

BOOK No. 308

ISSUED TO- MR. E. B. DAVIS

75-1

TYPES  
OF  
PASSENGER CARS

LOS ANGELES RAILWAY CORP.  
ENGINEERING DEPT.

Type B, Nos. 625-632, 634-636, 638-652, 654, 656-659, 661-663, 665-667: Purchased from St. Louis Car Company 1910 to 1911. Motors were changed out on 25 cars in 1934. 37

Type B, Nos. 842-848: Purchased from American Car Company in 1912. 7

Type B, Nos. 600-619: Purchased from St. Louis Car Company 1903 to 1910. Rebuilt between 1910 and 1918, and again in 1921, with motor changes being made between 1911 and 1925. 20

Type B1, Nos. 288, 289, 292-294, 311, 317, 325-327: Purchased from the St. Louis Car Company from 1902 to 1908. Bodies of most of these cars were rebuilt between 1910 and 1918, with approximately two-thirds of a new underframe added and 90% of the old car body used. They were again rebuilt in 1921 and 1922 and lengthened out to 44 feet 7 inches with entirely new underframe, new ends, additional seats and new folding doors. In 1924, the motors and controllers were replaced. 10

Type B2, Nos. 285, 290, 291, 295-305, 308-310, 312-316, 318-324, 328-370: (Same as above Type B1). 38

Type B3, Nos. 445-456: Purchased from St. Louis Car Company from 1904 to 1908, the bodies of most all being rebuilt between 1910 and 1918. Electrical equipment was changed out in 1924, and in 1933 they were remodeled and made suitable for one-man operation. In 1937 the bodies were reconstructed and equipped with treadle operating doors, together with various other safety features. 42

Type B4, Nos. 187-190, 191-200: Purchased from the Pullman Car Company in 1898, and Pacific Electric Railway Company in 1910. Bodies were generally rebuilt between 1910 and 1918 and again in 1921 to 1922. Electrical equipment was changed out in 1925, and in 1933 the cars were remodeled for one-man operation, with improved safety features being added in 1937. 14

Type B5, No. 437: Purchased from St. Louis Car Company in 1906. Body rebuilt in 1918 and again in 1921. Electrical equipment changed out in 1925, and in 1933 the car was remodeled for one-man operation and equipped with additional safety features in 1937. 1

Type B6, Nos. 458-467, 479, 485: Purchased from the St. Louis Car Company in 1906. Were generally rebuilt between 1910 and 1918, and again in 1921. Electrical equipment was changed out in 1925, and in 1933 they were remodeled for one-man operation. Additional safety features were added in 1937. 17

Type B7, Nos. 486, 488, 489, 490, 492-496, 498, 499, 501, 503, 504-516: Purchased from the St. Louis Car Company in 1906. Rebuilt between 1910 and 1918, and again in 1921. The cars were remodeled for one-man operation in 1933. Electrical equipment was changed out in 1925, and again changed in 1933. Additional safety features for one-man operation were incorporated in 1937. 25

Type B8, Nos. 487-491, 500, 502, 517: Purchased from St. Louis Car Company in 1906. Bodies rebuilt between 1910 and 1918, and again in 1921. Electrical equipment changed out in 1925, and in 1933 the cars were remodeled for one-man operation. Motors were again changed in 1934. In 1937 treadle steps and other safety features were added. 7

Type B9, No. 468: Purchased from the St. Louis Car Company in 1906. Were generally rebuilt between 1910 and 1918, and again in 1921. Electrical equipment was changed out in 1925, and in 1933 they were remodeled for one-man operation. Additional safety features were added in 1937. 1



Type DG, Nos. 518-536: Purchased from St. Louis Car Company in 1906. Rebuilt between 1910 and 1918, and again in 1921. Electrical equipment changed in 1925. In 1933 they were adapted to one-man operation. Treadle steps and other safety features were added in 1935.

Type C, Nos. 870, 872-874: Purchased from Pacific Electric Railway Company in 1910, and rebuilt in 1912 and again in 1914. Motors changed out in 1912.

Type C, Nos. 875, 877-887, 890-892, 898, 901-903, 906, 908, 909, 911, 912, 914, 915, 917, 921-927, 929, 930, 933-935: Purchased from St. Louis Car Company in 1913 and 1914.

Type C, Nos. 45-74, 75-79, 80, 81-90: Purchased from Pullman Car Company in 1896, Pacific Electric Railway Company in 1910, and the St. Louis Car Company on various dates between 1902 and 1914. Those cars purchased from the Pullman Car Company and Pacific Electric were rebuilt in 1902. In 1912 they were rebuilt into the present center-entrance type car.

Type C, Nos. 554-562: Purchased from St. Louis Car Company from 1902 to 1906 except for Car No. 555 which was purchased in 1915. All were rebuilt, with exception of No. 555, between 1911 and 1915. Motor equipment has been changed from time to time.

Type E, No. 350: Built by the Los Angeles Railway in 1911 for a funeral car and later rebuilt into a passenger car and motors changed out.

Type F, Nos. 1151-1166: Purchased from Pullman Car Company in 1896, and Pacific Electric Railway Company in 1910, rebuilt in 1911. They were again rebuilt in 1922. Trucks and motors were changed out in 1938.

Type G, Nos. 1028, 1030-1032, 1035: Purchased from St. Louis Car Company and the American Car Company in 1920 and 1921.

Type H-3, Nos. 1416-1449, 1450: Purchased from St. Louis Car Company in 1924, and 1925, and remodeled in 1929 and 1930.

Type H-4, Nos. 1201-1220: Purchased from St. Louis Car Company in 1921. Electrical equipment was changed out in 1924. These cars were remodeled in 1932 to 1934 for one-man operation, being provided with treadle steps and other automatic safety features.

Type H-4, Nos. 1221-1225: Purchased from St. Louis Car Company in 1921. Motor equipment was replaced in 1924, and in 1935 the cars were remodeled for one-man operation, including treadle steps and other safety features.

Type H-4, Nos. 1226-1275: Purchased from St. Louis Car Company in 1922. Electrical equipment was changed out in 1924 and 1925. In 1935 and 1936 they were remodeled for one-man operation, including treadle steps and other safety features.

Type H-4, Nos. 1276-1292: Purchased from St. Louis Car Company in 1923. Electrical equipment changed out in 1924, and in 1936 remodeled for one-man operation, including treadle steps and other safety features.

Type H-4, Nos. 1301-1415: Purchased from St. Louis Car Company in 1923 and 1924, and remodeled for one-man operation in 1936, including treadle steps and other safety features.

Type H-A, Nos. 1293-1300: Purchased from St. Louis Car Company in 1923, and remodeled for one-man operation in 1936, including treadle steps and other safety features. 8

Type K-A, Nos. 1501-1560: Built by Los Angeles Railway in 1923 and 1924. Between 1936 and 1938 they were remodeled for one-man operation, including treadle steps and other safety features. 60

Type L, No. 2501: Purchased from St. Louis Car Company in 1925 as a sample car. Remodeled in 1934 for one-man operation, including treadle steps and safety features. 1

Type M, Nos. 2601, 2602: Purchased from St. Louis Car Company in 1930 as sample cars, and in 1934 remodeled for one-man operation, with treadle steps and safety features. 2

Type P, Nos. 3001-3020: P.C.C. cars purchased from St. Louis Car Company in 1937, equipped with Westinghouse motors and control equipment. Numerous minor changes were made in 1937, and in 1938 the metal safety step treads were removed and rubber treadle mats installed. Adapted to two-man operation in 1939. 20

Type P, Nos. 3021-3060: P.C.C. cars purchased from St. Louis Car Company in 1937. Equipped with General Electric motors and control equipment. Numerous minor changes were made in 1937, and in 1938 the safety steps were remodeled. In 1939 they were adapted to two-man operation. 40

Type P, Nos. 3061-3095: Purchased from St. Louis Car Company in 1938. Equipped with General Electric motors and control. Minor changes made in 1938, and in 1939 they were adapted to two-man operation. 35

Additional P.C.C. Type Cars (Type P, Nos. 3096-3125): One hundred additional P.C.C. cars were ordered from St. Louis Car Company by order dated May 12, 1937. The contract was superseded by an agreement dated May 27, 1938, whereby Los Angeles Railway agreed to purchase 35 cars and to order within three years from April 15, 1938, additional cars up to 65 units, the obligation to buy being dependent upon arrangements for payment suitable to the purchaser. The 35 cars were delivered between September 27, 1938, and December 1, 1938. No orders have been placed for any of the remaining 65 cars.



NOTE:

This book of miniature car drawings, known as "Type of Cars"  
Book No. 308 is the property of the Los Angeles Railway Corporation,  
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Take care of this book, so it may be found when wanted and re-  
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tions, when called for.

Do not remove drawings or photographs, as extra copies will be  
furnished on request.

*J.R. Brittain*  
Mechanical Engineer

Issued: Dec. 21, 1944.

TYPE	AVERAGE WEIGHT	SEATING CAPACITY	LENGTH	WHEEL BASE	TRUCK TYPE	NUMBER MOTORS	NAME	DESCRIPTION
B	38,700	48	44'-7"	5'-3"	T-9	2	62 Two Man End Entrance	Doors - Gate - 5 Windows - Reversible Seats Throughout - 7 in open Section
B1	38,110	48	44'-7"	5'-3"	T-9	2	47 Two Man End Entrance	Doors - Gate - 5 Windows - 7 Reversible Seats, Open Section only
B2	36,500	44	44'-7"	5'-3"	T-9	2	194 Two Man End Entrance	Doors - Gate - 5 Windows - 6 Reversible Seats, Open Section only
BF (B12)	45,750	44	44'-7"	5'-3"	T-3	4	42 One Man Type B	Reversible Seats throughout - 6 in Open Section - 5 Windows - Door Engines - Folding Steps - Treadles
BF (B13)	38,430	44	44'-7"	5'-3"	T-9	2	58 One Man Type B	6 reversible seats in open section. Longitudinal seats inside section - 5 windows - Door engines - folding steps - treadles

TYPE	AVERAGE WEIGHT	SEATING CAPACITY	LENGTH	WHEEL BASE	TRUCK TYPE	NUMBER MOTORS	NAME	DESCRIPTION
BG (B16)	42,160	44	44'-7"	5'-3"	T-3	4	15 Two-Man Type B	Reversible Seats throughout. (6 in Open Sections) 5 Windows - Door Engines - Folding Steps.
BG1 (B17)	42,160	44	44'-7"	5'-3"	T-3	4	5 One-Man Type B	Reversible Seats throughout. (6 in Open Sections) 5 Windows - Door Engines - Folding Steps - Treadles.
C	39,460	48	46'-7"	5'-3"	T-9	2	143	Entrance & Exit Doors - 6 Windows - 7 Reversible Seats Open Section - Single Step.
C	43,780	48	46'-7"	5'-3"	T-3	4	Center Entrance	
E	46,540	52	44'-7"	5'-3"	T-3	4	1 End Entrance	No bulkheads - Entrance & Exit Doors - Reversible Seats throughout - Car No. 950.
F	42,760	56	48'-0"	5'-3"	T-3	4	16 End Entrance	Doors - Gate - 9 Windows - Reversible Seats throughout - Multi-Unit.



