Errata—Pacific Electric Railway—Volume 4—Western District

- Page 21—The Venice Short Line was built by the Los Angeles-Pacific (LA-P) in 1901-1902. The LA-P took over the operation of the Pasadena-Pacific in 1897.

- Page 26—The photo at the top of page 26 could not be at Fairfax since there was no grade crossing there. It is more likely at La Brea.

- Page 27—The caption on the bottom of page 27 should delete reference to a wye at Culver Junction. The Air Line track map on page 70 of Interurbans Special 60 shows no wye. Interurbans Special 21 states that in 1931, Santa Monica Air Line passenger service was cut to the Los Angeles-Santa Monica round trip that lasted until 1953. The dash sign on PE 879 is the same as the photo of the Air Line car on page 72 of Special 60. PE 879 is not operating a Santa Monica-Culver Junction service but is the regular Air Line car.

- Page 28—In the photo at the top of page 28, the location of the Bagley Avenue stop was for Culver City, not Palms. The Palms stop was at Motor Avenue.

- Page 31—In the top left photo, the caption identifies the Los Angeles Railway (LARy) car on Hill Street as operating on the 'V' line. On Hill Street, the LARy car would have been on the 'A' line.

- Page 31—The photo at the bottom right was taken at the Venice Blvd. bypass track at Catalina Street, not at the other bypass track between 2nd and 3rd Avenue.

- Page 35—The bridge over Ballona Creek was not built as the result of a washout but as part of the Ballona Creek channelization project.

- Page 44—Correct the location of the photo to Franklin at Argyle. The building on the far right was the Franklin-Hollywood Hotel, now the Hollywood Hills Hotel

- Page 44—Passenger service on the Brush Canyon line was abandoned in August 1918. Birneys could not of have operated on this line since the PE took delivery of their first Birneys in January 1919

- Page 45—Correct the location of the top left photo. It was taken of the single track section on Vine Street. The photographer is standing on Hollywood Blvd looking north up Vine Street.

- Page 45—Correct the location of the top right photo. The Birney is sitting on Vine Street at Hollywood Blvd. The building on the left is the Broadway-Hollywood department store. Hollywood and Santa Monica Blvds. do not intersect.

- Page 45—Correct the location of the bottom photo. The shot was taken on Western Avenue looking north from Santa Monica Blvd.

- Page 47—Correct the location of the photo. The car is sitting on Santa Monica Blvd. There were no tracks on Sepulveda Blvd

- Page 51—The Santa Monica Air Line track on Alameda was not abandoned when the Air Line was taken over by PE. Prior to the transfer of the Air Line to the PE, the line was part of the SP line to San Pedro and remained so.

- Page 56—Correct the location of the photo. The shot was taken at Hollywood and La Brea. Gardner Junction was at Sunset and Gardner.

- Page 59—The Olive substation is located at Sunset and Occidental, which is not near Echo Park. (is in Silverlake)

- Page 59—Correct the location of the lower left photo. The shot was taken on Western Avenue near Santa Monica Blvd on the Western-Franklin line.

- Page 64—Correct the location of the upper photo. The shot was taken on Hollywood Blvd at Highland Avenue.

- Page 72—Correct the location of the lower left photo. The shot was taken alongside Venice Blvd at Victoria Road.

- Page 92--After 1911, the Glendale-Burbank line was operated by primarily class 550 cars with the addition of cars 446-448, 450-465 and some 800s.