Transit Operators - RE Rlwy

PACIFIC ELECTRIC RLWY CO.

MODERNIZATION PROGRAM DETAIL PAPERS

ARTHUR C. JENKINS
CONSULTING ENGINEER
1095 MARKET STREET
SAN FRANCISCO, CALIF.

PACIFIC ELECTRIC RAILWAY COMPANY
ASSIGNMENT OF RAIL PASSENGER EQUIPMENT
MAY 2, 1949

LINE NORTHERN DISTRICT	100	600 700	950	1000	1100	1200	1370	300 400 450	496 497 498 499	5000	TOTAL PEAK	BASE
PASADENA OAK KNOLL LINE					13	2					15	4
PASADENA SHORT LINE					6	10					16	4
BALDWIN PARK LINE						20					20	3
MONROVIA-GLENDORA LINE					11	2					13	5
SIERRA MADRE LINE					8						8	0
WATTS-SIERRA VISTA LINE		28			4						32	14
SOUTHERN DISTRICT												
SAN PEDRO VIA DOMINGUEZ						4		19			23	8
LONG BEACH								27			27	8
TORRANCE-SAN PEDRO LINE								2			2	0
SANTA ANA LINE						4		11			15	4
CATALINA								1			1	0
NEWPORT						2					2	0
WESTERN DISTRICT												
SANTA MONICA AIR LINE				1							1	0
S.M.BLVD-VAN NUYS LINE		31									31	16
GLENDALE BURBANK LINE		7	3							28	38	12
ECHO PARK AVENUE	10										10	6
S.M.BLVD.W.HWD LINE		9									9	6
VENICE SHORT LINE		9	23	3							35	8
HOLLYWOOD BLVD LINE #		64									64	32

- (1-100 CLASS CAR USED NIGHTS AND SUNDAYS IN SHUTTLE SERVICE VINEYARD TO GENESEE ST.)

TOTAL REQUIRED	10	148	26	4	42	44	0	60	0	28	362	130
SPARES	5	12	5	X18	8	15	7	7	4	2	*83	315
TOTAL AVAILABLE	15	160	31	22	50	%59	7	67	4	30	445	445

TOTAL ASSIGNMENTS BY DISTRICTS

NORTH & SOUTH DISTRICTS		33		X	50	59	7	67	4		220	
WESTERN DISTRICT	15	127	31	4						30	207	
SEATING CAPACITY	40	65	56	60	60	64		80	60	59		
WEIGHT	38,000	61,700	78,900	87,100	96,700	108,080		115,420	124,840	41,600		

COMBINATION CARS	1370-1371	1372-1373-1374	1375-1376
SEATING CAPACITY	42	52	52
WEIGHT	110,100	102,800	101,900

* - 3-600 AND 1-5000 CLASS CARS AT TORRANCE SHOPS IN PROCESS OF BEING REPAIRED FOR SERVICE
X - 18- 1000 CLASS FOR SPECIAL SERVICE ONLY
% - INCLUDES 6 TRAILER CARS ASSIGNED TO NORTHERN AND SOUTHERN DISTRICTS

COPIES TO; OAS, HOM(3), EAS, GFS, TLW, JJS, DRL(2), HFT, RM, FCP, (ROOM 240-TIGHE).
FILE 10

PACIFIC ELECTRIC RAILWAY COMPANY
SYSTEM MOTOR COACH EQUIPMENT POOL
CHECK OF LINES ON MAY 6, 1949

CLASS / LINE	220	315	1650	1685	1910	2000	2025	2100	2125	2200	2300 2400	2500 2600	3000	TOTAL PEAK	TOTAL BASE
51-GAR-HGH-PK		*2			3									5	5
50-PAS-ALH-SP	*1													1	1
80-EMERY PARK		*1												1	1
65-S-MADRE													1	1	1
52-ALH-TEMPLE CITY			2					2		22	2		5	33	10
54-LB-H.PARK										10	7			17	8
55-NPT-BALBOA				8		1	1				5			15	3
66-LB-PEDRO										4				4	3
77-HWD-UNIV											10			10	5
88-NO.HWD											3			3	3
81-VENTURA BLVD.											8			8	5
90-V.NUYS-C.PARK											2			2	1
84-VN.-S.FERNDO											1			1	1
85-VN-B.HOSPITAL											1			1	1
86-LA-NH-V.NUYS											21			21	6
87-STUDIO CITY											2			2	1
78-WEST. & FRANK.											2			2	2
79-REDONDO								7			37			44	8
75-BH-S. MONICA												*53		53	16
76-BEV-SUNSET									3					3	2
32-ECHO PK.					3									3	2
82-WILSHIRE BLVD.												37		37	29
83-SUNSET BLVD.												29		29	14
89-FAIRFAX AVE.												8		8	6
63-LA-RIVERSIDE						2	9							11	5
63-LA-S.BERNDO						2	10							12	6
63-LA-COV-POM			2		1	4	9	2		4	3		3	28	8
63-VAL-BL-LOC.			4		1		10	2		6			3	26	6
62-AR-REDLANDS											5		4	9	6
58-LA-SANTA ANA			2		3	7	19	2		7			3	43	17
56-LA-ONTARIO						2		6		15			5	28	9
64-PAS-POMONA						1								1	1
61-LB-PASADENA							6							6	6
59-LB-RIVERSIDE							4							4	3
TOTAL REQUIRED	1	3	10	8	11	19	68	21	3	68	109	127	24	472	201
SPARES	0	0	2	1	4	5	2	4	2	2	13	8	1	44	
TOTAL AVL %B	*1	*3	12	9	15	24	70	25	5	70	122	*135	25	516	
SEAT CAPACITY	14	31	41	41	37	41	45	41	44	44	#44	45	44		

- NOS 2300 TO 2319 INCLUSIVE 45 PASSENGER CAPACITY.
* - SPECIAL EQUIPMENT MUST BE KEPT ON PARTICULAR LINES.
% - AS OF MAY 7, 1949, A TOTAL OF 32 COACHES WERE HELD OUT OF SERVICE FOR MECHANICAL REPAIRS.
NOTE: COACH NOS. 2615 TO 2699 INCLUSIVE, ALSO NOS. 2410 TO 2419 INCLUSIVE, RECEIVED WITH L.A. MOTOR COACH LINES MAY 1, 1949.
NOTE: COACH NOS. 3356 AND 3357 CHANGED TO NOS. 2620 AND 2621 RESPECTIVELY.

ISSUED BY SCHEDULE BUREAU
MAY 7, 1949

PACIFIC ELECTRIC RAILWAY COMPANY

RAIL PASSENGER EQUIPMENT
As of February 28, 1949

Class	Car Numbers	Total No. of Cars	Year Built	No. Built	Mfg.	Type Constr.	Seating Capacity	Tons	Length over Buffers	Weights (in pounds) Total Empty	Car Body	Trucks Each	Motors Complete Each	Per Seat	Motors No.	Mfg.	Type	H.P. Each	Capy. KW/Car	Capy. KW/Ton	Max. Safe Armature Speed RPM	Speeds Free Running M.P.H.	Max. Safe Car M.P.H.	Wheels Dia. Inches	Gear Ratio
100	100-114	15	1930	15	St. Louis	All Steel	40	19.00	38'-3"	38,000	23,100	4,620	1,415	950	4	GE	265-L-52	25	104	5.5		29		26	14:69
300	300, 02, 03, 04, 07, 10, 13)	7	1929-30	19	St. Louis	All Steel	80	57.71	71'-0"	115,420	69,520	15,270	3,840	1,443	4	GE	207-A	140	418	7.2		45	50	36	17:64
	301, 05, 06, 08, 09, 11,)																								
	312, 14, 15, 16, 17, 18)	12	1929-30	-	St. Louis	" "	80	57.17	71'-0"	114,340	74,540	11,800	4,050	1,429	4	West.	557-E-7	140	418	7.3		40	52	36	17:60
400	400, 01, 02, 04, 05, 07,)																								
	408, 11, 14, 17, 19, 20,)																								
	421, 22, 23, 24, 25, 26,)																								
	428, 429,30, 31, 32, 33,)																								
	434, 35, 36, 37.)	28	1911	38	A.C.F.	All Steel	80	59.53	72'-10"	119,060	73,160	15,270	3,840	1,488	4	GE	207-A	140	418	7.0		45	50	36	17:64
	403, 06, 09, 10, 12,)																								
	413, 15, 16, 18, 27)	10	1913	10	Pullman	" "	80	60.38	72'-10"	121,160	75,260	15,270	3,840	1,515	4	GE	207-A	140	418	6.9		45	50	36	17:64
450	450-459	10	1911	-	A.C.F.	All Steel	80	59.53	72'-10"	119,060	73,160	15,270	3,840	1,488	4	GE	207-A	140	418	7.0		45	50	36	17:64
496	496-499 Combination	4	1913	-	Pullman	All Steel	60	59.33	68'-0"	118,660	72,760	15,270	3,840	1,978	4	GE	207-A	140	418	7.0		45	50	36	17:64
600-700	600-649	50	1922	50	St. Louis	All Steel	65	30.85	52'-2"	61,700	37,140	7,680	2,300	949	4	West.	532-AR	65	194	6.3	2,000	37	65	26	18:54
	650-699	50	1924	50	" "	" "	65	30.85	52'-2"	61,700	37,140	7,680	2,300	949	4	West.	532-AR	65	194	6.3	2,000	37	65	26	18:54
	700-749	50	1925	50	Brill	" "	65	30.85	52'-2"	61,700	37,140	7,680	2,300	949	4	West.	532-AR	65	194	6.3	2,000	37	65	26	18:54
	750-759	10	1928	10	St. Louis	" "	65	30.85	52'-2"	61,700	37,140	7,680	2,300	949	4	West.	532-AR	65	194	6.3	2,000	37	65	26	18:54
950	Between 950-993 & 999	29	1907	50	St. Louis	Wood Body Steel Under	56	40.23	49'-2"	80,460	42,772	10,570	4,137	1,437	4	GE	73	75	224	5.6	1,480	42	57	33	21:54
	994-995	2	1907	-	" "	" "	48	40.23	49'-2"	80,460	42,772	10,570	4,137	1,676	4	GE	73	75	224	5.6	1,480	42	57	33	21:54
1000	Between 1002-1044	18	1913	53	Jewett	Wood Body	64	44.11	55'-6"	88,220	49,700	11,260	4,000	1,378	4	West.	333-A-2	100	298	6.8	1,800	52	73	34	22:55
	1052-1056	4	1913		"	Steel Under	64	42.47	55'-6"	84,940	46,420	11,260	4,000	1,327	4	West.	333-A-2	100	298	7.0	1,800	52	73	34	22:55
1100	1100-1149	50	1924	50	Std.Steel	All Steel	60	49.19	57'-4"	98,380	57,380	12,820	3,840	1,640	4	GE	240-A	110	328	6.7	1,660	47	53	34	18:57
1200	Between 1200-1215	16	1915	17	Press.Stl.	All Steel	64	55.42	58'-1"	110,840	67,860	12,380	4,557	1,731	4	GE	254-A	140	418	7.5	1,480	60	69	36	24:55
	1216-1221	5	1915	5	" "	" "	60	56.20	58'-1"	112,400	69,420	12,380	4,557	1,873	4	GE	254-A	140	418	7.4	1,480	60	69	36	24:55
	Between 1222-1245 (1)	22	1921	30	Pullman	" "	64	57.40(1)	58'-1"	114,800(1)	73,840	12,380	4,050	1,794	4	West.	557-D-7	140	418	7.3	1,650	56	58	36	19:58
	1246-1249 Trailers	4	1921	-	"	" "	64	38.83(2)	58'-1"	77,660(2)	54,920	11,370	-	1,213	-	-	-	-	-	-	-	-	-	23	-
	1250-1251 Trailers	2	1921	-	"	" "	64	39.07	58'-1"	78,140	52,380	12,380	-	1,221	-	-	-	-	-	-	-	-	-	36	-
	Between 1252-1260	7	1913	12	"	" "	64	51.20	57'-0"	102,400	57,480	14,360	4,050	1,600	4	West.	557-A-5	140	418	8.2	1,650	55	62	36	20:57
	1261-63	3	1913	-	"	" "	64	50.75	57'-0"	101,500	60,540	12,380	4,050	1,586	4	West.	557-A-5	140	418	8.2	1,650	55	62	36	20:57
	1299 # Business	1#	1913	1	"	" "	31	53.68	57'-0"	107,360	61,360	14,360	4,320	3,463	4	GE	222-D	125	373	6.9	1,480	52	54	36	20:58
1300	1370-1371 Combination	2	1915	2	Press.Stl.	All Steel	42	56.69	58'-1"	113,380	70,392	12,380	4,557	2,700	4	GE	254-A	140	418	7.4	1,480	60	69	36	24:55
	1372-1374 Combination	3	1913	5	Pullman	" "	52	51.45	57'-0"	102,900	60,860	12,380	4,320	1,979	4	GE	222-D	125	373	7.2	1,480	52	54	36	20:58
	1375-1376 Combination	2	1913	-	"	" "	52	50.67	57'-0"	101,340	60,280	12,380	4,050	1,949	4	West.	557-A-6	140	418	8.2	1,480	52	54	36	20:57
	5000-5029	30	1940	30	Pullman	All Steel	39	20.80	50'-10"	41,600	25,980	6,480	695	705	4	West.	1432	55	164	7.8	5,000	42	50	26	6:43