TYPE	AVERAGE WEIGHT	SEATING CAPACITY	LENGTH	WHEEL BASE	TRUCK TYPE	NUMBER MOTORS	NAME	DESCRIPTION
G	16,740	32	28'-0 $\frac{1}{2}$ "	8'-0"	T-4	2	12 American Birney Safety Car	Steel Frame & Sides - 16 Reversible Seats - Door Engines - Folding Step
G1	16,810	32	28'-0 $\frac{1}{2}$ "	8'-0"	T-4	2	9 St. Louis Birney Safety Car	Steel Frame & Sides, 16 Reversible Seats - Door Engines - Folding Step
H3	45,500	52	48'-0"	5'-9"	T-5	4	35 Steel Car	13 Windows - Metal Lower Sash - Leather Seats throughout - Headlining - Porcelain Enamel Stanchions - Car Nos. 1416 to 1450 Incl.
H4	43,800	48	48'-0"	5'-5" 5'-11" 5'-9"	T-5	4	215 One-Man-Two Man Steel Car	Folding Doors and Steps - Door Engines - Treadles - Reversible wood Seats throughout. Cars Nos. 1201 to 1415 Incl.
K4	44,800	48	48'-0"	5'-9"	T-5	4	60 One-Man-Two Man Type K	6 Windows - Reversible Seats - Plymetl Sides - Truss Rod - Door Engines - Folding Steps - Treadles. Car Nos. 1501 to 1560 Incl.



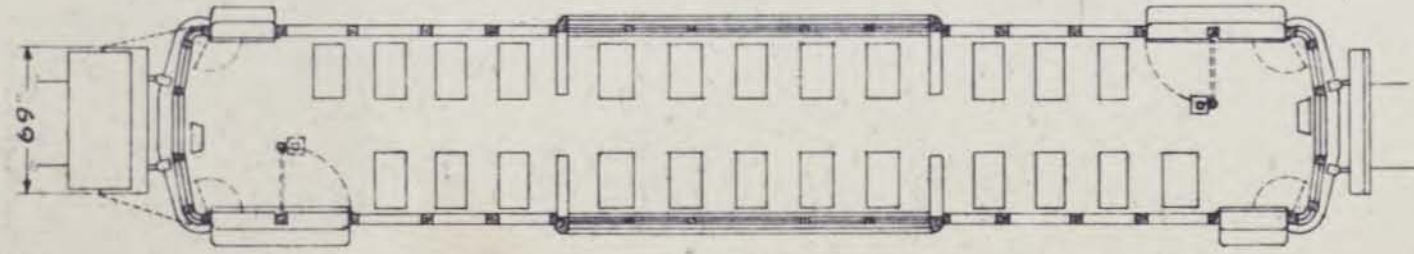
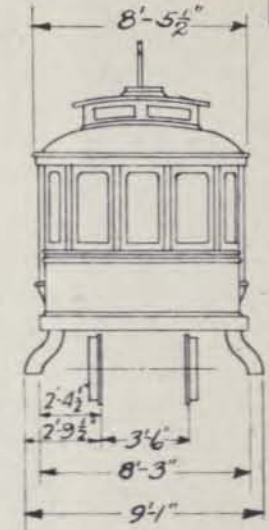
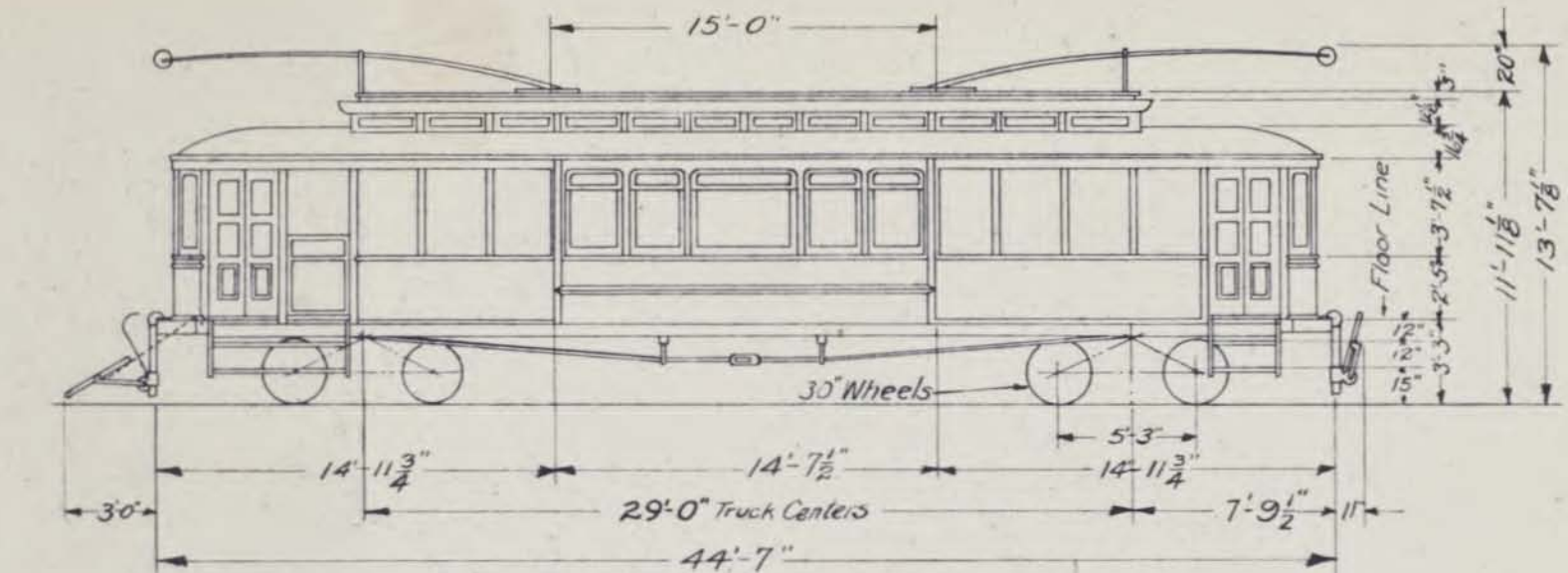
TYPE	AVERAGE WEIGHT	SEATING CAPACITY	LENGTH	WHEEL BASE	TRUCK TYPE	NUMBER MOTORS	NAME	DESCRIPTION
L1	41,840	56	48'-0"	5'-0"	T-8	4	1 Low Level	Folding Doors - Steel Frame & Sides - Leather Side & Longitudinal Seats - Admore Drop Seats in Vestibule - Red Industrial Karpet - Step Light - 26" Wheels - Door Engines - Treadles Car No. 2501.
M	43,190	55	49'-0"	5'-6"	T-10	4	2 One-Man Two-Man Pay as You Pass	Steel Frame & Sides - Folding Doors - Leather Side & Longitudinal Seats - Wooden Auxiliary Seats - All Metal Sash - Motorman's Sash, Stationary with Shatter proof Glass - Composition Floor - Porcelain Enamel Stanchions - 26" Wheels - Door Engines & Treadles, Car Nos. 2601 & 2602.
P	34,220	61	46'-0"	6'-0"	T-13	4	95 One-Man P.C.C.	All Steel Car - Single End - Leather Seats - Center Exit - Shatterproof Glass front and rear - Air conditioned - Rubber cushioned 25" Wheels - 14'-3" between front & center doors - Slope of Motorman's Windshield 14 $\frac{1}{2}$ <sup>o</sup> . (Car No. 3001 - 20 <sup>o</sup> ) Car Nos. 3001 to 3095 Incl.
P2	34,100	61	46'-0"	6'-0"	T-13	4	30 One-Man P.C.C.	All Steel Car - Single End - Leather Seats - Center Exit - Shatterproof Glass front & rear - Air Conditioned - Rubber cushioned 25" Wheels - 16'-6" between front and center doors - Slope of Motorman's Windshield 19 $\frac{1}{2}$ <sup>o</sup> - Car Nos. 3096 to 3125 Incl.





CAR No.  
  
2

62



SEATING CAPACITY 48 PASSENGERS.

END ENTRANCE CAR  
TYPE B  
LOS ANGELES RAILWAY CORP.

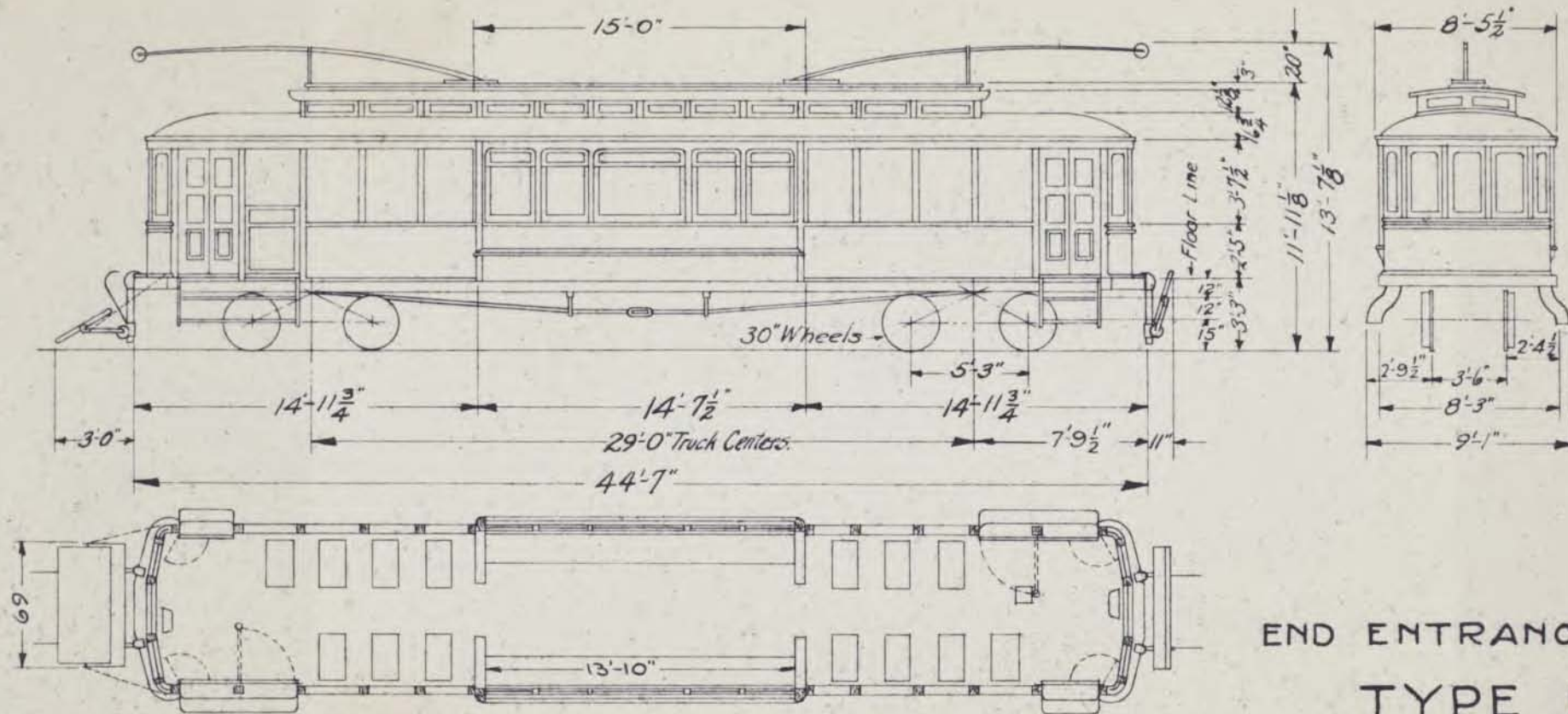
2 man





CAR No.

47



SEATING CAPACITY 48 PASSENGERS

END ENTRANCE CAR  
TYPE B.

LOS ANGELES RAILWAY CORP.

