued to alternate between various pastels.

Bi-monthly frequency remained standard in 1930 and the first half of 1931. In July 1931 the impact of the depression made itself felt, with a reduction to four issues per year. The last of these quarterly issues was that for April-May-June of 1932. The next issue was dated specifically, for the first time since the early teens. It carried the date August 11, 1932. Thenceforth the system folders appeared irregularly on certain dates when a major readjustment in scheduling made a new issue desirable. It appears that at times as many as six months passed between issues.

The August 11, 1932, edition was the last to include schedules of local streetcar and bus lines in Los Angeles, Pasadena, Glendale, and Long Beach. The next issue, dated December 20, 1932, referred the information seeker to separate individual leaflets for these sub-systems, thereby reducing the bulk of the system folder considerably.

Acquisition of full stock ownership in Motor Transit Co. in mid-1936 brought major changes to the appearance of the system folder for the first time since 1928. The standard red cover was abandoned; the "Motor Transit" name appeared beneath the "Pacific Electric," and in as large a lettering; and a new emblem placed a hood-in-front bus beside the train.

The last system folder to be issued was that of

December 1, 1937. It was distinctive in containing on its cover not an engraving but instead a photograph of a 1200-class train and a Motor Transit bus side by side among the orange groves. Its printing and cover were in blue.

Shortly thereafter it was apparently decided by cost-conscious officials that a system folder was an extravagance. Further, it would be more accurate to concentrate upon a set of leaflets for each of the various lines, or small groups of lines, which could be individually changed as the schedules of particular routes were revised, hence always fully up-to-date.

However, the individual line leaflets had originated far earlier than 1937. For many years they had supplemented the system folders. We have no positive assurance as to the first date of such a leaflet, but, by late 1916, a wide and rather unorganized assortment of small cardboard or folder paper leaflets were being issued. Some of these covered logical groupings of lines. Others merely gave departure and arrival times at Los Angeles and a single important outlying city, such as El Monte or Monrovia. The most recent of these polyglot affairs to survive in a known collection is dated April 20, 1923.

At some point in the mid-1920s, one of the men of Main Street Station sought to stabilize and catalogue this chaos of leaflets. The logical means was the introduction of the Form Number. These numbers in many instances were kept to identify the schedule of a particular line through all the years until 1953. The earliest known date of a schedule to bear a form number is July 15, 1926. At first, each folder was known as a "Pacific Electric Pocket Time Table." Around 1930 the word "Pocket" was omitted and certain forms were then renumbered.

The following is a listing of the form numbers used for the various rail line time table folders, to the extent that they are known, between 1926 and 1940:

1. LA-Long Beach, LA-San Pedro via Dominguez, Long Beach-San Pedro, San Pedro Local Lines.
- 1A. (After 1931) Long Beach Local Lines.
2. LA-Glendale-Burbank. (Until 1934, Glendale Local Lines also.)
- 2A. (Probably established 3-1-34.) Glendale Local Lines.
3. Los Angeles Local Lines.
4. Pomona-La Verne-Claremont Area Service.
5. (Before 1931) LA-Whittier, LA-Stern-Fullerton.
5. (After 1931). LA-Santa Ana-Orange.
6. LA-Redondo Beach; San Pedro via Gardena.
7. (After 1931) LA-Whittier; LA-Stern-Fullerton.
8. LA-San Bernardino and feeders.
- 8B. Pomona Fair Special Trains.
9. Venice Short Line; all West Beach lines; Lagoon Line; Santa Monica Local Lines.
10. Orange Empire Local Services.
11. LA-Pasadena via Short Line and via the Oak Knoll Line (included Sierra Vista Line in 1927).
- 11A. (After 1931). Pasadena Local Lines.
12. LA-San Fernando Valley.
13. LA-Glendora; LA-Sierra Madre.
15. LA-Temple City.
16. LA-Balboa.
- 16A. LA-Balboa Club Car Service.
17. Upland-Ontario Area Service.

20. El Monte-Covina Area Service.
24. Alta Loma-Etiwanda-Fontana - Rialto-Pomona-La Verne-Claremont Area Service.
26. San Dimas Area Service.
28. (Before 1931.) Pasadena Local Lines.
29. (Before 1931.) Long Beach Local Lines.
30. Santa Monica Air Line (in 1927; combined in Form 9 later.)