TOTAL CARS 445#

(1) - Cars 1242-1245 weight 111,600 pounds (55.80 tons)
(2) - Car 1246 weighs 80,440 pounds (40.22 tons)
\# - Car 1299 is not included in active passenger equipment roster, and is not included in total.

Bureau of Research
September 2, 1948
February 28, 1949

86
38

Electric Pass. & Comb. Cars - Owned & Leased - P.E. Ry. Co.

Type Car & Number	Type Equip.	Cars Owned — Car Numbers	Cars Owned — Total	Cars Leased — Car Numbers	Cars Leased — Total	Active Cars — Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	MAR NOV 1949	Dec
OMTM 15	1			100	15	15	15	15	15	15	15	15	15	15	15	15	
P.T.C. 417	3			300	19	19	19	19	19	19	19	19	19	19	19	19	
	3	400	38			28	28	28	28	30	31	36	38	38	38	38	
	3	450	10			0	0	4	5	7	10	10	10	10	10	10	
	2	600 to 702	103			103	103	103	103	103	103	103	103	103	103	103	
	2			703 to 759	57	57	57	57	57	57	57	57	57	57	57	57	
	3	950	31			31	31	31	31	31	31	31	31	31	31	31	
	3	1000	~~26~~	22		33	33	30	29	27	24	26	26	26	26	22	
	3	1100 to 1118	19			19	19	19	19	19	19	19	19	19	19	19	
	3			1119 to 1149	31	31	31	31	31	31	31	31	31	31	31	31	
	3	1200	53			52	52	52	53	53	53	53	53	53	53	53	
	3	4600	0			20	20	16	15	11	7	2	0	0	—	—	
	3	5000 - P.C.C. Type	30			30	30	30	30	30	30	30	30	30	30	30	
C.P.& E. 11	3	496	4			2	2	2	2	2	3	3	4	4	4	4	
	3	1370 to 1376	7			7	7	7	7	7	7	7	7	7	7	7	
	3	4700	0			2	2	2	2	2	1	1	0	0	—	—	
O.T. 6	4	1246 to 1251	6			7	7	7	6	6	6	6	6	6	6	6	
Totals			~~327~~ 323		122	~~456~~	~~456~~	~~453~~	~~452~~	~~450~~	~~447~~	~~449~~	~~449~~	~~449~~	~~449~~	~~445~~	

RECEIVED NOV 12 1948 DIV. OF RESEARCH

O.M.T.M. = One man - Two man.
P.T.C. = Passenger train coach.
C.P.& E. = Combined Passenger & Express.
O.T. = Operating Trailer.

Type of Equipment.
1 - 4 Motor - Hand - Str. air
2 - 4 " - M U - " "
3 - 4 " - " - Auto. "
4 - None - None - " "

Brot fwd to Mar. 1949

Date of last issue SEP 30 1948
Date of reissue OCT 31 1948

65425

1/31/48 E

COMPARATIVE OCCUPANCY OF STREET AREA

RAIL CARS vs. MOTOR COACHES - PASSENGER AUTOMOBILES

		PASSENGER AUTOMOBILES	MOTOR COACHES	RAIL CARS	
				600 Class	5000 Class 1100 ✓
DIMENSIONS -	Length	16.5'	35'	52'-2"	50'-10" 57' 4"
	Width	6.0'	8'	9'-1 3/4"	9'-0" 9'-5 1/4"
AREA -	Square Feet	99	280	477	458 541
PASSENGERS -	Seated	(a) 1.1	45	65	59 60
	Seated and Standing	(b) 1.6	60	95	89 90
AREA PER PASSENGER - Square Feet					
	Seated Passengers Only	(a) 90	6.22	7.34	7.76 9.02
	Seated and Standing Passengers	(b) 62	4.67	5.02	5.15 6.01

CALIFORNIA STATE RESTRICTIONS ON VEHICLE SIZE

TRUCKS:

Width - 96"

Length - single unit - 33'

- combination - 60'

Height - 13'6"

BUSSES:

Width - 96"

Length - 35'

Height - 13'6"

Proposed law recently passed but not yet signed by Governor would permit use of coach 102" wide and 40' feet in length in an urban area 25 miles radius.

Bureau of Research
July 29, 1949

MISCELLANEOUS TRAFFIC DATA

	Hill Street Between 4th & 5th Sts.	San Pedro Street Between 2nd & 3rd Sts.
(1) Width Street - between curbs	56'	52'
(2) Width Safety Zone - outside of track to outside zone (Avg.)	6'10"	6'10"
(3) Track Centers	12.2'	13'
(4) Track gage	4'8½"	4'8½" (56½")

(5) Distance between car and curb

Equipment Class		
600	17.33'	14.93'
950	16.96'	14.56'
1200	17.21'	14.81'
300-400	16.15'	13.75'
5000	17.40'	15.00'
1100	17.18'	14.78'

Rail Equipment Data

	600	950	1200	300-400	5000	1100
Extreme Width	9'1-3/4" (109-3/4")	9'10½" (118½")	9'4-1/2" (112½")	11½' (138")	9' (108")	9'5¼" (113¼")
Length (over buffers)	51'2"	49'2"	58'1"	72'10"	50'10"	57'4"
Overhang over gage of rail	26-5/8"	31"	28"	40-3/4"	25-3/4"	28-3/8"

Motor Coach Equipment Data - 45 Passenger Coach

Extreme Width (Avg.)	8' (96")
Length of coach	35'

1100 Class Area

57.33
8.44
22932
22932
51597
541.1952 Sq. Ft.

Bureau of Research
May 10, 1949

MISCELLANEOUS TRAFFIC DATA

	Hill Street Between 4th & 5th Sts.	San Pedro Street Between 2nd & 3rd Sts.
(1) Width Street - between curbs	56'	52'
(2) Width Safety Zone - outside of track to outside zone (Avg.)	6'10"	6'10"
(3) Track Centers	12.2'	13'
(4) Track gage	4'8½"	4'8½" (56½")

(5) Distance between car and curb

Equipment Class		
600	17.33'	14.93'
950	16.96'	14.56'
1200	17.21'	14.81'
300-400	16.15'	13.75'
5000	17.40'	15.00'
1100	17.18'	14.78'

Rail Equipment Data

	600	950	1200	300-400	5000	1100
Extreme Width	9'1-3/4" (109-3/4")	9'10½" (118½")	9'4-1/2" (112½")	11½' (138")	9' (108")	9'5¼" (113¼")
Length (over buffers)	51'2"	49'2"	58'1"	72'10"	50'10"	57'4"
Overhang over gage of rail	26-5/8"	31"	28"	40-3/4"	25-3/4"	28-3/8"

Motor Coach Equipment Data - 45 Passenger Coach

Extreme Width (Avg.)	8' (96")
Length of coach	35'