*2 man*





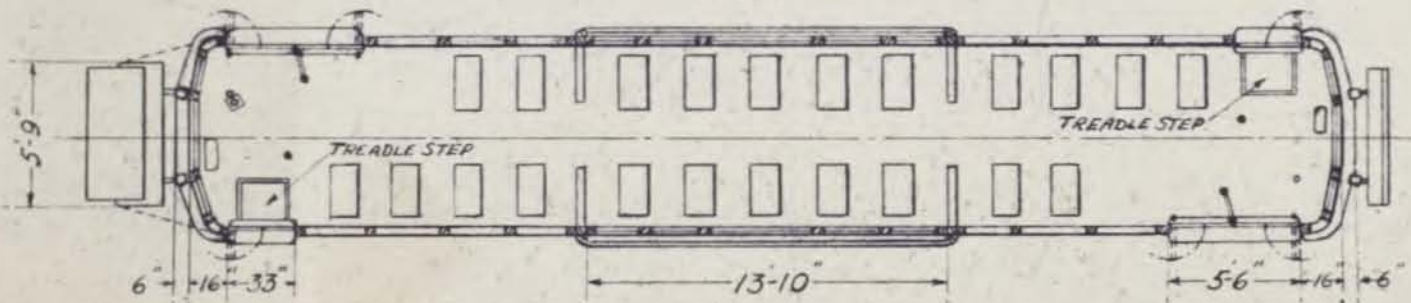
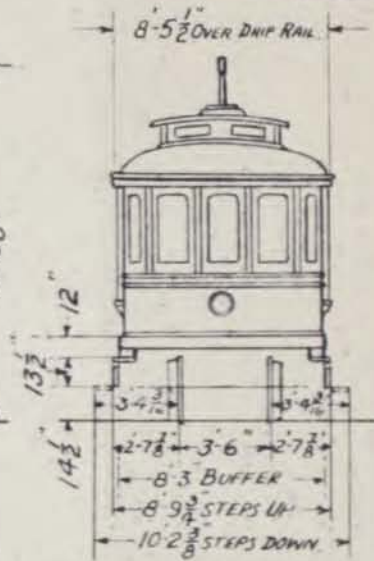
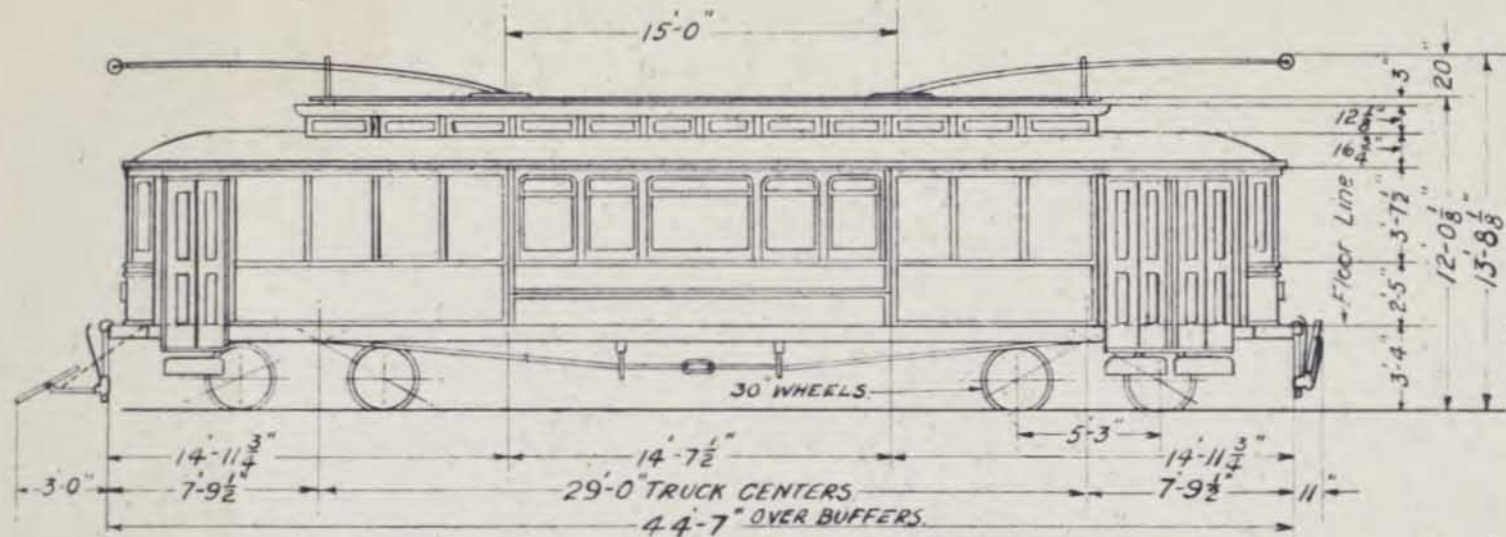






CAR NO.

42



SEATING CAPACITY 44 PASSENGERS.

END ENTRANCE CAR (B-F)  
TYPE B12.  
LOS ANGELES RAILWAY CORP.

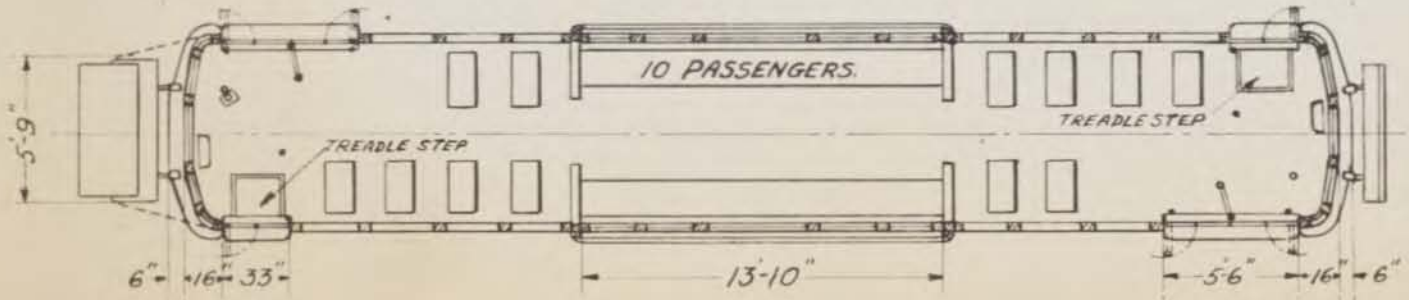
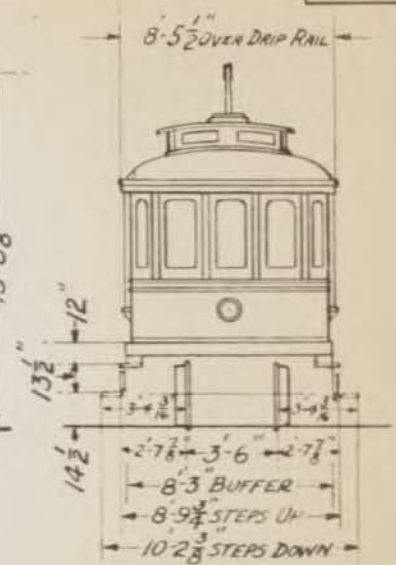
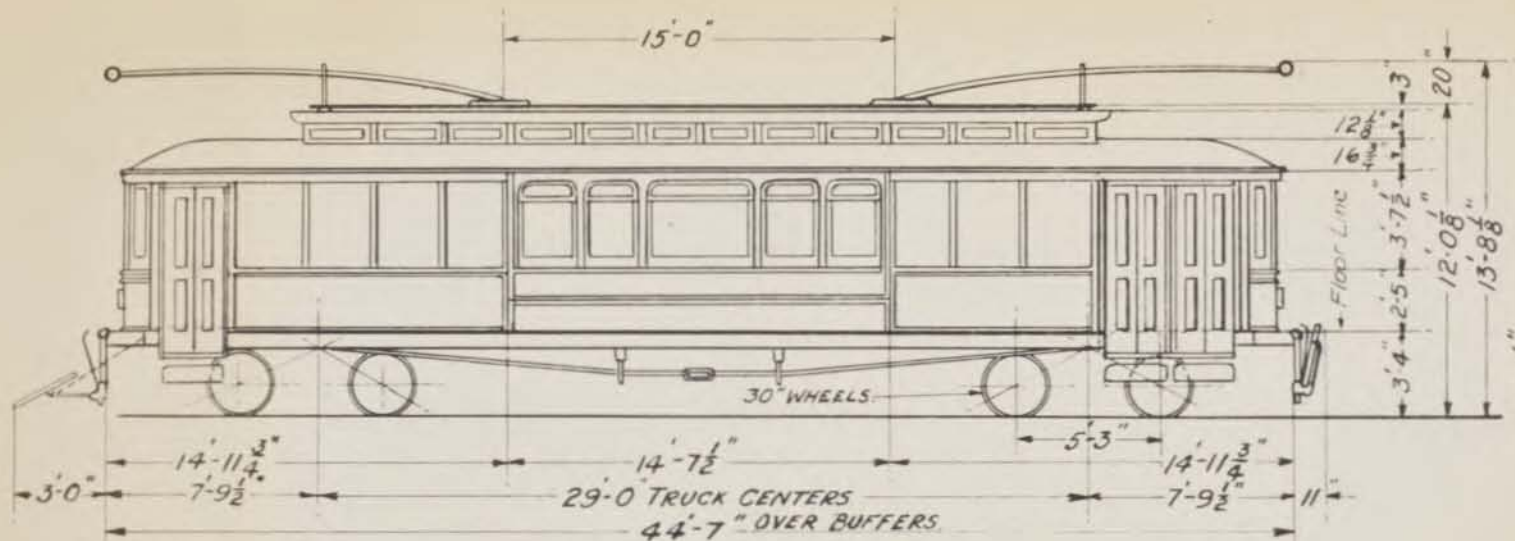
M-6481-A





CAR No.

58



SEATING CAPACITY 44 PASSENGERS.

END ENTRANCE CAR (B-F)  
 TYPE B13.  
 LOS ANGELES RAILWAY CORP.

