

## **Errata—Pacific Electric Railway—Volume 1—Northern District**

- Page 9—The photo of Los Angeles Interurban 210 was taken in Riverside in 1908 (Interurbans Special 28, page 158). The LAIU 210 was sent to Riverside in 1907. No mention is made in any Interurbans Special or LAIU history of its operation on the Los Angeles and Redondo. The LA&R was Huntington-owned but separate from the LAIU and PE.
- Page 28—The photo caption of PE 200 states that the view was taken in 1909. After the Great Merger, the 200 became PE 500, a “Baby Five.” The PE 500s were not commonly called “Huntington Standards,” a name applied to the PE 200s. On the 500s, about a third of the length on one end was open and the remainder closed. The description in the caption applies to the post-merger 200s.
- Page 61—PE 1619-1631 were built with body parts fabricated by Llewellyn Iron Works and electrical equipment bought from General Electric. No parts were purchased from “Baldwin-Westinghouse”.
- Page 67—PE 404 does not appear to be the post Great Merger PE 404. The later 404 was Los Angeles-Pacific 71 and was retired in 1911. It is doubtful whether it was ever renumbered or lettered Pacific Electric. PE 404 in the illustration on page 67 was renumbered 826 after the merger. The St. Louis 23-B trucks in the illustration were used on the PE 800s.
- Page 83—The original owner of the “Golden Gate” cars is given as the Golden Gate Park and Ocean Shore Railway of San Francisco. This is the road name given in the various Interurban Specials on the PE “Golden Gate” cars. However, in a recent history of steam operated street railways in San Francisco, this operation is identified as the Park and Ocean Railroad. This publication is named, “When Steam Ran on San Francisco Streets.” In the chapter on the Park and Ocean, there is a photo of one of these cars operating as an electric car.
- Page 84—PE 1451 was not a “one of a kind car” It was a box motor in the 1451-1456 series. Peninsular 2 was a box motor built by the Pacific Electric to the same design as 1451-1456. The design was essentially the same as Pacific Electric 1430-1444 with the addition of two feet of length.
- Page 84—PE 1457 and 1457 were different from PE 1405 because the 1457 and 1458 were rebuilt from passenger coaches from the Portland Red Electric line and the 1405 was always a Railway Post Office car. The windows on the former Portland passenger cars were plated over and four baggage doors were cut into the side of the cars. Also, the doors on the right side of the end cabs were sealed with steel plate.