Bureau of Research
May 10, 1949

File 022.233

PACIFIC ELECTRIC RAILWAY COMPANY
GASOLINE AND OIL STATEMENT MOTOR COACH OPERATIONS

JANUARY 1948

CLASS COACH	NO. BUSES IN SERVICE	AVERAGE MILES	MILES OPERATED	GALLONS GASOLINE	MILES PER GALLON	GALLONS OIL	MILES PER GALLON
220 GMC Comb.	1	1573	1573	307	5.12	5.50	286
Single Twins	2	2250	4499	1028	4.38	10.75	417
310 Twins	7	2654	18581	4730	3.93	58.00	320
1600 Macks	3	302	906	559	1.62	5.00	181
1650 Twins	15	603	8447	3710	2.28	56.50	150
1685 GMC	9	3376	30386	8486	3.58	82.50	368
1910 Twins	15	1245	18668	5952	3.14	130.00	144
2000 Whites	24	2894	69461	21237	3.27	247.25	281
2025 Whites	70	5587	391091	118628	3.30	1450.50	270
2100 Twins	25	9371	23427	8187	2.86	152.00	154
2125 Twins	5	3557	17786	6195	2.87	77.50	229
2200 Whites	70	4220	295392	100320	2.94	709.00	417
2300-2400 Whites	107	3499	370921	124824	2.97	1495.00	248
Test Twin	1	1043	1043	383	2.72	12.75	818
TOTAL	354	3537	1252181	404546	3.09	4492.25	279
2500 Diesels	35	4070	138391	29500	4.69	590.00	235

Diesel fuel used in 2500 class coaches

Fleet Cars				5212		88.75	
Trucks				10456		119.25	
Off the Road				1816		38.75	
P.M.T.				1404		1.50	
TOTAL				18888		248.25	

SUMMARY OF GASOLINE AND OIL ISSUED
FROM M & S STOCK AND OTHER SOURCES
JANUARY 1948

GARAGES	GALLONS GASOLINE	GALLONS OIL	OTHER EQUIP. & ACCTS. GALLONS GASOLINE	OTHER EQUIP. & ACCTS. GALLONS OIL	GRAND TOTAL GALLONS GASOLINE	GRAND TOTAL GALLONS OIL
MACY GARAGE	77845*	1477.00	1018	15.00	78863	1492.00
WEST HOLLYWOOD	45939	587.00	466	8.50	46405	595.50
OCEAN PARK	11209	157.25	369	2.75	11578	160.00
LONG BEACH	37560	399.00	1154	6.00	38714	405.00
REDONDO	33310	199.50	9	.25	33319	199.75
PASADENA	3410	13.00	439	1.00	3849	14.00
WASHINGTON STREET			9420	157.50	9420	157.50
SAN BERNARDINO	7140	50.50	1987	21.50	9127	72.00
RIVERSIDE	35725	387.75	413	2.50	36138	390.25
6th & L. A. YARDS	152408	1190.75	3613	33.25	156021	1224.00
POMONA		30.50				30.50
TOTAL M & S STOCK	404546	4492.25	18888	248.25	423434	4740.50
SERVICE STATIONS	1216	12.75	344	.50	1560	13.25
TOTAL	405762	4505.00	19232	248.75	424994	4753.75
TORRANCE			1602	148.00	1602	148.00
MACY CAR HOUSE			40	159.00	40	159.00
GRAND TOTAL	405762	4505.00	20874	555.75	426636	5060.75

Includes 1404 gallons of gasoline and 1.50 gallons of oil issued to Pacific Motor Trucking Company.

OCEAN PARK	29500	590.00			29500	590.00

Diesel fuel used in 2500 class coaches.

* Includes 300 gallons of gasoline for credit--returned to tank.

Mechanical Department
February 20, 1948

Pacific Electric Railway Co.

WOODEN CARS IN SERVICE

1927 Car Numbers	1927 Units	1938 Units	1948 Units
163 - 179	10	2	--
200 - 299	56	--	--
408-- 419) 471 - 495)	16	--	--
446 - 470	24	10	--
500 - 599	100	48	--
800 - 917) 927 - 929)	103	98	--
901 - 918	11	--	--
919 - 926	8	--	--
950 - 999	50	50	31
1000 -	1	--	--
1001 - 1044	44		
1045 - 1046	2	48	26
1050 - 1057	--		
1300 - 1363	9	11	--
	434	267	57

1940

600's = 160 X $6,000 = $960,000
PCC = 30 X 24,000 = 720,000
$ 1,680,000

71 large steel acquired during war rehabilitated.
$9,155 - $650,000

Pacific Electric Railway Co.

WOODEN CARS IN SERVICE

1927 Car Numbers	1927 Units	1938 Units	1948 Units
163 - 179	10	2	--
200 - 299	56	--	--
408-- 419) 471 - 495)	16	--	--
446 - 470	24	10	--
500 - 599	100	48	--
800 - 917) 927 - 929)	103	98	--
901 - 918	11	--	--
919 - 926	8	--	--
950 - 999	50	50	31
1000 -	1	--	--
1001 - 1044	44		
1045 - 1046	2	48	26
1050 - 1057	--		
1300 - 1363	9	11	--
	434	267	57

1940

600's = 160 X $6,000 = $960,000
PCC = 30 X 24,000 = 720,000
$ 1,680,000

71 large steel acquired during war rehabilitated.
$9,155 - $650,000

3-47 - 1MM

C. S. 2101
TONNAGE PAPER

Pacific Electric Rwy. Co. 25

Wooden Cars In Service 22

1927 Car numbers	1927 Units	1938 Car numbers	1938 Units	1948 Car numbers	1948 Units
163 – 179	10		2		—
200 – 299	56		—		—
408 – 419 / 471 – 495	16		—		—
446 – 470	24		10		—
500 – 599	100		48		—
800 – 917 / 927 – 929	103		98		—
901 – 918	11		—		—
919 – 926	8		—		—
950 – 999	50		50		31
10[illegible] –	1		—		—
1001 – 1044	44		} 48 (1001–1057)		
1045 – 1046	2				26
1050 – 1057	—				
1300 – 1363	9		11		—
	434		267		57

1940
600's: 160 x $6,000 = $960,000
PCC: 30 x 24,000 = 720,000
$1,680,000

71 large steel acquired during war
rehabilitated
$9,155 – $650,000

File: 1.2.36(f)

PACIFIC ELECTRIC RAILWAY COMPANY

MARCH 1, 1948

PACIFIC ELECTRIC MOTOR COACHES IN L.A.M.C.L. SERVICE

L.A.M.C. CLASS	Model	Type*	No. Units	Year of Mfg.	Mfgr.	Unit Seats	Total Seats
33	798	T	3	1944	White	44	132
**43	4502(TD)	T	39	1940	GMC	45	1,755
**43	4506(TD)	T	22	1945	GMC	45	990
**45	4507(TD)	T	20	1946	GMC	45	900
**45	4507(TD)	T	19	1947	GMC	45	855
			103	(Average)		44.97	4,632

*- Type - Transit
**-Diesel

L.A.T.L. MOTOR COACHES IN L.A.M.C.L. SERVICE

CLASS	Model	Type*	No. Units	Year of Mfg.	Mfgr.	Unit Seats	Total Seats
33	798	T	30	1945	White	44	1,320
34	784	T	2	1939	White	31	62
**42	TD-45	T	48	1940	GMC	45	2,160
**42	TD-45	T	11	1941	GMC	45	495
**44	TD-45	T	23	1945	GMC	45	1,035
			114	(Average)		44,49	5,072

* - Type- Transit
** - Diesel

TOTAL COACHES & SEATS

	Number	Seats	Avg./Seat Unit
P.E.RY. CO.	103	4,632	44.97
L.A.T.L.	114	5,072	44.49
Total	217	9,704	44.72

P.E.RY.CO.

Manufacturer	No. Units	%
White	3	2.91
GMC	100	97.09
Total	103	100.00

L.A.T.L.

Manufacturer	No. Units	%
White	32	28.07
GMC	82	71.93
Total	114	100.00

Summary of Age of Equipment

P.E.RY.CO.

Year	No. of Units	%
1940	39	37.86
1944	3	2.91
1945	22	21.36
1946	20	19.42
1947	19	18.45
Total	103	100.00

L.A.T.L.

Year	No. of Units	%
1939	2	1.75
1940	48	42.11
1941	11	9.65
1945	53	46.49
Total	114	100.00

Bureau of Research
March 12, 1948

AUG 9 1948

CLASS	RAIL LINES											TOTAL			
	100	600-700	950	1000	1100	1200	1370	300 400 450	4600	497-498	499-4700	5000	A.M.	Base	P.M.	Night
NORTHERN DISTRICT:																
Pasadena-Oak Knoll Line				5	10								13	5	15	4
Pasadena Short Line				6	4	5	1						15	4	16	3
Baldwin Park Line						20							20	3	20	2
Monrovia-Glendora Line					18								18	5	18	4
Sierra Madre Line					8								8	0	8	0
Watts-Sierra Vista Line		28			2								30	14	30	10
SOUTHERN DISTRICT:																
San Pedro via Dominguez						5		20		1			26	9	20	4
Long Beach						5		27					22	16	32	8
San Pedro-Gardena Line								2					2	0	0	2
Santa Ana Line						6		11					17	4	17	3
Long Beach-San Pedro						4							3	3	4	3
Catalina						2		9		1			0	12	0	12
Newport						3							3	0	3	0
WESTERN DISTRICT:																
Santa Monica Air Line				1									1	0	1	0
Santa Monica Blvd.-Van Nuys Line		31											27	17	31	10
Echo Park Avenue	12												12	7	12	2
Santa Monica Blvd.-North Hollywood Line													9	6	9	6
Venice Short Line		8	23	3									30	16	34	8
Hollywood Blvd. Line		64											32	32	64	15
Glendale-Burbank Line		8	3									27	33	14	38	8
Cars in Service on 7/30/48	12	139	26	15	42	50	1	69		2		27	321	167	372	104

AUG 9 1948

MOTOR COACH LINES

CLASS	220	240	310	315	1650	1685	1910	2000	2025	2100	2125	2220	2300 2400	2500	3000	TOTAL A.M.	TOTAL Base	TOTAL P.M.	TOTAL Night
51-Garfield Ave.-HighlandPk.		1	4													5	5	5	3
50-Pasadena-Alhambra-S.P.	1															1	1	1	1
80-Emery Park		1														1	1	1	1
52-Alhambra-Temple City-Arc												20	3		5	29	10	29	4
54-Long Beach-Huntington Bc												10	7			12	8	17	3
55-Newport-Balboa						4		3	1				7			16	3	15	2
77-Hollywood-University							1						9			10	5	9	3
82-North Hollywood													3			3	3	3	2
81-Ventura Blvd.													8			6	5	9	3
83-Van Nuys-Canoga Park													2			2	1	2	1
84-Van Nuys-San Fernando													1			1	1	1	1
85-Van Nuys-Birmingham Hosp										1			1			2	1	2	1
86-L.A.-N.Hllywd.-Van Nuys										1			17			18	5	18	2
78-Western-Franklin													3			3	3	3	2
79-Redondo										2			38			40	8	40	5
75-Beverly Hills-Santa Monica							5			3	5			35		43	17	48	8
76-Beverly-Sunset										3						3	2	3	1
63-L.A.-Riverside								2	9							9	5	11	3
63-L.A.-San Bernardino						4		2	6							9	6	12	3
63-L.A.-Covina-Pomona					2		2	3	12	2		4			3	26	8	28	6
63-Valley Blvd. Local					4		1		10	2		6			3	24	6	26	4
62-Arlington-Redlands													5		5	10	5	10	3
58-L.A.-Santa Ana					2		2	2	19	2		9			3	34	17	39	8
56-L.A.-Sunland										5		17			5	28	9	27	4
64-Pasadena-Pomona								1								1	1	1	0
61-Long Beach-Pasadena									5							5	5	5	0
59-Long Beach-Riverside									4							4	3	4	0
87-No. Hollywood-Studio City													1			1	1	1	0
5--Sierra Madre															1	0	1	0	1
Motor Coaches in Service on 7/30/48	1	2	4		8	8	11	13	66	21	5	66	105	35	25	346	146	370	75

MOTORIZED BOX MOTORS, SERVICE CARS
AND
MISC. EQUIPMENT
As of July 1, 1948 (Cont'd.)