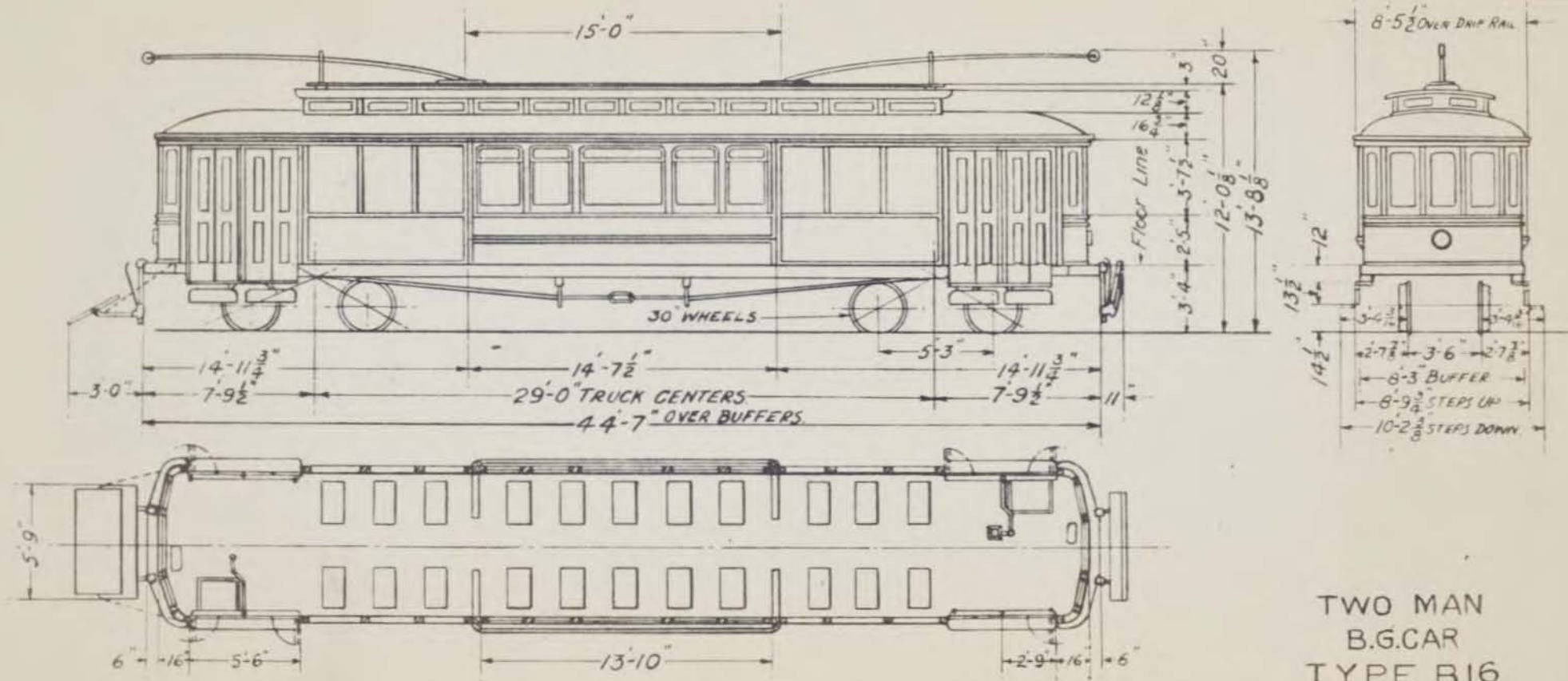
CAL 7100

M-6480-A





CAR No.



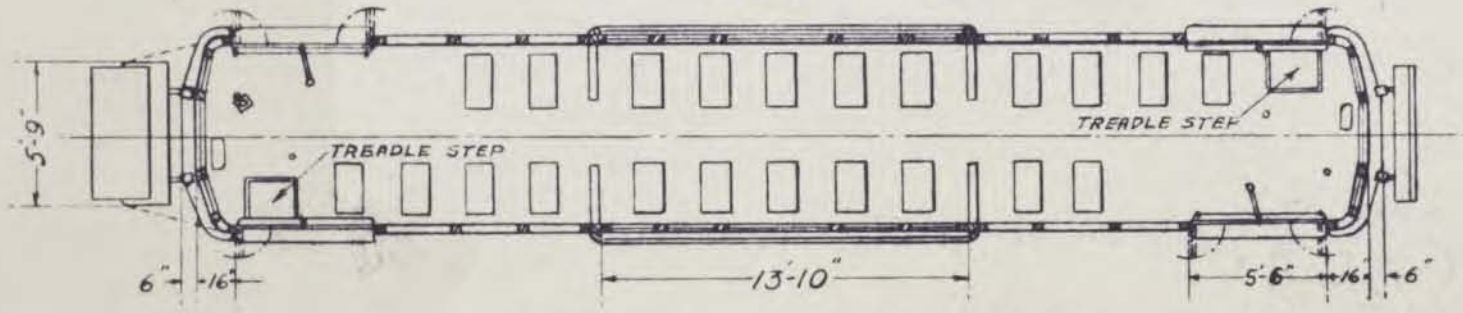
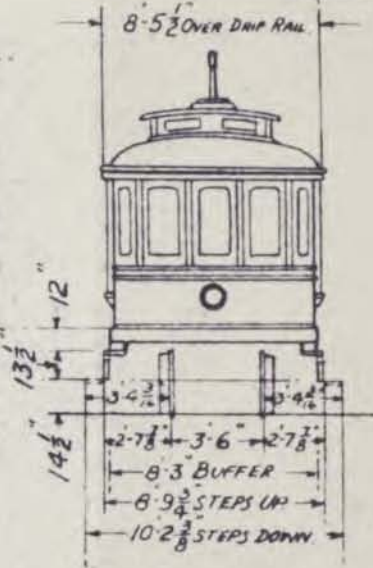
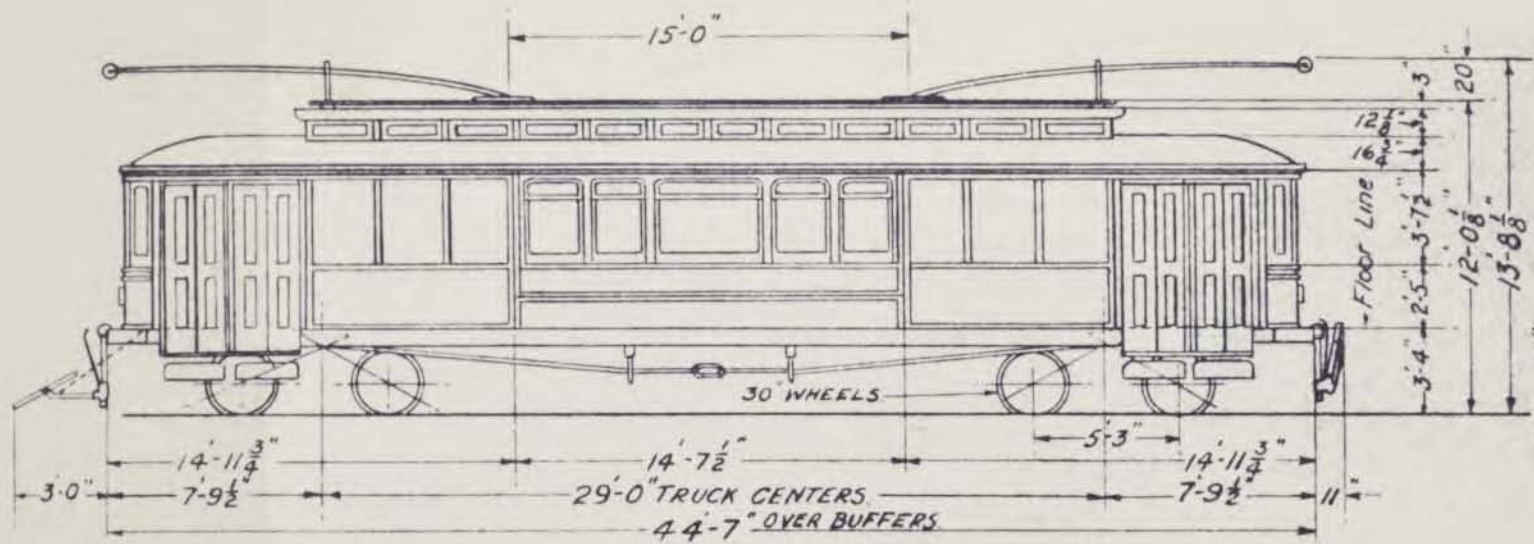
SEATING CAPACITY 44 PASSENGERS.

TWO MAN  
B.G. CAR  
TYPE B.16  
LOS ANGELES RAILWAY CORP.

M-6712-A



CAR NO.



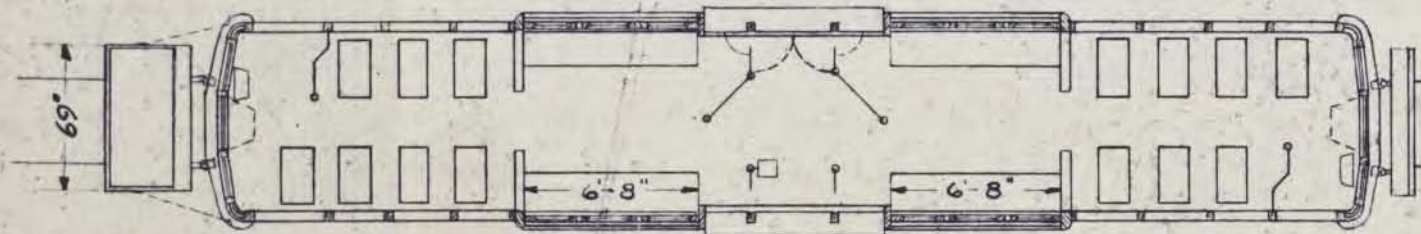
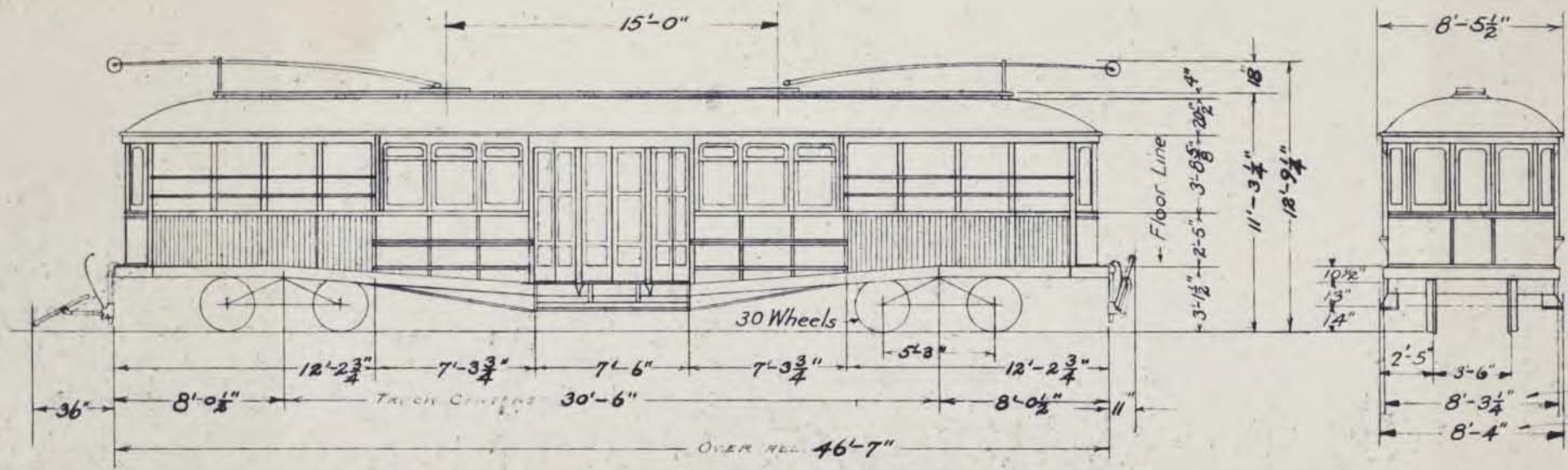
SEATING CAPACITY 44 PASSENGERS.

ONE MAN  
 B.G1 CAR  
 TYPE B.17  
 LOS ANGELES RAILWAY CORP.





CAR No.



CENTER ENTRANCE CAR  
TYPE C.

LOS ANGELES RAILWAY CORP.

SEATING CAPACITY 48 PASSENGERS.