Certain of the missing numbers are known motor coach folders; others are unknown as to possible assignment.

Probably the most cumbersome PE individual line folder of all time was the Glendale-Burbank Form 2 between 1936 and 1940, during the period of coordinated rail and motor coach experimental service there. Another oddity of those particular schedules from 1937 to 1940 was the fact that they showed employee assignment numbers. The most difficult schedule for the average patron to read and understand was the San Fernando Valley Form 12 after 1938, when it included a whole string of wandering, infrequent shuttle busses and their connections on a single table with the main rail line.

A major change in the folders occurred during the spring of 1940. At this time the rehabilitation program was underway, and the company was seeking to spruce up its publicity generally. A new series of woodcuts was introduced on the folder covers, illustrating typical classes of rail and motor coach equipment appropriate to each line. These were not always too appropriate; many Newport Beach Form 16 time tables carried a picture of a P C C car, as did the Venice Short Line for many years after it no longer had P C Cs, and the Baldwin Park Line, Form 8, which of course never enjoyed them. On the other hand, one Glendale schedule in 1942 showed a 1200-class train on the cover. Beside this equipment illustration, the words "Rail Service," "Motor Coach Service," or "Rail and Motor Coach" were introduced. Bus lines of the Motor Transit District were similarly labelled "Motor Transit Lines."

But the most significant change was the inauguration of a numbered series of time tables for each line. That is to say, Form 2 became Schedule 2, and Schedule 2-1 took effect on a certain day in 1940, being superseded when first revised by a Schedule 2-2, then Schedule 2-3, and so on. The earliest known effective date of a numbered rail schedule was Schedule 12-1, effective April 24 1940 (excepting some that were mere reprints of unnumbered forms that had taken effect in 1939).

This was the pattern that endured until 1953, with but small modifications only. The old PE emblem, "Speed-Comfort-Safety," with the lightening flash was replaced in mid-1943 by the revised version stating "Rail and Motor Coach Service." The effective date of each schedule was moved to a prominent place at the top of the cover page at the same time. A few curious errors occurred in the numbering system; the most extreme of these was the jump of San Fernando Valley Schedules from 12-8 to 12-19 in 1942. This slip was never corrected. In a few other cases, it is certain that ascending time table numbers were skipped or repeated.

On April 1, 1949, PE began to varitype the folders itself, rather than having them done by a commercial printing firm. This was of course an economy move. All the flamboyant colors—the pinks, magentas, greens, purples, and browns—of former

years succumbed to austere black on white, alternating with black on yellow.

The traditional series of PE public individual line folders closed during August of 1953. During the thirteen year period of numbered schedules, a total of at least 1,006 different leaflet issues were put forth. (Form 16, Newport Beach, contributed 56 toward this total, the highest number of issues of any one form.) These 1,006 are definitely known; a few others may have appeared, now lost in obscurity.

Of this total 367 included rail service in their contents, the remainder showing motor coach operations exclusively.

On August 19, 1953, the first of an entirely new series of line folders was issued. In external format the new time tables were identical to the old. But the numbering started from scratch. All the old Form Numbers, which had become Schedule Numbers in 1940, were abolished, breaking a continuity of at least twenty-seven years in some cases. Several years previously, the company had for the first time in history bestowed official route numbers on those lines still remaining. Now this series of Line Numbers (which had appeared on the time table covers in subsidiary position since early 1951) was made the sole basis for time table designation. Thus, as an example, Glendale-Burbank, which had been Schedule 2, became Line 29 and its schedule of September 7, 1953 was Schedule 29-1. It took about 2 months for the last of the old series to disappear from the racks after the first of the new was released. And by this time the schedules were reading "Metropolitan Coach Lines" instead of Pacific Electric. The old woodcuts were retained (they had been augmented by certain newer supplementary designs around 1950), and the rail lines still bore the prominent engraving "Rail Service" in the same place on the cover.

The principal innovation of Metropolitan Coach Lines as regards issuance of these folders was to commence providing full schedules for all Los Angeles local lines, which PE had given up doing after May 1, 1948. On December 15, 1953, Schedule 25-1 for the Watts rail line appeared. It might also be added that MCL replaced the yellow with vivid green, alternating with white issues for each line. During the final months of its operational period, MCL made two further alterations in format: (1) it added advertising, for the first time since 1911 (2) it replaced the distinctive "Rail Service" and "Motor Coach Service" woodcuts with a standard design showing a smiling operator.