Class	Car No.	Where Used or Stored	Type	Total No. of Cars	Year Built	Mfg.	Type Constr.	Tons	Length Over Buffers	Total Weight (In Pounds)	MOTORS No.	MOTORS Mfg.	MOTORS Type	MOTORS H. P. Each	WHEELS Dia. Inches	WHEELS Gear Ratio
002	002	Macy	Wrecker	1	1915	P. E.	Wood-Steel Under Frame	55.13*	48'-2"	110,260*	4	G.E.	222-D	125	33"	17:61
003	003	8th St.	Wrecking Crane	1	1912	Industrial Works	All-Steel	91.41*	25'-8"	182,820*	2	West.	327-C	50	33"	16:68
00150	00150	Macy	Trolley Greaser	1	Unknown	Unknown	Wooden	25.69*	34'-0"	51,380*	4	West.	306-A	50	30"	20:64
00153	00153	Wash.St.	Tower Car	1	1908	P. E.	Wooden	41.84*	44'-5½"	83,680*	4	West.	76	75	33"	21:61
00157	00157	Macy	" "	1	1915	P. E.	Wood-Steel Under Frame	47.86*	48'-2"	95,720*	4	G.E.	205-E	100	33"	20:54
00159	00159	W.Hwd.	" "	1	1906	P. E.	Wooden	30.00	38'-9 1/8"	60,000	4	West.	76	75	33"	21:61
00160	00160	Long Bch	" "	1	Unknown	Unknown	Wooden	32.32*	39'-3"	64,640*	4	West.	306-A	50	30"	20:64
00161	00161	Watts	Tower Car	1	1925	P. E.	Wood-Steel Under Frame	47.39*	48'10½"	94,780*	4	West.	76	75	33"	28:54
00162	00162	S.Bdno Macy	" "	1	1929	P. E.	Wood-Steel Under Frame	45.90*	48'-10½"	91,800*	4	G.E.	207-A	140	34"	20:61
00163	00163	Macy	" "	1	1931	P. E.	Wooden	29.87*	36'-7 5/8"	59,740*	4	West.	76	75	33"	28:54
00164	00164	Wash.St.	" "	1	Unknown	Unknown	Wooden	36.12*	44'-8"	72,240*	4	West.	306-A	50	30"	20:64
00190	00190	W. Hwd.	Crane	1	1903	P. E.	Wood-Steel Under Frame	8.65	18'-0"	17,300	2	West.	38-B	50	30"	18:64
00191	00191	8th St.	"	1	Unknown	Unknown	Wooden	56.30*	32'-6"	112,600*	4	G.E.	210-F	60	30"	19:68
00193	00193	Torrance	"	1	1902	P. E.	Wooden	35.00	36'-2"	70,000	4	G.E.	210-F	60	30"	19:68
00196	00196	Torrance	Yard Motor	1	Unknown	Unknown	Wooden	Unknown	15"-2"	Unknown	2	Torair	-	Unknown	30"	22:66
00197	00197	W. Hwd.	" "	1	1893(1)	Brill	Wooden	7.40	19"-8"	14,800	2	G.E.	800	25	30"	14:67
00198	00198	Torrance	Crane	1	1922	Brown-Hoist	Steel	36.00	26'-6"	72,000	4	G.E.	C.O. 2002-E	Unknown	30"	15:69
00199	00199	--	Rail Grinder	1	1913	Jewett	Wood-Steel Under Frame	(2)	55'-6"	(2)	4	West.	333-A-2	100	34"	-
0900	0900, 0901	Various	Dump Car	2	1928	Differential	All-Steel	37.42	40'-0"	74,840	4	West.	76	75	33"	18:64

TOTAL MOTORIZED SERVICE EQUIPMENT 20

NOTES: *--Includes weight of maintenance equipment and supplies generally carried. (1) Estimated year built. (2) Equipment has not been weighed as yet.

Bureau of Research
August 21, 1948

PACIFIC ELECTRIC RAILWAY COMPANY

MOTORIZED ROAD LOCOMOTIVES
As of July 1, 1948

Class	Locomotive Numbers	Total	Type	Year Built	Year Acquired	Builder	Type Constr.	Tons	Length over Buffers	Width	Bolster Centers	WEIGHT Body	WEIGHT Trucks	WEIGHT Motors	WEIGHT Total	MOTORS Number	MOTORS Mfg.	MOTORS Type	MOTORS H.P. Each	Control	Compressor	Wheel Dia.	Gear Ratio	Max. Tractive Effort	Continuous Tractive Effort
1553	1553	1	Electric	1908	-	LAP	Wood-S. U. Frame	42.6	32'-3"	8'-9½"	18'0"	49,240	20,200	15,360	84,800	4	West.	76	75	GE K34B	West.D-4-K	33"	21:61	10,500	6,000
1554	1554	1	"	1908	-	LAP	Wood-S. U. Frame	37.0	32'-3"	8'-9½"	18'0"	36,312	21,140	16,548	74,000	4	G. E.	207-A	140	GE K34B	West.D-3-EG	33"	17:64	11,400	6,500
1557	1557	1	"	1909	-	P.E.	Wood-S. U. Frame	46.77	32'-1½"	8'-10½"	18'0"	-	-	15,360	93,540	4	G. E.	207-A	140	West.L-4	West.D-4-K	34"	17:64	15,570	9,000
1562	1562	1	"	1908	-	P.E.	Wood-S. U. Frame	46.71	32'-1½"	8'-10½"	18'0"	-	-	15,360	93,425	4	G. E.	207-A	140	West.L-4	2 West.D-3-EG	34"	17:64	15,570	9,000
1565	1565	1	"	1906	-	P.E.	Wood-S. U. Frame	46.71	32'-1½"	8'-10½"	18'0"	-	-	15,360	93,425	4	West.	76	75	West.L-4	West. D-4-K	34"	18:64	10,500	6,000
1590	1590-1591 Leased from S.P.	2	"	1922	-	Baldwin	All Steel	46.80	32'2"	9'-0½"	16'0"	-	-	14,520	93,600	4	West.	552-KA-17	75	West. Mu. HLF	2 West. D-3-N	34"	15:62	11,800	6,800
1592	1592	1	"	1927	1947	Baldwin	" "	67.89	38'11"	10'-00"	17'8"	-	-	24,000	135,780	4	West.	582-KE-5	140	-	2 West. D-4-K	38"	16:70	-	-
1593	1593	1	"	1927	1947	"	" "	67.72	38'11"	10'-0"	17'8"	-	-	24,000	135,840	4	West.	582-KE-5	140	-	2 West. D-4-K	38"	16:70	34,000	-
1599	1599	1	"	1923	-	P.E.	" "	57.50	31'2"	8'-9"	16'0"	61,420	27,180	26,400	115,000	4	West.	86-A	200	GE "M" Duplex	2 West.D-4-K	36½"	17:65	20,600	11,750
1600	1600	1	"	1905	-	P.E.	" "	56.39	31'2"	8'-9"	16'0"	60,000	27,180	26,400	113,580	4	West.	86-A	200	GE "M" Duplex	2 West. D-4-K	36½"	17:65	20,600	11,750
1601	1601-1611, 1618	12	"	1912(1)	-	Baldwin	" "	64.87	34'8"	10'-0"	17'8"	76,220	26,400	27,120	129,740	4	West.	308 D-3	225	West. HL Duplex	2 West. D-4-K	38½"	16:57(2)	30,000	17,280
1612	1612-1615	3	"	1915	-	Baldwin	" "	65.10	34'8"	10'-0"	17'8"	76,680	26,400	27,120	130,200	4	West.	308 D-3	225	West. HL Duplex	2 West. D-4-K	38½"	16:57	30,000	17,280
1616	1616-1617 Leased from S.P.	2	"	1920	-	Baldwin	" "	66.39	34'8"	10'-0"	17'8"	79,260	26,400	27,120	132,780	4	West.	308 D-3	225	West. HL Duplex	2 West. C-75	38½"	14:55(3)	30,000	17,280
1619	1619-1626 Leased from S.P.	8	"	1924	-	P.E.	" "	64.80	34'8"	10'-0"	17'8"	75,593	29,600	24,400	129,593	4	G. E.	251-A	205	GE PCL	2 West. C-75	38½"	17:69	30,000	17,280
1627	1627-31 Leased from S.P.	5	"	1925	-	P.E.	" "	64.59	34'8"	10'-0"	17'8"	75,180	29,600	24,400	129,180	4	G. E.	251-A	205	GE PCL	2 West. C-75	38½"	17:69	30,000	17,280
1648	1648-1649	2	Gas-Electric	1929	-	Brill	" "	71.05	43'3"	9'-10"	-	-	-	-	142,100	4	West.	559-B2	140	West.DU	-	36"	19:52	-	-
1653	1653-1654 380 H.P.	2	Diesel-Elec.	1944	-	G.E.	" "	46.00	33'5"	10'-1"	18'9"	-	-	10,000	88,000	4	G. E.	731-J1	82.5	-	-	33"	11-25:1	26,400	13,000
SP 1011	1011 (DES.-5) Leased from S. P. - 600 H.P.	1	Diesel-Elec.	1941	4-1948	Electro-Motive	" "	98.95	44'5"	10'-0"	30'0"	-	-	-	197,900	4	-	D-7-A	-	-	1 Gardner-Denver WXE	40"	15:62	49,500	22,500
SP 1021	1021,1022 (DES.-7) Leased S. P. - 660 H.P.	2	"	"	1941	4-1948	Baldwin	" "	98.81	45'3"	10'-2"	30'6"	-	-	24,680	197,620	4	West.	362-B	-	-	1 West. 3-CD	40"	16:76	49,300	22,500
1320	1320 Leased from S.P. 1000 H.P.	1	"	"	-	6-1948	Baldwin	" "	120.04	48'3"	10'-2"	33'6"	214,360	41,040	24,680	240,080	4	West.	362-B	-	-	1 West. 3-CD	40"	16:76	59,200	34,000

(-) Indicates information not available or conflicting.