*2 7/8*

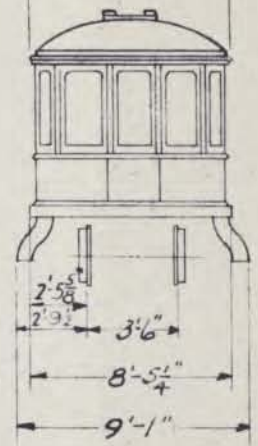
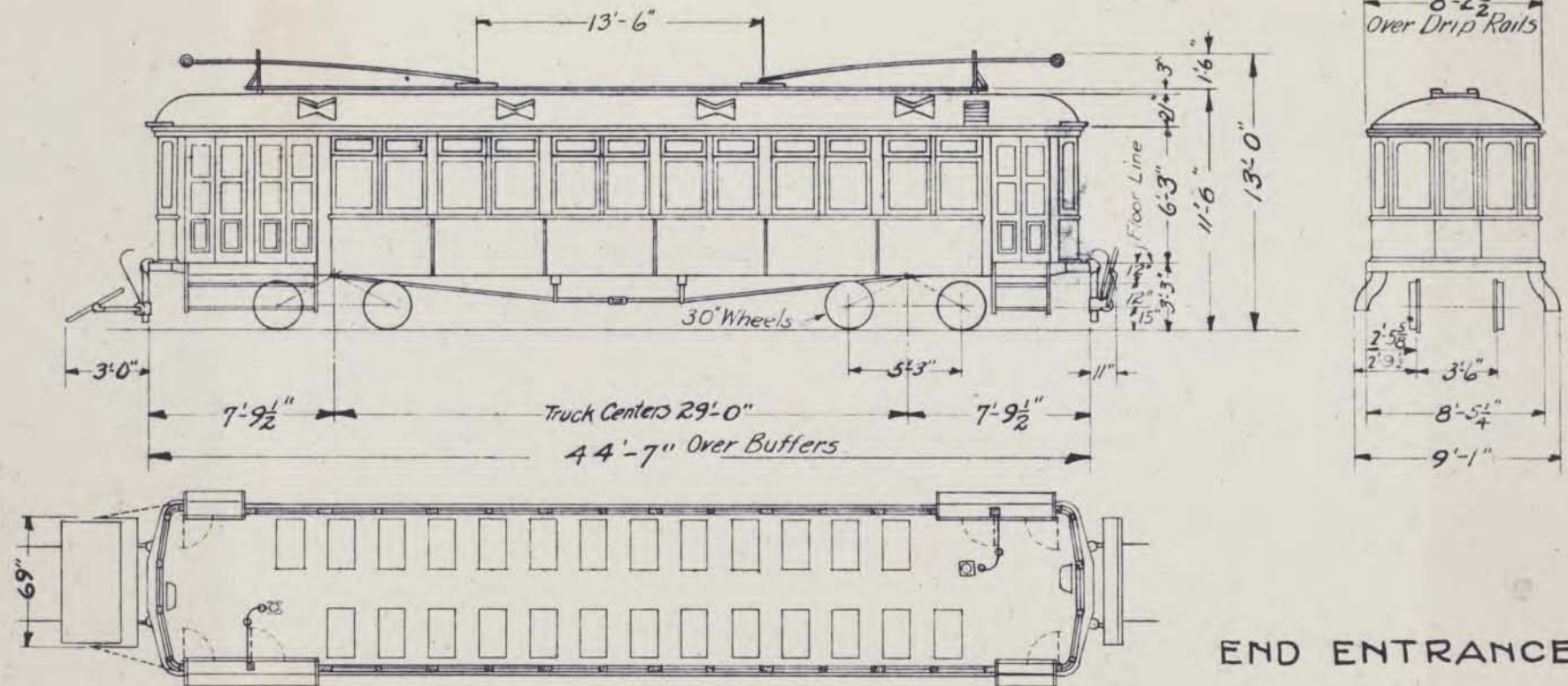
V.

M-2082TA





CAR No.  
950



SEATING CAPACITY 52 PASSENGERS.

END ENTRANCE CAR  
TYPE E

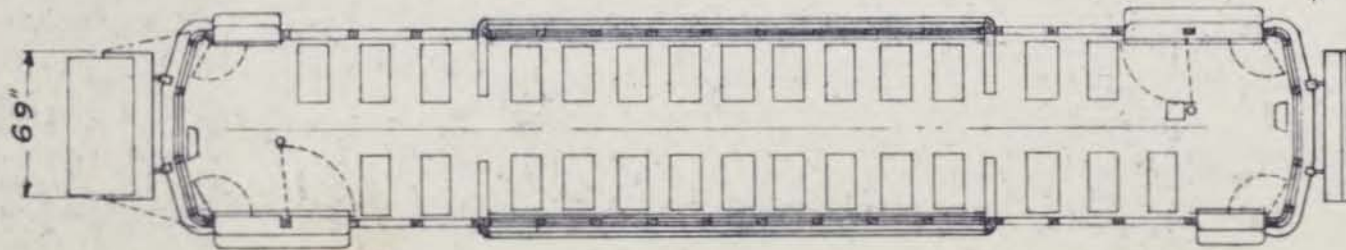
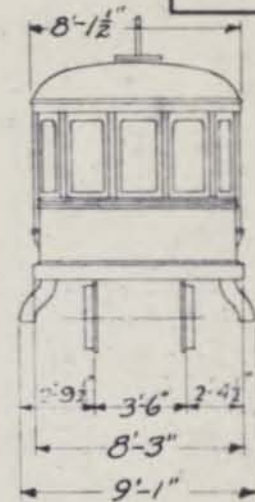
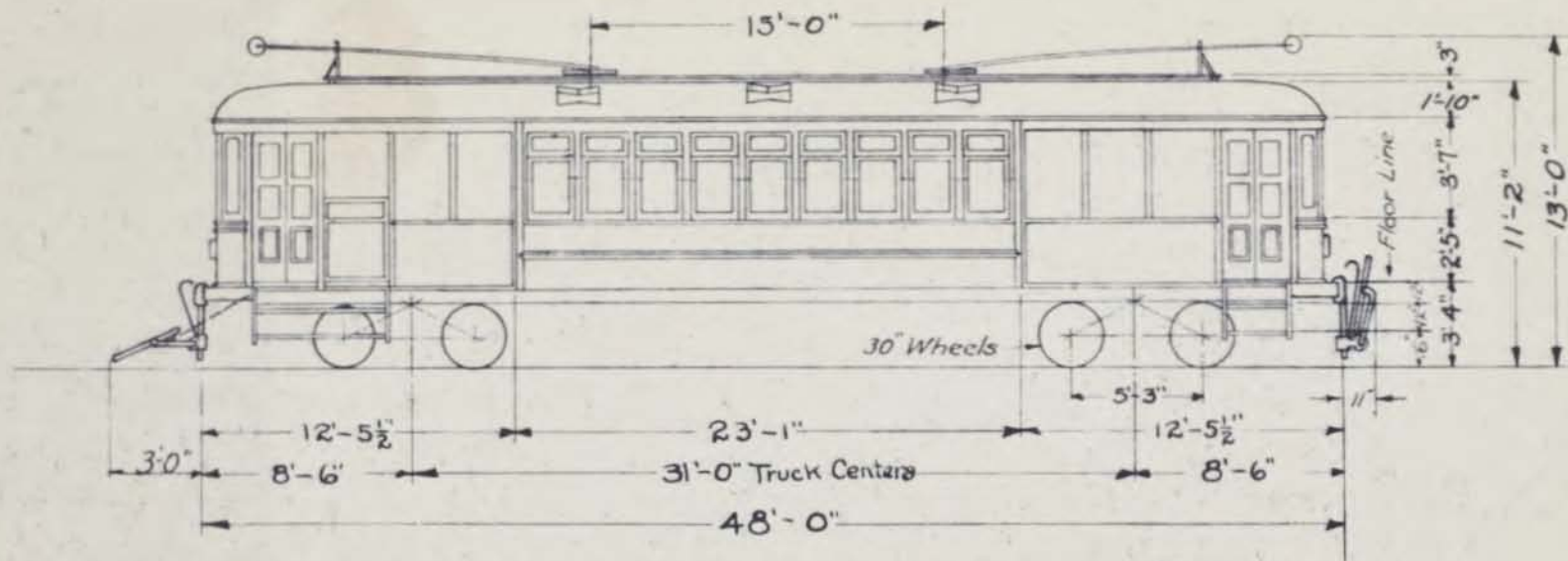
LOS ANGELES RAILWAY CORP.

*Z man*

14



CAR No.



SEATING CAPACITY 56 PASSENGERS

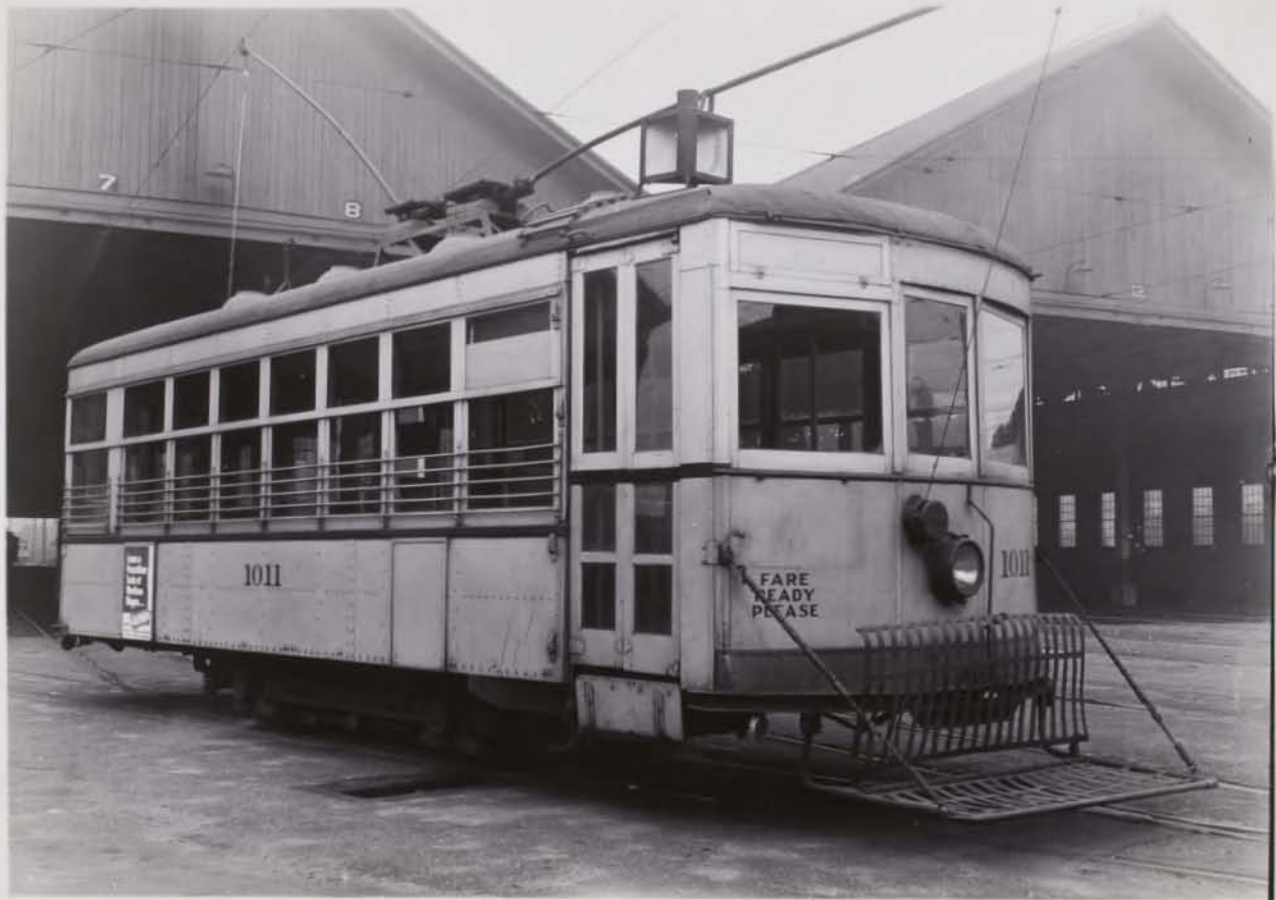
END ENTRANCE CAR  
TYPE F

LOS ANGELES RAILWAY CORP.