The Metropolitan Coach Lines series of folders ceased in March 1938, as the system was acquired by the Los Angeles Metropolitan Transit Authority. For a short time, LAMTA maintained the same route numbers as the former company, and merely made minor changes in the cover to indicate its arrival. At the beginning of April, the traditional address in Los Angeles—610 South Main Street—which had appeared on all PE time tables since 1911 was replaced by the LAMTA address of 1060 South Broadway (former Los Angeles Transit Lines headquarters) to add a further novel note.

On April 17, 1958, LAMTA redesignated all remaining former Pacific Electric rail route numbers thus in effect commencing an entirely new series of schedules. No blanket attempt to replace the MCL series was made, however; as in 1953, it was simply a case of gradual changeover as new time

tables took effect line by line.

Under the traditional PE system of time table numbering (1926-53), the conversion of a line from rail to bus did not affect the time table number of the line. The MCL system, however, assigned rail lines numbers below 50 and bus lines numbers above. This practice, a curious one for a management as bus-minded as was MCL, caused each line to receive a new number upon conversion, and hence the schedule series to die forever with the discontinuance of trackage. The Transit Authority, which had few spare route numbers below 100 to play with, reverted to the stability of the former PE practice.

Public time tables covering PE service have appeared in two locations other than in series published by PE itself. First, system folders of the parent Southern Pacific Company regularly included a Pacific Electric page until 1953. These folders provided sketchy summaries only. In 1934 we find them listing departure times of outbound interurban service from Los Angeles terminals only (except for inclusion of Colton to San Bernardino service). By World War II all lines passing Union Station showed times outbound at that point rather than at Main Street Station.

The second "extra" source of PE public time tables is the Official Guide. The Yale University Library has files of the guides at six month intervals back into the 1890s. The earliest copy of this set to contain Pacific Electric schedule information is January 1907. In the beginning, rough headway estimates were provided for each line, together with quite complete mileage tables and station lists. The Los Angeles-Pacific Company also appears in the January 1907 issue, in similar format. In July 1911 we find the Los Angeles and Redondo Railway for the first time. At first the unified company retained the earlier format, but by January 1916 it had changed to a style of listing the number of trains in each direction daily on each line with specific times of first and last cars from Los Angeles. This format was retained until mid-1942, when it was completely revised to duplicate the summary of service appearing in the Southern Pacific system folders.

While some of the information in early Official Guide issues is of interest, in general this is a poor source for those who seek precise information. Many lines are omitted rather inconsistently for certain periods of time. It is known that the summaries are not always up to date for the issue of the guide in which they appear. And there are proved to be a number of outright errors.

But we have not thus far touched upon the most accurate source of Pacific Electric time table information: the employee schedule. Here there is very little to discuss as to format, inasmuch as employee time tables are always of the same basic type.

Pacific Electric Railway always provided a separate series of employee schedules for each line operated, numbered entirely separately. Only exceptions to this were certain lines which for certain periods have been combined into a single table covering two or three routes. West Hollywood and Van Nuys were together after 1938, and Long Beach, San Pedro, and Long Beach-San Pedro (local) were gathered into a single bulky time table between

1943 and 1949. Black on white has always been used for daily schedule and weekday only ones; black on yellow for Sunday only schedules (where the line necessitates them). Such Sunday only schedules follow their own independent numbering series but have the suffix "A." A comparison of public and employee time tables for the same line at the same date reveals that once in a while a run or two which carries regular passengers has been omitted from the public schedule for one reason or another. This is particularly true on the Western District. But, in general, the public schedules issued by the company have been reasonably complete and accurate, and they have been relied upon very heavily in constructing the present study, as only in a minority of instances were employee time tables available.

Since the middle of World War II, employee and public time tables have differed by one minute in showing arrival and departure times at Main Street Station and at Subway Terminal in Los Angeles. Public tables show trains arriving a minute later and leaving a minute earlier in these cases. This is to allow for the walk through the station and also provide a slight margin to avoid having patrons narrowly miss cars.