NOTES: (1) 1611 Built 1915.
(2) 1601,02,04,06,10 - Gear Ratio 14.58.
(3) 1617 Gear Ratio 16:57.

reau of Research
gust 21, 1948

PACIFIC ELECTRIC RAILWAY COMPANY

MOTORIZED BOX MOTORS, SERVICE CARS
AND
MISC. EQUIPMENT
As of July 1, 1948

Class	Car Number	Type	Total No. of Cars	Year Built	Mfg.	Type Constr.	Tons	Length over Buffers	Total Weight (in pounds)	MOTORS No.	MOTORS Mfg.	MOTORS Type	MOTORS H. P. Each	WHEELS Dia. Inches	WHEELS Gear Ratio
1401	1401	Express	1	1887	Unknown	Wooden	36.38	50'-9½"	72,760	4	West.	76	75	33"	28:54
1405	1405	R.P.O.	1	1915	Brill	All-Steel	51.20	55'-4"	102,400	4	G. E.	205-B	110	36"	20:54
1406	1406	"	1	1915	Brill	All-Steel	51.95	55'-4"	103,900	4	G. E.	205-B	110	36"	20:54
1407	1407	"	1	1913	Pullman	All-Steel	53.01	57'-0"	106,020	4	G. E.	205-B	110	36"	20:54
1413	1413 (Former 005)	Express	1	1923	P. E.	Wooden	36.01	43'-8"	72,020	4	West.	76	75	33"	21:61
1415	1415 (Former 006)	"	1	1921	P. E.	Wooden	36.10	43'-8"	72,200	4	West.	76	75	33"	21:61
1422	1422, 1423	Shop Car	2	1909	St.Louis	Wooden-Steel Under Frame	30.31*	43'-0 3/8"	60,620*	4	West.	306-A	50	30"	20:64
1430	1430, 1431, 1434, 1435, 1437	Express	5	1905	P. E.	Wooden	37.56	46'-2 1/8"	75,120	4	West.	76	75	33"	21:61
1438	1438 (Former 007)	Wrecker	1	1905	P. E.	Wooden	34.87	47'-1 5/8"	69,750	4	West.	76	75	33"	21:61
1439	1439, 1440, 1441, 1443, 1444 (1)	Express	5	1910	P. E.	Wooden	38.59	46'-2 1/8"	77,180	(1) 4	West.	76	75	33"	21:61
1445	1445 - 1447	"	3	1913	Pullman	All-Steel	49.28	55'-4"	98,560	4	G.E.	205-B	110	36"	20:54
1448	1448, 1449	"	2	1913	Pullman	All-Steel	48.94	55'-4"	97,880	4	G.E.	205-B	110	36"	20:54
1451	1451	"	1	1915	P. E.	Wood-Steel Under Frame	40.99	48'-2"	81,980	4	G.E.	205-B	110	33"	20:54
1452	1452, 1453	"	2	1916	P. E.	Wood-Steel Under Frame	41.85	48'-2"	83,700	4	G.E.	205-B	110	33"	20:54
1454	1454 - 1456	"	3	1918	P. E.	Wood-Steel Under Frame	41.04	48'-2"	82,080	4	G.E.	205-B	110	33"	20:54
1457	1457, 1458	"	2	1913	Pullman	All-Steel	49.00	57'-0"	98,000	4	G.E.	205-B	110	36"	20:54
1459	1459 - 1464	"	6	1921	"	All-Steel	49.49	57'-0"	98,980	4	G.E.	205-B	110	36"	20:54
1465	1465, 1466	"	2	1913	"	All-Steel	53.05	62'-4½"	106,100	4	G.E.	207-B	140	36"	17:64
1495	1495 - 1498 (2)	"	5	1906	(2)St. Louis	Wood-Steel Under Frame	35.51	50'-10 1/8"	71,020	4	West.	112	75	33"	28:61

TOTAL MOTORIZED 1400 CLASS 45

NOTES: (1) Cars 1441, 1443, 1444 have four G.E. 205-B motors with Gear Ratio of 20:54 - weight 75,460; (2) Cars 1497, 1498 Built 1904; *--Includes weight of shop equipment

PACIFIC ELECTRIC RAILWAY COMPANY

USE OF 950-1000 CLASS CARS
PERIOD - JANUARY - JUNE (Incl.) 1948

GENERAL:

Referring to attached statements covering use and operation of 950 and 1000 class cars during the period January-June, 1948. It will be observed that their use is nominal and on some lines, negligible, excepting for the Venice Short Line, and the Santa Monica Air Line (where the service amounts to but one round trip per day).

Normally it is the practice to confine the use of this equipment to tripper and emergency replacement service with the exceptions as noted, and even in the instance of the Venice Short Line, the use of the 950 and 1000 class car is held to a minimum as far as practical. It will also be noted that in general the system use of this equipment is decreasing.

The use of 950 class cars, amounts to but 3.91 per cent of the total system passenger car miles. Excluding the Venice Short Line operation, the relative use is but 0.20 per cent. Similarly the use of the 1000 class cars amounts to only 1.88 per cent of the system total.

The 950 class cars account for approximately 44 per cent of the entire Venice Short Line operation and the 1000 class for 3.66 per cent requiring 26 units, whereas the remainder or approximately 52 per cent of the total Venice Short Line mileage is operated with eight 600 class cars. This is illustrative of the high peak demands of the passenger service.

The respective use of the equipment on the Venice Short Line follows which is indicative of the effort made to obtain maximum use of the 600 class equipment and minimize relative use of the 950 and 1000 class equipment.

No. Units	Class	Average Miles per Unit/Month
8	600	6800
20	950	2300
6	1000	635

Bureau of Research
August 14, 1948

STANDEE SPACE

MOTOR COACHES
(aisle length measured to rear edge of front door)

220 cl. Aisle area 14½" x 13' - 15 3/4 sq. ft.
Estimate 5 standees
Front platform approximate 4 sq. ft.
Estimate 2 standees
Total standees - 7

1650 cl. Aisle area 19" x 23½' - 37 sq. ft.
41 p.c. Estimate 10 standees
51 Front platform 5 sq. ft.
Estimate 2 standees
Total standees - 12

1686 cl. Aisle area 14¼" x 24' - 27½ sq. ft.
Estimate 10 standees
Front platform 5 sq. ft.
Estimate 2 standees
Total standees - 12

1910 cl. Aisle area 17¼" x 21' - 30 sq. ft.
Estimate 9 standees
Front platform 8 sq. ft.
Estimate 3 standees
Total standees - 12

2000 cl. Aisle area 16¼" x 24' - 32 sq. ft.
Estimate 10 standees
Front platform 5 sq. ft.
Estimate 2 standees
Total standees - 12

2025 cl. Aisle area 16¼" x 26' - 35 sq. ft.
Estimate 11 standees
Platform area - 5 sq. ft.
Estimate 2 standees
Total standees - 13

2100 cl. Aisle area 17¼" x 24' - 33½ sq. ft.
Estimate 10 standees
Platform area 7 sq. ft.
Estimate 3 standees

Total standees - 13

2200 - 2400 cl. Aisle area 21' x 27' - ~~42~~ 47 sq. ft.
Estimate 13 standees
Front platform 5 sq. ft.
Estimate 2 standees
Rear door platform - 5 sq. ft.
Estimate 2 standees
Total standees - 17

2500 cl. Aisle area 16½" x 26' - 35 sq. ft.
Estimate 11 standees
Front platform 5 sq. ft.
Estimate 2 standees
Total standees - 13

RAIL PASSENGER CARS

STANDEE AREA

100 CLASS - Aisle Area - 2' x 28' = 56 sq. ft.
(Estimate 18 standees in aisle)

Front platform space would accommodate 2 standees - 1 on each side behind motorman.

Rear platform has standee area of 3' x 6½' = 19½ sq.ft.
(Estimate 7 standees on rear platform.)

Total standees - 27

300 CLASS - Aisle Area - 2½' x 58' = 145 sq.ft.
(Estimate 45 standees in aisle)

Front Platform assumed free of standees.

Rear platform 7½' x 4½' = 33-3/4 sq.ft.
Estimate 7 standees on rear platform.

Total Standees - 52.

600 CLASS - Aisle Area - exclusive of center and end platforms - 2' x 37' = 74 sq.ft.
Estimate 26 standees in aisles.

Center Area - 5' x 6' = 30 sq.ft. (with jump seat down on one side) contains center stanchions and conductor. Estimate 6 standees could also use this space.

Front platform has room for 1 standee in center behind motorman at end of aisle.

Rear platform has room for 4 standees. Area 2½' x 3' = 7½ sq.ft.

Total Standees - 37.

950 CLASS - Aisle Area - 25" x 37' = 77½ sq.ft.
Estimate 25 standees in aisle.

Front Platform - Estimate 2 standees.

Rear Platform - 4' x 5½' = 22 sq.ft.
Estimate 5 standees in addition to conductor.

Total standees - 32.

1000 CLASS - Aisle Area - $2\frac{1}{4}$' x 42' = $94\frac{1}{2}$ sq.ft.
Estimate 30 standees in aisle.

Front platform - estimate 2 standees.

Rear platform - 4 x $5\frac{1}{2}$ = 27 sq.ft.
Estimate 5 standees in addition to conductor.

2 standees behind rear seats against bulkhead.