*2 Man*

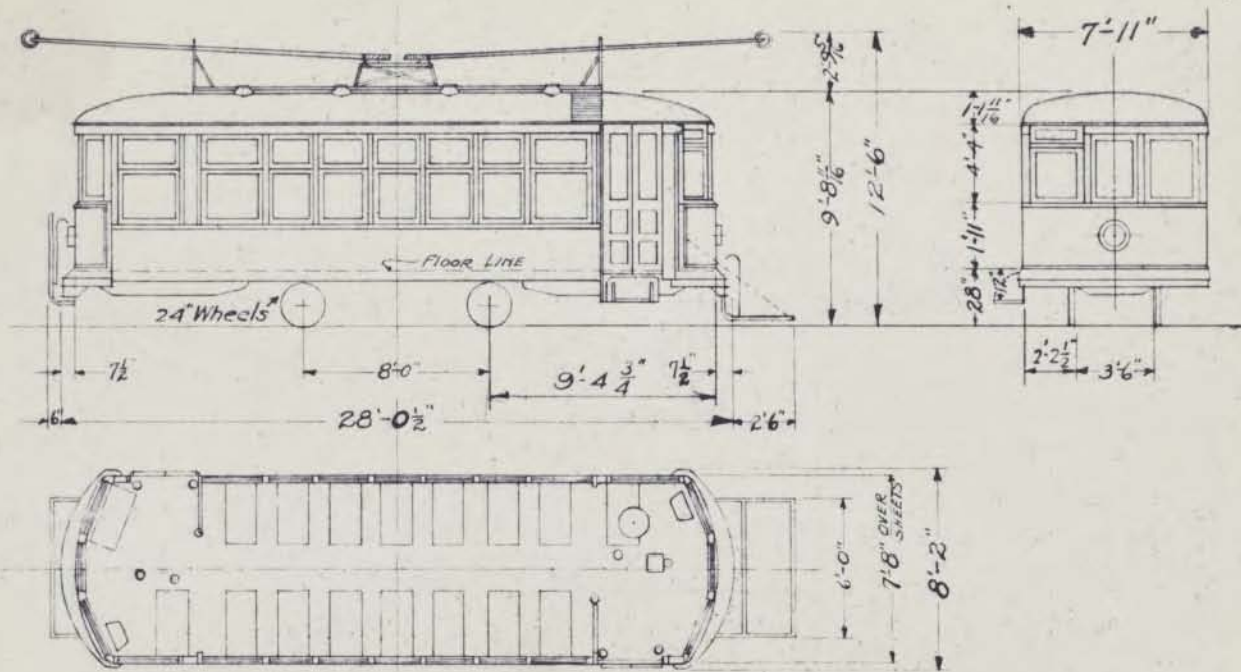
*For 27 1/2 ft*





CAR No.

12



SEATING CAPACITY 32 PASSENGERS.

BIRNEY SAFETY CAR

TYPE G

LOS ANGELES RAILWAY CORP



1031

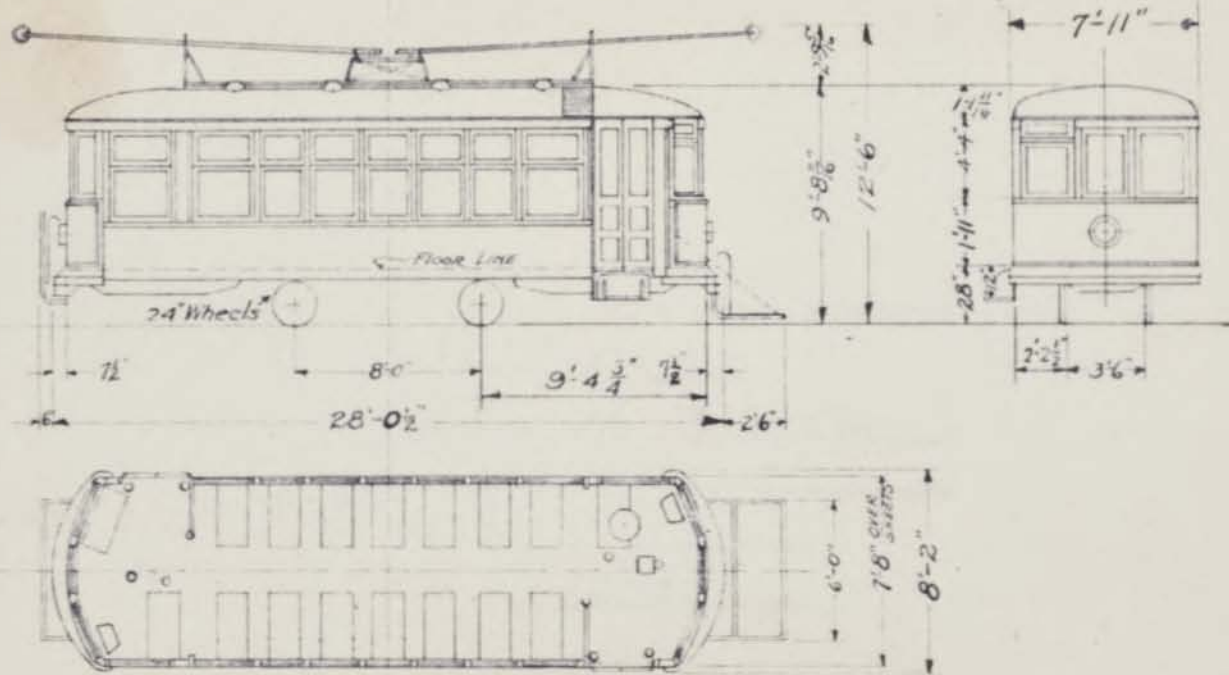
VERMONT  
&  
39<sup>TH</sup> ST.

FARE  
READY  
PLEASE



CAR No.

9



SEATING CAPACITY 32 PASSENGERS.

