

Errata—Pacific Electric Railway—Volume 3—Southern District

- Page 235—All 300 series Blimps were not “Hot Rods.” Only the former North Western Pacific motor cars (312, 305, 308, 316, 309, 317, 318, 306, 315, 314, 311 and 301 as rebuilt) were “Hot Rods.” PE motorized the former NWP trailer cars with motors from former Interurban Electric Railway Blimps.
- Page 251—The photo caption for PE 644 states that Walker station was a “short” distance east of Slauson Junction. Walker was 4.07 miles from Slauson Junction. A little more than “short.”
- Page 258—The photo of the Newport Beach substation states that it supplied all the power from Los Patos to Newport. The Los Patos substation would have supplied the power from Los Patos to about half way between the two locations. Even at that, Los Patos to Newport Beach was 10.69 miles, that was more than twice the desired 5 mile separation of 600 volt substations.
- Page 259—PE business car 1000 was not named “Commodore.” The service was named “Club Car Commodore.”
- Page 261—The date of the Birney car photo in Huntington Beach could not have been 1950. PE 374 was sold for scrap in 1941. The date of the photo was probably 1940.
- Page 310—PE locomotive 1621 was not a “Baldwin-Westinghouse” locomotive. PE 1619-1631 were assembled by the PE at Torrance Shops with the carbodys fabricated by Llewellyn Iron Works and with GE electrical equipment.
- Page 314—Butte Street yard was located between Santa Fe and Alameda and did not extend to Long Beach Blvd.
- Page 318—PE locomotive 1591 was built for Central Limones. This was a sugar producing complex in Cuba, not exactly a “Cuban Railway.”
- Page 329—The PE Baldwin-Westinghouse steeple cab electric locomotives did not have a 60 point throttle. The actual Westinghouse description sheet in Interurbans Special 37 states there were 29 notches on the controller. There were eleven in series, nine in series-parallel and nine in full parallel.
- Page 336—The original owner of “Golden Gate” box motor 1401 is given as the Golden Gate Park and Ocean Shore Railway of San Francisco. This is the road name also given in the various Interurbans 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. The publication is “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.