Total standees - 39

1100 CLASS - Aisle Area - 26" x 41' = 89 sq.ft.
Estimate 30 standees in aisle.

Front platform assumed vacant

Rear platform - 5' x 6' = 30 sq.ft.
Estimate 7 standees plus conductor.

Total standees - 37.

1200 CLASS - Aisle Area - 22" x $46\frac{1}{2}$' = $85\frac{1}{2}$ sq.ft.
Estimate 30 standees in aisles.

Front platform assumed vacant.

Rear platform - 3' x 6' = 18 sq.ft.
Estimate 5 standees plus conductor.

Space for 1 standee between rear seat on one side and back bulkhead.

Total standees - 36.

5000 CLASS - Aisle Area - $2\frac{1}{4}$' x 36' (exclusive of center and end platforms) = 81 sq.ft.
Estimate 26 standees in aisle.

Center platform - 5' x 5' includes center stanchions and conductor. Estimate 5 standees in center area.

Front platform could hold 2 standees.

Rear platform offers space for 3 standees (about 5' x 2')

Total standees - 36.

Trolley Coach Operations
Electrical Energy Consumption

Ref. A.T.A. Bulletin 769
Analysis of 1948 - Report
on Trolley Coach Operations

The summary of the motor coach operations of 20 transit companies operating 2,624 coach units - and traversing 798.10 miles of street (one-way) throughout the United States during 1948 showed an average electrical energy consumption - measured on the D.C. side - of 4.11 Kw.hrs. per car mile.

Total electrical energy consumed (D.C.)	351,993,491 Kw.hrs.
Total mileage operated	85,632,862
Average consumption per coach mile	4.11

The unit electrical energy consumption factor for the individual companies varied from a low of 2.91 Kw.hrs. to 4.714 Kw.hrs. - average 4.11 Kw.hrs. (D.C.) per coach mile.

A summary of the operating results of 16 companies operating large units only - (35 - 58 seats) shows the following:

	1948	1947
No. units	2,206	1,831
Avg. seats per unit	43.2	42.6
Total Kw.hrs. consumed (D.C.)	296,928,432	258,348,505
Total Coach miles	70,899,121	61,890,099
Total Coach hours	6,843,603	5,984,409
Equivalent miles per hour	10.35	10.35
Kw.hrs. per coach mile	4.188	4.174
Kw.hrs. per coach hour	43.40	43.20

Los Angeles Transit Lines:

Data obtained from actual tests with D.C. meters installed on trolley coaches over extended period:

2.95 Kw.hrs.(D.C.) coach mile which is equivalent
to 3.935 Kw.hrs. (A.C.) " "

(Efficiency of Distribution - 75%)

Applying average consumption of 2.95 Kw.hrs. per unit mile to P.E. operation- Consumption at A.C. distribution point would be $\frac{2.95}{.60}$ = 4.92 Kw.hrs. per coach mile.

Estimated Cost of Electrical Energy per Coach Mile (at 16,000 V. A.C.)

		Previous (to 9-1-49)	Subsequent (Eff. 9-1-49)
(4.92)($.006456)	=	$ .03176	
(4.92)($.007)	=		$0.03444
Energy Distribution Cost @ .003445 Kw.Hr.		0.01695	0.01695
Total Cost per T.C. Mile		$0.04871	$0.05139

	Present P.E.Electrical Energy Cost
Using the A.T.A. U.S. average unit Kw.hr. consumption -	
$(0.0070)(\frac{4.11}{.6}) = (.00700)(6.85) =$	$0.04795
Cost of distribution, depreciation, per coach mile, etc. =	0.0170
Total cost per Coach Mile	$0.06495

It is the opinion that the LATL average rate of energy consumption would be the lowest which could be considered applicable to any of the motor coach services proposed for Pacific Electric - because of the varied nature of the operations.

Bureau of Research
October 13, 1949

TROLLEY COACH OPERATING DATA FOR 1948 OPERATIONS
ABSTRACTED FROM ATA BULLETIN # 769 - AUGUST, 1949

	Cents Per Coach Mile					
(1) Company	Way & Structure	Equipment	Tires	Power	Kw.hr./C.M.	Miles/Coach
2	1.65	3.60	-	4.60	4.0222	37,050
5	1.87	4.00	1.02	6.37	4.6587	44,553
9	2.07	2.82	1.19	4.46	4.0731	37,045
10	0.95	1.49	1.01	2.48	3.9207	49,783
11	0.30	1.55	0.90	2.96	3.1280	
14	1.03	1.93	0.87	4.40	4.2499	
17	2.24	3.90	1.00	3.90	3.9668	34,017
18	1.19	- 5.07	-	5.92	3.7761	35,811
13	1.56	- 4.15	-	3.47	3.4705	
20	1.71	5.24	0.84	3.75		
22	2.56	- 5.55	-	4.24	4.7143	
23	0.91	5.66		4.54	3.6719	26,289
24	1.33	2.24	0.90	4.96	4.5053	31,323
25	1.87	3.05	0.88	4.01	4.1612	
27	2.96	3.37	1.07	7.72	3.9409	
28	-	-	-	-	3.7797	46,058
29	3.29	1.41	1.18	3.64	3.640	
31	-	-	-	-	3.7453	45,026
32	.97	- 4.52	-	4.38	3.5000	
34	1.54	1.90	1.14	5.75	4.1963	
35	.80	0.96	0.94	1.30	3.6330	32,255
42	-	2.44	1.11	2.49	-	28,727
43	-	3.75	1.06	3.72	2.9122	
49	1.44	1.06	1.25	2.77	3.8999	
53	3.03	5.90	1.50	3.13	2.8198	
55	1.06	- 3.35	-	4.69	4.2276	43,984
56	2.91	- 1.53	-	2.78	3.7897	

(1) - Companies designated by Code Numbers.

Bureau of Research
October 13, 1949

CHICAGO MOTOR COACH COMPANY

Go the Motor Coach Way

4221 DIVERSEY AVENUE CHICAGO 39, ILLINOIS SPAULDING 8860

September 16, 1949

Mr. Arthur Jenkins,
Consulting Engineer,
Pacific Electric Co.,
Los Angeles, California.

Dear Sir:-

With reference to 45-inch entrance door on 55-passenger single deck coaches operated by the Chicago Motor Coach Company, we have 100 of this type coach in operation at the present time. Our experience with the 45-inch door at mass loading points, and observations of operation in our congested area, known as the Loop district, has demonstrated that a considerable number of passengers pass the driver without paying fare.

There is a slight advantage in the off-peak periods where two or three people are boarding. There may be some speed in loading but this is more than offset by the loss of fares in the peak periods.

We are at this time changing the operation of the door so that the driver can control the two halves individually. In our new order for fifty 51-passenger single deck coaches we are definitely specifying the 30-inch door.

With kind regards, I am,

Yours very truly,

R. J. Jurgensen

Operating Vice President

RJ:D
AIR MAIL

LOS ANGELES
TRANSIT LINES
SAFETY COURTESY SERVICE
TELEPHONE PROSPECT 7211
1060 SOUTH BROADWAY LOS ANGELES 15, CALIF.

STANLEY M. LANHAM
DIRECTOR OF PLANNING

April 29, 1948

IN REPLY PLEASE REFER TO
205/U-3

SPECIAL DELIVERY - AIRMAIL

Mr. Arthur C. Jenkins
c/o Mr. Frank Teasdale
Key System Transit Lines
1106 Broadway
Oakland 7, California

Dear Art:

In accordance with our telephone conversation yesterday, the following data is forwarded for your information:

Specifications for P.C.C. cars now on order for Los Angeles Transit Lines.

Floor plan for P.C.C. cars now in use on this property. It will be noted the width of the cars now in use is 100", while the cars on order will be 108" wide, thus giving a wider aisle area.

Five photographs showing interiors and exteriors of P.C.C. cars and trolley coaches.

Specifications for ACF-Brill T-44 trolley coaches.

Tabulation showing total passengers through peak load points on various lines.

The latest statistics available indicate there are now in operation 3,857 P.C.C. cars, with 727 on order. At the present time there are approximately 5,196 trolley coaches in service, with 1,807 on order. I hope you can find comparable data on motor coaches for the country in one of the later periodicals such as Bus Transportation.

If we find anything else which we think might be of use to you, we will forward it immediately.