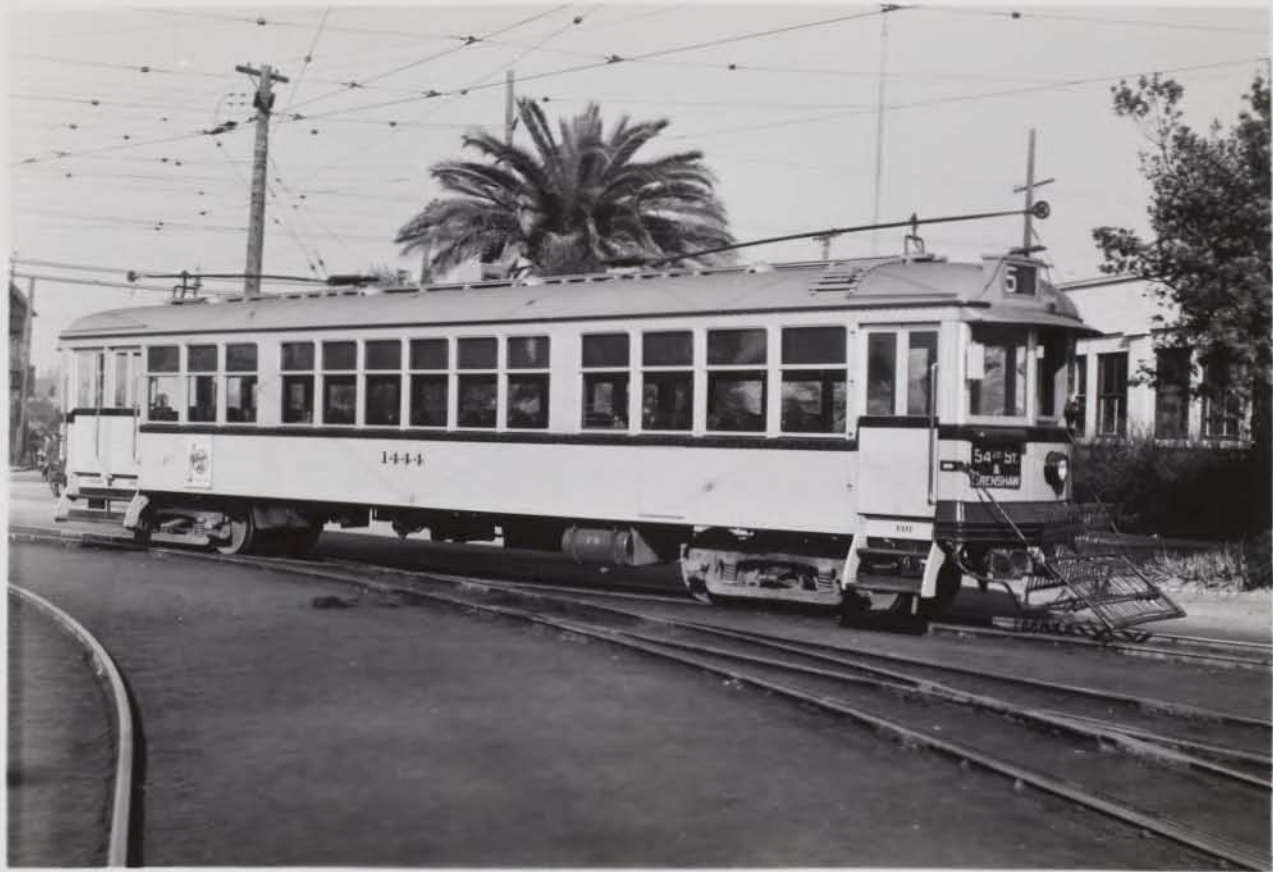
BIRNEY SAFETY CAR

TYPE G1

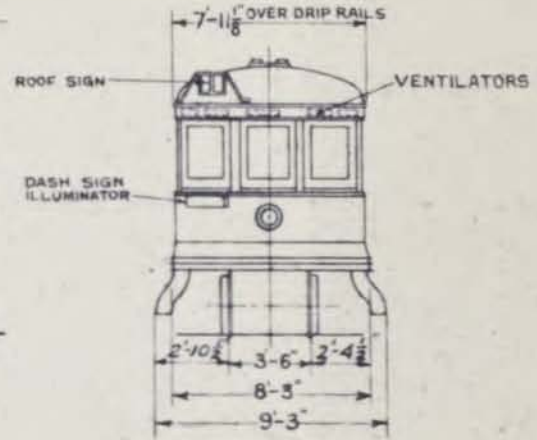
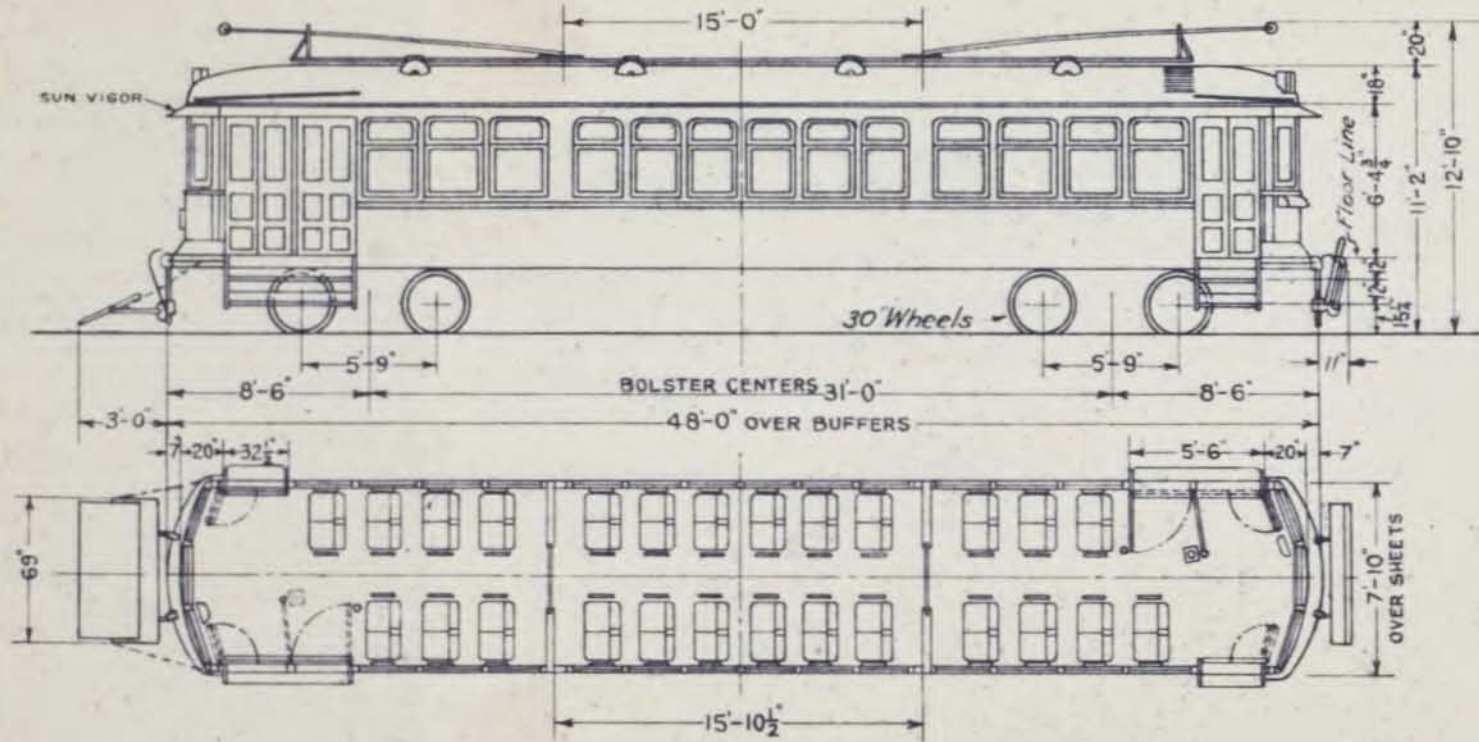
LOS ANGELES RAILWAY CORP.

*See plan*

17



CAR No.



SEATING CAPACITY 52 PASSENGERS.

STEEL CAR  
TYPE H-3  
LOS ANGELES RAILWAY CORP.

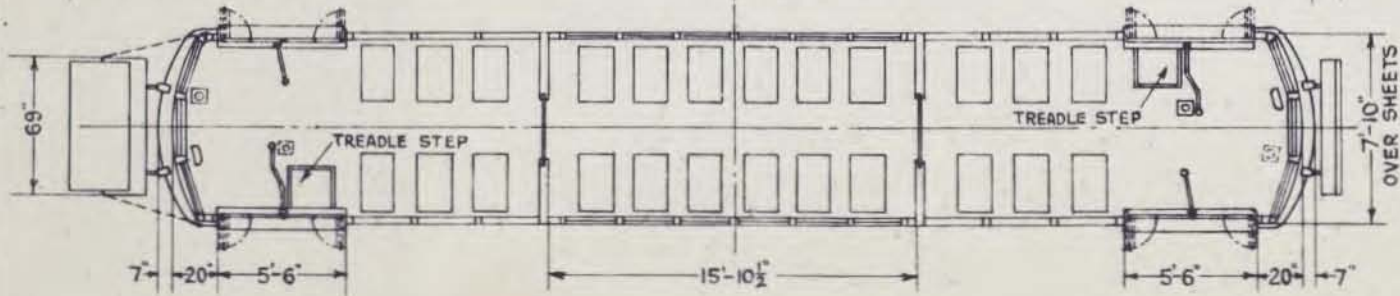
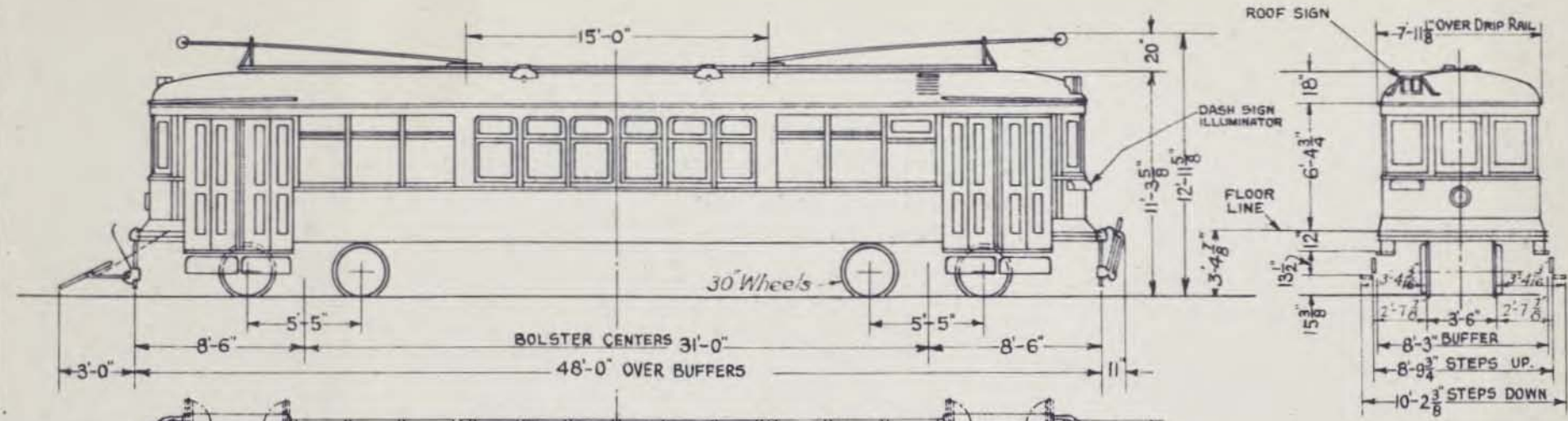
*2 man*





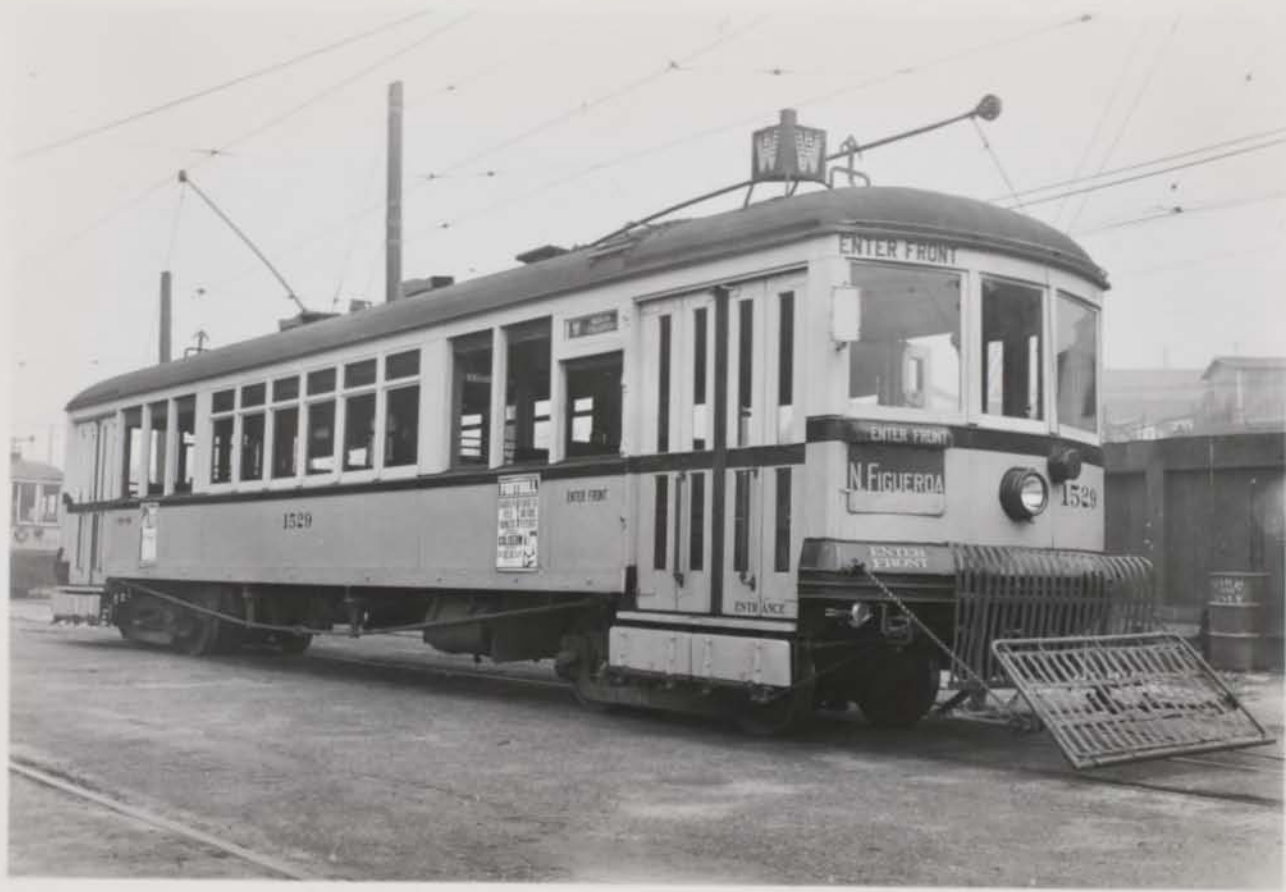
CAR No.

215



SEATING CAPACITY 48 PASSENGERS.