The operational day on Pacific Electric always began at 3.30 am. This was the break point in both employee and public time tables. New time tables invariably took effect at that moment, with consequences, of course, for last run times when lines would be abandoned.

BIBLIOGRAPHICAL NOTE B:

ADDITIONAL SOURCES OF INFORMATION

While the time tables themselves must comprise the indispensable documentary basis for any such study as this, primary evidence both for conditions prevalent at any given date and for the existence of changes is also found to an important degree in a number of other published sources, as well as in records which remained unprinted.

State of California, Railroad Commission (after 1946, Public Utilities Commission), Decisions (Sacramento, 1912-) constitute a less satisfactory source than their title might indicate. Although the company did indeed have to apply before the Commission to obtain any major change, such as an abandonment or even a sizeable reduction in any service which crossed municipal boundaries, these volumes provide no information on the date on which such changes actually took effect, other than the inference that the company would usually act with considerable promptness as soon as it received the necessary permission. Further, especially in more recent years, the descriptions accompanying decision numbers are usually very sketchy, unless a major abandonment was involved. However, particularly in the period between 1911 and 1922, these volumes of Decisions do supply invaluable clues as to such matters as trackage abandonments in outlying cities.

Pacific Electric Magazine, published by the company in Los Angeles for the benefit of its employees, first appeared in June, 1916, and continued until 1953 with the exception of suspension for several years during the depression. However, it

is an important source for service changes only in the very early years of its existence. From 1916 until about 1919, each issue contained a column of information on just that subject; thereafter, the magazine degenerated increasingly into the personality emphasis usual to periodicals of this type.

An immense number of engineering reports, produced either by the company Bureau of Research or by the Railroad Commission, contain valuable data. A rather full account of such reports is contained in the bibliographical note to Laurence R. Veysey, "The Pacific Electric Railway Company Since 1910," pp. 255-275. However, the Commission's Report on Facilities of the Pacific Electric Railway Company (Los Angeles, 1927-28) should be singled out for mention here; its eleven volumes (mimeographed) contain in extreme detail an analysis of all rail lines being operated by the company at that time, together with many highly interesting recommendations for changes in their service, a few of which found their way into fact.

Newspapers constitute a further source of importance; unfortunately, they could not be explored systematically, as that would have involved a Herculean task. However, the Los Angeles Times yielded particularly rich rewards in the 1911-1912 period; a microfilm file of the Times is available at the Los Angeles Public Library. Newspapers of outlying cities, too numerous to mention, have been consulted by Ira L. Swett, and in this manner have silently found their way into the data published in his Lines of Pacific Electric, as well as other publications. They provided particularly important findings in the San Bernardino area in 1913.

But company files themselves probably constituted the most important source. The great bulk of them were destroyed following the sale of passenger service to Metropolitan Coach Lines in 1953; however, the author was able to examine large portions of them during the summer of 1952 and to obtain much further assistance at that time from the Bureau of Schedules and Research, as well as encouragement from Mr. H. O. Marler, Passenger Traffic Manager. The great bulk of the earlier abandonment dates, where precise, were furnished from records by the Bureau of Schedules and Research.

Finally, the cardboard notices announcing alterations in service to the public for display aboard trains and in stations comprise a reliable and significant source. The author has a sizeable collection of such notices and has profited from perusal of a similar collection owned by Mr. Raymond E. Youngmans.

This bibliography is abbreviated because a much fuller one exists in "The Pacific Electric Railway Company Since 1910," as noted above and in the Preface.

29699

TF 701 .I61 no.21 Archives

Veysey, Laurence R.

A history of the rail
passenger service operated

INTERURBANS

1416 SOUTH WESTMORELAND AVENUE
LOS ANGELES 6, CALIFORNIA

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Librarian Ken Harrison

Volume 16, No. 3---\$ 3.00---November, 1958

POSTSCRIPT: Your editor and the staff are happy indeed to publish this history of the service offered by the big red cars to their patrons. The job of researching the facts given herein was a tremendous one and it would be impossible to give too much credit to the author; can you imagine the number of hours spent in poring over the mountain of material at his disposal? Our hat is off to Mr. Veysey and all of us are in his debt; he has come a long way from the schoolboy railfan of the immediate postwar years and we trust he'll continue to give us the scholarly approach to interurban history for which he is now widely known.