Kindest regards

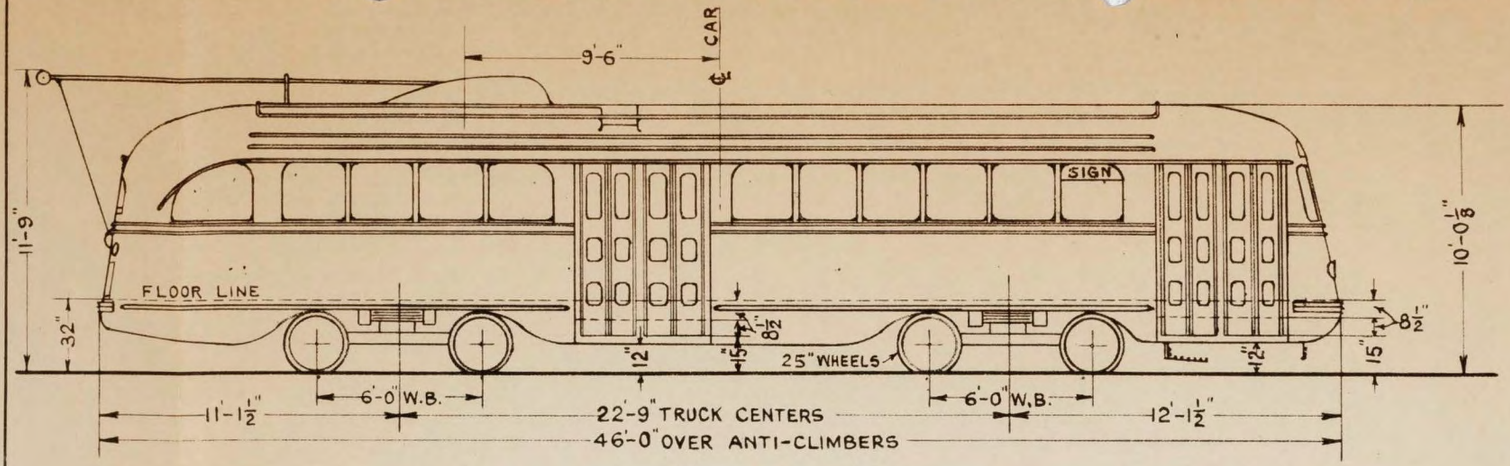
Stanley M. Lanham

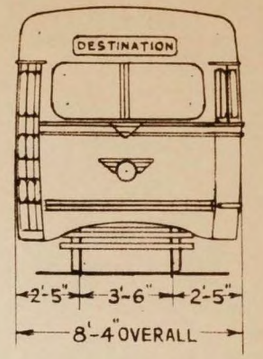
STANLEY M. LANHAM

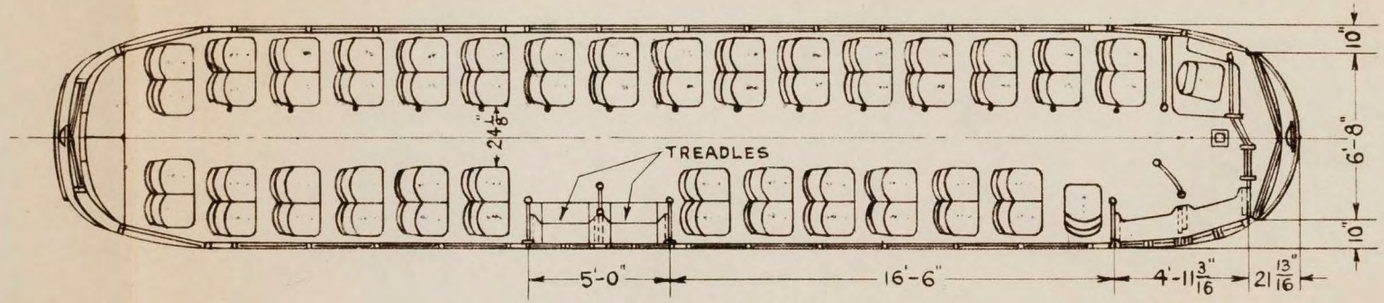
SML:rkk

Encls.

CAR NO.







SEATING CAPACITY 61 PASSENGERS.

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

LOS ANGELES TRANSIT LINES

M-7015-A

LOS ANGELES TRANSIT LINES

LINE	LOCATION OF CHECK	DIRECTION	TOTAL PASSENGERS THRU PEAK LOAD POINT DURING AVERAGE WEEK DAY	TOTAL PASSENGERS THRU PEAK LOAD POINT DURING MAXIMUM HOUR	
				MAXIMUM HOUR	TOTAL PASSENGERS
			RAIL LINES		
P	Pico & Figueroa	W.B.	15,595	4:40-5:40 P	2,940
P	1st & San Pedro	E.B.	17,143	4:20-5:20 P	2,680
J	Pico & Grand	S.B.	9,934	5:00-6:00 P	1,699
J	Vernon & Santa Fe	S.B.	8,819	4:40-5:40 P	1,605
5	Santa Barbara & Vermont	S.B.	8,919	5:20-6:20 P	2,184
S	Washington & San Pedro	S.B.	8,728	4:40-5:40 P	1,484
			TROLLEY COACH		
3	12th & Central	N.B.	12,237	7:00-8:00 A	1,938
3	6th & Bixel	E.B.	11,613	7:40-8:40 A	1,957
			MOTOR COACH		
					2,320
** 82	(Wilshire)				
	Local - Vermont	W.B.	7,997	5:20-6:20 P	1,167
	Express - Fairfax	W.B.	8,750	8:00-9:00 A	1,153
4	16th & Maple	N.B.	6,587	7:00-8:00 A	1,775
4	5th & Flower	W.B.	7,367	5:00-6:00 P	1,572
11	Adams & Vermont	W.B.	9,052	5:00-6:00 P	2,309
11	Temple & Hill	N.B.	9,096	5:00-6:00 P	2,042
44	2nd & Fremont	W.B.	10,652	5:00-6:00 P	2,269

** Los Angeles Motor Coach Lines

4/29/48

LOS ANGELES TRANSIT LINES

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				MAXIMUM HOUR	TOTAL PASSENGERS
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** Los Angeles Motor Coach Lines

4/29/48

ST. LOUIS CAR COMPANY'S
SPECIFICATION
FOR
P.C.C. TYPE
SINGLE END, CENTER EXIT, ONE-MAN, DOUBLE TRUCK CITY CAR
FOR
LOS ANGELES TRANSIT LINES LOS ANGELES, CALIFORNIA

GENERAL:

This specification covers a light weight, all-electric, four motor, double truck city car, arranged for single end, one-man operation, with front entrance and center exit.

Seat spacing to be same as window spacing.

GENERAL DIMENSIONS:

Length over anti-climbers	46'	5-3/8"
Length of front vestibule	7'	2-3/16"
Length of rear vestibule	5'	9-3/16"
Center to center of bolsters	22'	9"
Width overall - Maximum	9'	0"
Width over posts at belt rail	8'	11-3/8"
Height - Rail to top of floor, 25" wheels, 18,200# passenger load - static (130 pass. @ 140 lbs.)		30-1/8"
Height - Rail to top of wood floor, 25" wheels, car light, static		32-7/16"
Height - Rail to top of first step, car light, static approximate		15"
Height - Bottom of stepwell framing		12"
Height - Risers on remaining steps - approximate		8-3/4"
Width - First tread - Entrance		13-1/2"
Width - Second tread - Entrance		10"
Height - Top of wood floor to top of window sill		31-5/16"
Height - Wood floor to bottom of side panel (clear vision line		50-5/16"
Height - Rail to top of roof, car light, static	10'	2-7/8"
Height - Wood floor to ceiling	7'	28-1/2"
Center to center of window posts		28-1/2"
Door openings, post to post - Center door		66"
Front door		66"
Height - Floor to bottom of raised sash - approximate		48-7/16"
Rise of sash		11"
Height - Door openings	6'	6"
Width of aisle at seat cushion or frame		32-1/2"
Width of double seat cushion		34"
Height - Front edge seat cushion		17"
Track gauge	3'	6"
Truck wheelbase	6'	0"
Wheel diameter		25"
Seating capacity	58	
Minimum radius curve	30'	0"

ST. LOUIS CAR COMPANY'S
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Center to center of bolsters	22'	9"
Width overall - Maximum	9'	0"
Width over posts at belt rail	8'	11-3/8"
Height - Rail to top of floor, 25" wheels, 18,200# passenger load - static (130 pass. @ 140 lbs.)		30-1/8"
Height - Rail to top of wood floor, 25" wheels, car light, static		32-7/16"
Height - Rail to top of first step, car light, static approximate		15"
Height - Bottom of stepwell framing		12"
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Width - First tread - Entrance		13-1/2"
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Height - Wood floor to ceiling	7'	28-1/2"
Center to center of window posts		28-1/2"
Door openings, post to post - Center door		66"
Front door		66"
Height - Floor to bottom of raised sash - approximate		48-7/16"
Rise of sash		11"
Height - Door openings	6'	6"
Width of aisle at seat cushion or frame		32-1/2"
Width of double seat cushion		34"
Height - Front edge seat cushion		17"
Track gauge	3'	6"
Truck wheelbase	6'	0"
Wheel diameter		25"
Seating capacity	58	
Minimum radius curve	30'	0"

MOTOR COACH EQUIPMENT MILEAGE
(Abstracted from Monthly Mileage Reports)

YEAR 1948	CLASS OF EQUIPMENT	2000 2023	2025 2094	2100 2124	2125 2129	2220 2289	2300 2406	2500 2534	3000 3024	TOTAL FOR CLASSES OF MOTOR COACHES SHOWN HEREON	TOTAL FOR ALL CLASSES OF MOTOR COACHES
Jan.	Total Mileage	69,461	391,091	23,427	17,786	295,392	370,921	138,391	--	1,306,469	1,389,427
	Av. Miles Per Unit	2,894	5,587	937	3,557	4,220	3,499	4,070	--	3,912	3,925
	Coaches in Service	24	70	25	5	70	106	34	--	334	354
Feb.	Total Mileage	68,127	359,775	20,484	18,376	277,609	346,819	124,054	--	1,215,244	1,289,897
	Av. Miles Per Unit	2,839	5,140	854	3,675	3,966	3,241	3,649	--	3,638	3,634
	Coaches in Service	24	70	24	5	70	107	34	--	334	355
Mar.	Total Mileage	77,820	387,261	26,215	20,601	309,228	380,479	131,918	--	1,333,522	1,415,355
	Av. Miles Per Unit	3,243	5,532	1,049	4,120	4,418	3,556	3,998	--	4,005	3,987
	Coaches in Service	24	70	24	5	70	107	33	--	333	355
Apr.	Total Mileage	68,087	364,530	24,270	21,346	309,828	361,196	131,141	--	1,280,398	1,358,010
	Av. Miles Per Unit	2,837	5,208	971	4,269	4,426	3,376	3,747	--	3,811	3,825
	Coaches in Service	24	70	25	5	70	107	35	--	336	355
May	Total Mileage	64,077	386,674	23,623	20,453	308,053	366,667	135,166	--	1,304,713	1,380,684
	Av. Miles Per Unit	2,670	5,524	945	4,091	4,401	3,427	3,862	--	3,883	3,889
	Coaches in Service	24	70	25	5	70	107	35	--	336	355
June	Total Mileage	61,932	376,538	23,774	21,357	268,961	377,310	132,304	30,548	1,292,724	1,368,770
	Av. Miles Per Unit	2,693	5,379	951	4,271	3,842	3,526	3,780	3,055	3,747	3,760
	Coaches in Service	23	70	25	5	70	107	35	10	345	364
July	Total Mileage	61,581	379,595	23,365	20,136	272,296	377,716	138,377	47,584	1,320,650	1,400,828
	Av. Miles Per Unit	2,566	5,501	935	4,027	3,890	3,530	3,954	4,758	3,828	3,786
	Coaches in Service	24	69	25	5	70	107	35	10	345	370
Aug.	Total Mileage	62,562	383,918	22,265	22,927	242,144	376,279	136,829	92,736	1,339,660	1,410,250
	Av. Miles Per Unit	2,607	5,485	928	4,585	3,459	3,550	3,909	3,709	3,732	3,741
	Coaches in Service	24	70	24	5	70	106	35	25	359	377
Sep.	Total Mileage	70,284	383,946	24,132	19,556	250,061	369,305	127,935	94,925	1,340,144	1,411,027
	Av. Miles Per Unit	2,929	5,485	965	3,911	3,572	3,517	3,655	3,797	3,733	3,723
	Coaches in Service	24	70	25	5	70	105	35	25	359	379
Oct.	Total Mileage	62,342	383,505	26,570	20,440	253,715	380,104	128,407	94,616	1,349,789	1,416,575
	Av. Miles Per Unit	2,598	5,479	1,063	4,088	3,625	3,586	3,669	3,785	3,749	3,738
	Coaches in Service	24	70	25	5	70	106	35	25	360	379
Nov.	Total Mileage	61,026	370,102	28,917	11,645	244,292	365,227	128,027	88,329	1,297,565	1,363,671
	Av. Miles Per Unit	2,543	5,287	1,157	2,329	3,490	3,446	3,658	3,533	3,604	3,598
	Coaches in Service	24	70	25	5	70	106	35	25	360	379
Dec.	Total Mileage	63,193	388,341	25,969	16,888	253,091	380,401	138,723	97,638	1,364,244	1,427,527
	Av. Miles Per Unit	2,633	5,548	1,039	3,378	3,616	3,555	3,964	3,906	3,779	3,727
	Coaches in Service	24	70	25	5	70	107	35	25	361	383
AVERAGE MONTH											
	Total Mileage	65,874	379,606	24,418	19,293	273,723	371,035	132,606	78,054	1,312,094	1,386,002
	Av. Miles Per Unit	2,754	5,430	983	3,858	3,910	3,484	3,826	3,792	3,781	3,777
	Coaches in Service	24	70	25	5	70	107	35	21	347	367