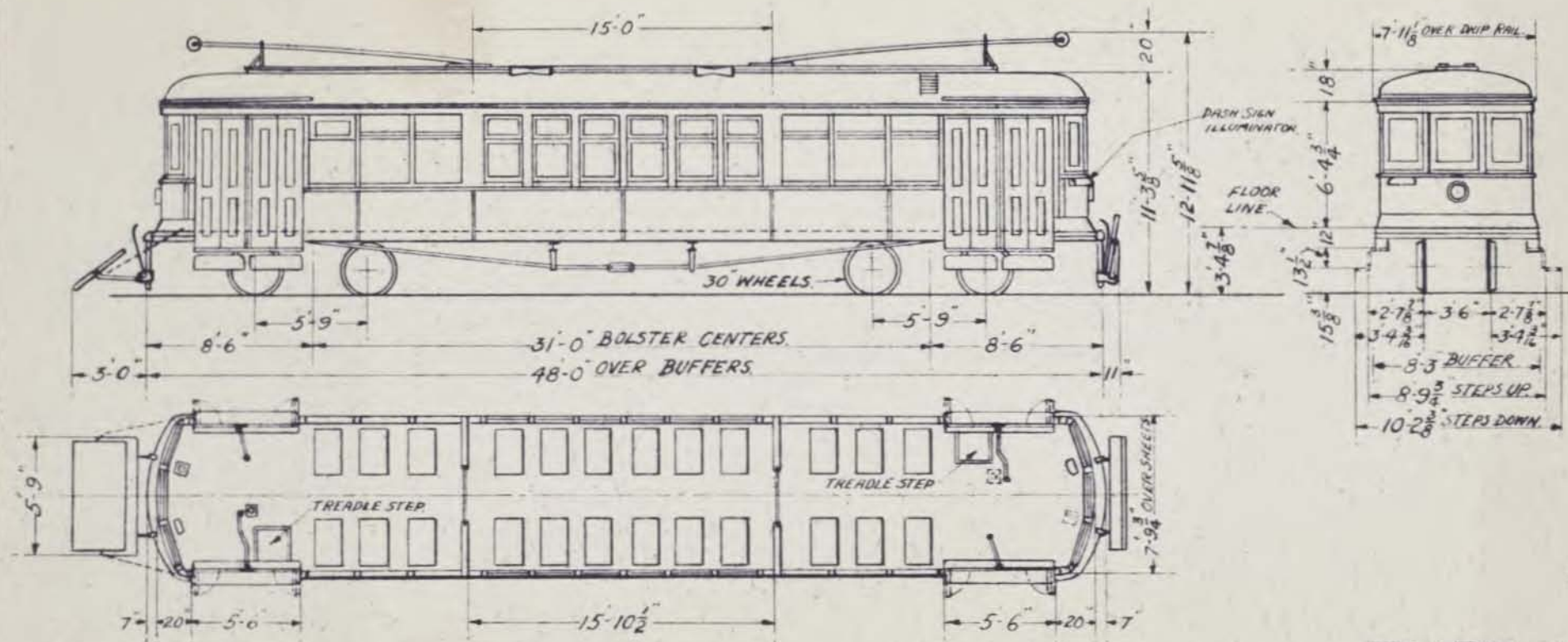
STEEL CAR  
 TYPE H-4.  
 ONE MAN-TWO MAN CAR.  
 LOS ANGELES RAILWAY CORP.





CAR NO.

60



SEATING CAPACITY 48 PASSENGERS.

TYPE K-4.  
ONE MAN-TWO MAN CAR.  
LOS ANGELES RAILWAY CORP.

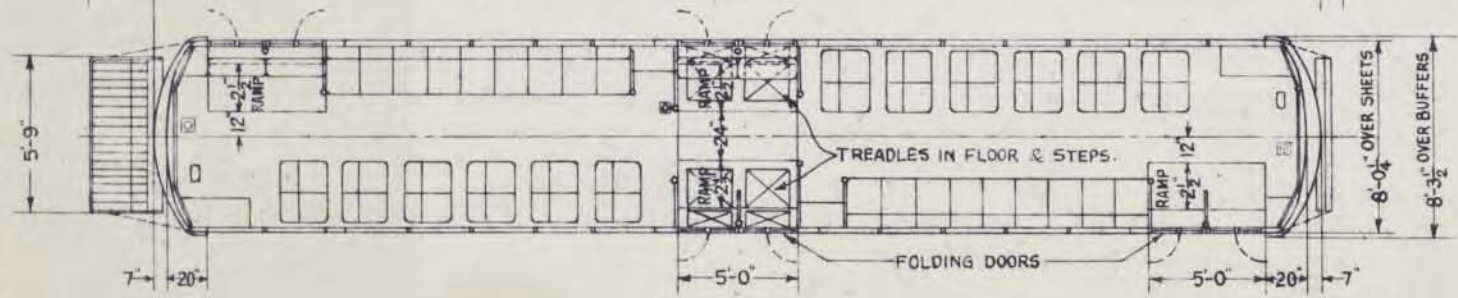
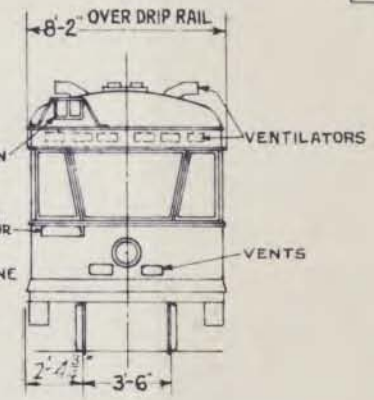
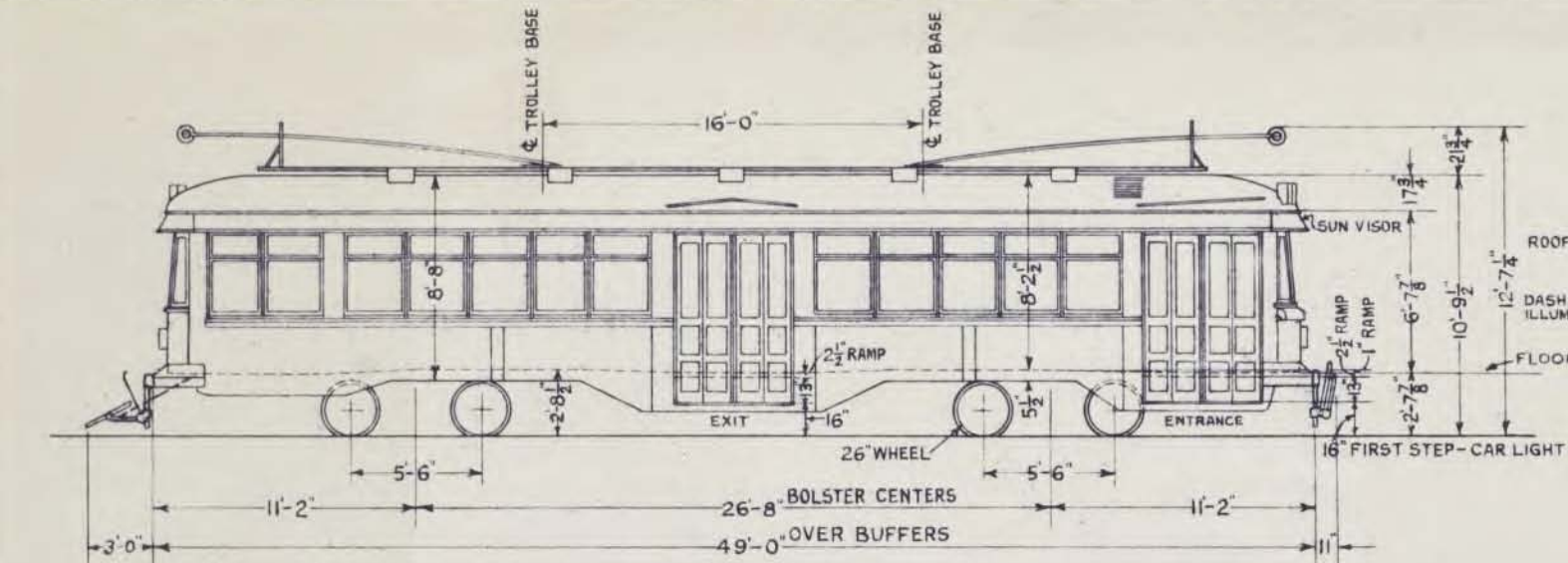








CAR No.  
2601-2



SEATING CAPACITY 55 PASSENGERS.

PAY AS YOU PASS CAR  
TYPE "M"  
LOS ANGELES RAILWAY CORP.



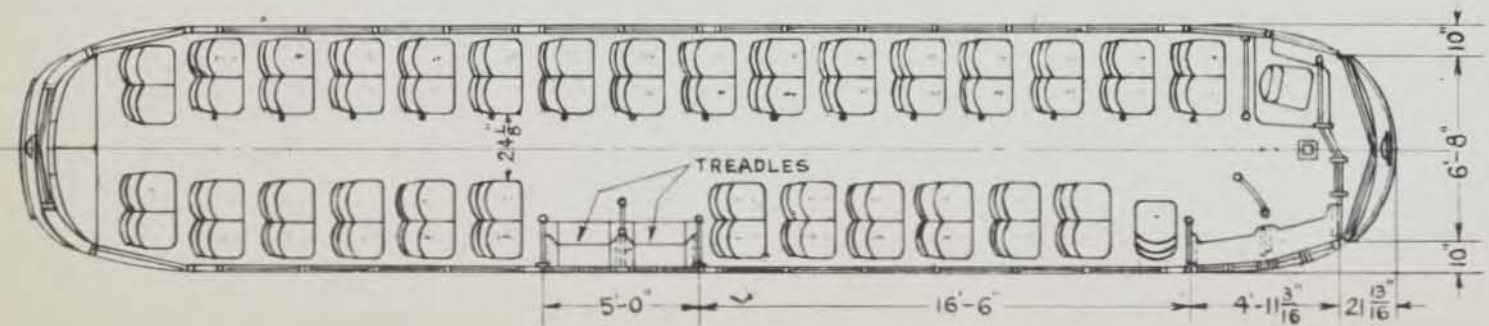
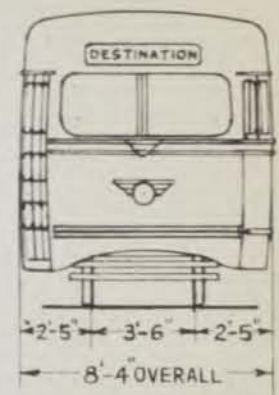
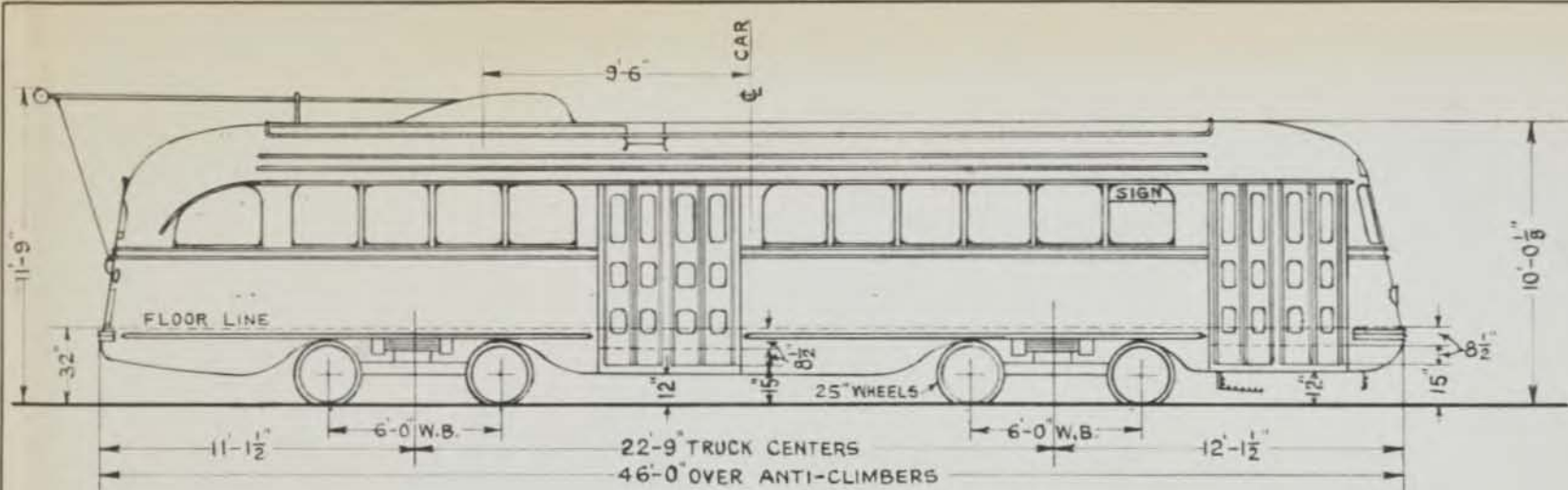






CAR NO.

30



SEATING CAPACITY 61 PASSENGERS.

SINGLE END  
P.C.C. CAR.  
TYPE "P2"

LOS ANGELES RAILWAY CORP.