In our last issue we were in Toronto, where Louis Pursley conducted us on a tour of the street railways as they existed from 1861 to 1921. (Lou is now engaged in writing the sequel---from 1921 to the present.) In this issue we are back again in Los Angeles for another look at Pacific Electric. Next, we go down Texas way, and listen to Herb Woods as he recounts the story of the Galveston-Houston Electric Railway; for the past fifteen years Herb has been gathering his material for our Special 22, and he has obtained some unusual and quite rare items which will keep Special 22 right up to the mark of past issues. Let's quote Herb:

"America's fastest interurban (1925), connecting Texas' largest railroad center with the state's leading seaport---the old Gulf Coast speed cup queen, the Galveston-Houston Electric Railway---including one of the most dramatic moments in electric railway history: the killer hurricane of 1915 in which equipment was swept away into the sea and never recovered. G-H also had the distinction of a 35-mile tangent without a curve or grades from Houston southerly thru the desolately beautiful swamp and bayou country and over a mile-long stone bridge into the tropical emerald isle resort terminal of Galveston."

Following Galveston-Houston will come the reference work, "Trucks, Motors & Controls," which will cover these street railway subjects as thoroughly as possible.

Then will follow our big, completely new tribute to the Sacramento Northern; although based on our Special 9, this will contain much new material and will be con-



PCC 5001 & train in action in Glendale; photographed on September 2, 1945. (HLK)

siderably larger than our original SN coverage. And somewhere along the line we'll sandwich in "Pacific Electric Southern District."

November 1, 1958

Ira L. Swett

PHOTO CREDITS: AA-AH: Art Alter photo now in Al Haij Collection.

AP: Andres Payne
CDS: Charles D. Savage
DT: Don Tibbetts
EL: Ernest Leo
FJB: Frank J. Bradford
FJP: Frank J. Peterson
HLK: H. L. Kelso
ILS: Ira L. Swett
REM: Ralph E. Melching

COVER PHOTOS: Front: 1263 & train inbound at Lynwood on Santa Ana Line, January 28, 1945. (HLK)

Back: Top: Birney 348 on Mariposa Ave. in Altadena on last day of operation, January 18, 1941. (FJB)
Bottom: 960-969-950 on Glendale Line inbound near Monte Sano; July 21, 1947. (AA)

RECOMMENDED READING: The following publications come across our desk regularly and are recommended to all who enjoy electric railway reading matter:

Central Electric Railfans' Association, annual issue, PO Box 503, Chicago 90, Ill.

Electric Railway Historical Society, irregular schedule; 7625 Gregory, Chicago 31.

Felix E. Reifschneider, PO Box 88, Fairton, N.J. Rumors have it that a history of St. Louis street railways will soon be ready.

Headlights; published monthly by Electric Railroaders' Assn., 145 Greenwich St., New York City 6.

Western Railroader; published monthly by Francis Guido at PO Box 668, San Mateo, Cal.

Pacific Railway Journal; published irregularly at 2304 Melville Drive, San Marino, Calif.

Bay Area Electric Railway Review; monthly at 2119 Marin Ave., Berkeley 6, Calif.

Timepoints; PO Box 3292, Los Angeles 54.

Railroad Magazine; bi-monthly, 205 E. 42nd St., New York 17, N.Y.

Trains Magazine; 1027 N. 7th St., Milwaukee, Wisc.

Transportation; Connecticut Valley Chapter, NRHS, various intervals; Warehouse Pt., Conn.

Railway Review; PO Box 4021, Philadelphia 18, Pa.

"The Bulletin," NRHS, quarterly; write to 734 St. John St., Allentown, Pa.

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IN PREPARATION: Work in progress is as follows:

Special 22:	GALVESTON-HOUSTON ELECTRIC RAILWAY ..	\$ 3.00
	This Texas interurban held the U.S. speed crown and was nearly wiped out by a great flood.	
Special 23:	TRUCKS, MOTORS & CONTROLS	2.00
Special 26:	SACRAMENTO NORTHERN	3.00
Special 27:	RIVERSIDE & ARLINGTON RAILWAY	1.00

Orders for the first three are now being taken. No publication date can be set for any of the above. It is estimated that Special 22 will be ready in February.

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