

Errata—Pacific Electric Railway—Volume 2—Eastern District

- Page 104—The interurban cars for the Covina line were not numbered in the 800 series until 1911. They were numbered in the 300 and 400 series when delivered and renumbered again in the same series in 1907.
- Page 117—The El Paso and Southwestern was not acquired by the Southern Pacific until 1923. It had not been “recently acquired” in 1907.
- Page 119—Both the air brakes and electrical equipment of the PE 1000s were not supplied by the same company. Westinghouse Electric and Westinghouse Air Brake were two entirely separate companies.
- Page 133—PE 1243 in the photo on the top of the page was originally a trailer and motorized in 1946. This is well after the November 1941 abandonment of regular passenger service to San Bernardino. The photo is presumably on a fan trip. PE 1243 was used on a fantrip to San Bernardino on October 15, 1950
- Page 147—PE 106 would not have been used between Rialto and Riverside until 1930 when these cars were built.
- Page 154—The photo at the bottom of the page is described as showing Riverside and Arlington 16; an open car later rebuilt as a closed car. The photo is R&A 15 (reference Interurbans Special 27, page 34), an open car that was always open. The real R&A 16 was always a closed car.
- Page 159—The SBIU was not an operating company. They leased their line to the R&A who placed it into service in April 1911.
- Page 184—Reference is made to the so-called “Baldwin-Westinghouse” locomotives as being a case of “Baldwin Locomotive works combining with Westinghouse Electric.” This is misleading since the locomotives were designed and marketed by Westinghouse Electric. Baldwin Locomotive Works was subcontractor for the mechanical parts. After 1904, the locomotives were almost all assembled and tested at the East Pittsburgh works of Westinghouse.
- Page 186—The photo caption for PE 1590 states that the locomotive was capable of both 600 or 1200 volt operation. Interurbans Special 37, page 630 states that the locomotive had motors capable of either 600 or 1200-volt operation but never did so. It is likely that a locomotive other than 1590 would have handled the train to San Bernardino described in the caption.
- Page 186—The PE-built locomotives of 1924 and 1925 were not licensed by Baldwin-Westinghouse. It was uncommon for railroads to have duplicate locomotives built by a builder other than the original builder.