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TROLLEY COACH OPERATION
IN THE UNITED STATES AND CANADA

JANUARY 1, 1949
Supersedes Issue of February 15, 1948
759-TR

NAME AND LOCATION		Operation Started	Coaches in operation as of Jan. 1, 1949	New Coaches on order	Total No. of Coaches
UNITED STATES OPERATIONS					
Philadelphia Transportation Co.	Philadelphia, Pa.	1923	139		139
New Orleans Public Serv. Co.	New Orleans, La.	1929	129	39	168
Chicago Transit Authority	Chicago, Ill.	1930	362		362
City of New York	Brooklyn, N. Y.	1930	161	39	200
Memphis Street Railway Co.	Memphis, Tenn.	1931	204		204
Shreveport Railways Co.	Shreveport, La.	1931	85		85
United Electric Railways Co.	Providence, R. I.	1931	311	20	331
Duluth Superior Transit Co.	Duluth, Minn.	1931	32		32
Kenosha Motor Coach Lines, Inc.	Kenosha, Wis.	1932	22		22
St. Joseph Lt. & Pr. Co.	St. Joseph, Mo.	1932	39		39
Indianapolis Railways, Inc.	Indianapolis, Ind.	1932	197		197
Columbus & Southern Ohio Elec. Co.	Columbus, Ohio	1933	234		234
Duke Power Company	Greensboro, N. C.	1934	15		15
Duke Power Company	Greenville, S. C.	1934	40		40
Community Traction Company	Toledo, Ohio	1935	21		21
Municipal Rys. of San Francisco	San Francisco, Calif.	1935	58	190	248
Cleveland Transit System	Cleveland, Ohio	1936	284	45	329
Metropolitan Transit Authority	Boston, Mass.	1936	262	53	315
Oakwood Street Railway Co.	Dayton, Ohio	1936	16		16
Youngstown Municipal Railway Co.	Youngstown, Ohio	1936	72		72
Portland Traction Co.	Portland, Oregon	1936	191		191
Peoples Transit Co.	Dayton, Ohio	1936	44		44
Cincinnati Street Railway Co.	Cincinnati, Ohio	1936	209		209
Louisville Railway Co.	Louisville, Ky.	1936	60		60
Flint Trolley Coach Inc.	Flint, Mich.	1936	66		66
Milwaukee Elec. Ry. & Tr. Co.	Milwaukee, Wis.	1936	400		400
Georgia Power Company	Atlanta, Ga.	1937	370	83	453
Cincinnati Newport & Covington Ry.	Covington, Ky.	1937	31		31
Honolulu Rapid Trans. Co.	Honolulu, T. H.	1938	115		115
City Ry. Co.	Dayton, Ohio	1938	100		100
Baltimore Transit Co.	Baltimore, Md.	1938	190		190
Kansas City Public Serv. Co.	Kansas City, Mo.	1938	176		176
Des Moines Ry. Co.	Des Moines, Iowa	1938	132	16	148

(continued over)

NAME AND LOCATION		Operation Started or Under Way	Coaches in operation as of Jan. 1, 1949	New Coaches on order	Total No. of Coaches
UNITED STATES OPERATIONS					
Wilkes-Barre Transit Corp.	Wilkes-Barre, Pa.	1939	61		61
Delaware Coach Co.	Wilmington, Del.	1939	72		72
Seattle Transit System	Seattle, Wash.	1940	307		307
Denver Tramway Corp.	Denver, Colo.	1940	148		148
Fort Wayne Transit, Inc.	Fort Wayne, Ind.	1940	78		78
Dayton-Xenia Railway Co.	Dayton, Ohio	1940	12		12
Akron Transportation Co.	Akron, Ohio	1941	70	3	73
Dallas Railway & Terminal Co.	Dallas, Texas	1945	54		54
Birmingham Electric Co.	Birmingham, Ala.	1947	85	63	148
Los Angeles Transit Lines	Los Angeles, Calif.	1947	110		110
Capital Transportation Co.	Little Rock, Ark.	1947	35		35
Total United States Operations			5799	551	6350
Number of Properties	44				
DOMINION OF CANADA & NEWFOUNDLAND OPERATIONS					
Montreal Tramways Co.	Montreal, Quebec	1937	47		47
Winnipeg Electric Co.	Winnipeg, Manitoba	1938	94		94
Edmonton Transportation System	Edmonton, Alberta	1939	87		87
Kitchener Public Utilities Comm.	Kitchener, Ontario	1947	15		15
Calgary Transit System	Calgary, Alberta	1947	60		60
Toronto Transportation Commission	Toronto, Ontario	1947	85		85
Fort William Transit	Fort William, Ont.	1947	8		8
Regina Municipal Ry.	Regina, Saskatchewan	1947	23	10	33
Port Arthur Public Utilities Comm.	Port Arthur, Ontario	1947	10		10
British Columbia Elec. Ry.	Vancouver, B. C.	1948	82	86	168
Nova Scotia Lt. & Pr. Co., Ltd.	Halifax, N. S.	1948	65		65
Saskatoon Municipal Ry.	Saskatoon, Sask.	1948	8		8
Cornwall St. Ry. Lt. & Pr. Co., Ltd.	Cornwall, Ontario	1948	15		15
Total Canadian & Newfoundland Operations			599	96	695
Number of Properties	13				
Grand Total All Operations			6398	647	7045
Total Number of Properties	57				

Issued by the OHIO BRASS COMPANY - - - - - Mansfield, Ohio, U. S. A.

PRINTED IN U.S.A.

P.C.C. SURFACE CAR APPLICATIONS AND DETAILS

Property	Location	No. of Units	Date Ordered	Date In Serv.	Builder	Complete Wt.-Lbs.	Length	Width	Seats	Motors	Gear Ratio	Wheel Size	Control
Baltimore Transit Co.	Baltimore, Md.	22	1-36	10-36	St.L.	34,500	46' 0"	8' 4"	54	4-G-1198	7.17-1	25"	1-Auto.Com.
Baltimore Transit Co.	Baltimore, Md.	5	1-36	9-36	St.L.	34,600	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
Baltimore Transit Co.	Baltimore, Md.	11	12-38	6-39	Pullman	35,125	46' 0"	8' 4"	54	4-G-1198	7.17-1	25"	1-Auto.Com.
Baltimore Transit Co.	Baltimore, Md.	29	12-38	6-39	Pullman	35,125	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
Baltimore Transit Co.	Baltimore, Md.	19	6-40	1-41	Pullman	36,300	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
Baltimore Transit Co.	Baltimore, Md.	20	6-40	1-41	Pullman	36,300	46' 0"	8' 4"	54	4-G-1198	7.17-1	25"	1-Auto.Com.
Baltimore Transit Co.	Baltimore, Md.	25	10-40	4-41	Pullman	36,300	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
Baltimore Transit Co.	Baltimore, Md.	24	10-40	4-41	Pullman	36,300	46' 0"	8' 4"	54	4-G-1198	7.17-1	25"	1-Auto.Accel.
Baltimore Transit Co.	Baltimore, Md.	20	1-41	11-41	Pullman	36,300	46' 0"	8' 4"	54	4-G-1198	7.17-1	25"	1-Auto.Com.
Baltimore Transit Co.	Baltimore, Md.	25	4-41	2-42	Pullman	36,300	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
Baltimore Transit Co.	Baltimore, Md.	50	2-43	6-44	Pullman	38100	46' 0"	8' 4"	54	4-G-1198	7.17-1	25"	1-Auto.Com.
Baltimore Transit Co.	Baltimore, Md.	25	10-43	12-44	Pullman	37900	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
Birmingham Electric Co.	Birmingham Ala.	+ 48	11-45	4-47	Pullman	---	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
British Columbia Elec. Ry. Co.	Vancouver, P.B.C.	1	5-38	11-38	C.C.&F.&St.L.	34,900	46' 0"	8' 4"	54	4-CW-1432	7.17-1	25"	1-Auto.Accel.
British Columbia Elec. Ry. Co.	Vancouver, P.B.C.	3	6-40	1-41	C.C.&F.&St.L.	34,900	46' 0"	8' 4"	54	4-CW-1432	7.17-1	25"	1-Auto.Accel.
British Columbia Elec. Ry. Co.	Vancouver, P.B.C.	17	3-42	2-44	C.C.&F.&St.L.	34,900	46' 0"	8' 4"	54	4-CW-1432	7.17-1	25"	1-Auto.Accel.
British Columbia Elec. Ry. Co.	Vancouver, P.B.C.	15	10-43	2-45	C.C.&F.&St.L.	34,900	46' 0"	8' 4"	54	4-CW-1432	7.17-1	25"	1-Auto.Accel.
Boston Elevated Rwy. Co.	Boston, Mass.	1	9-36	4-37	St.L.	33,350	46' 0"	8' 4"	54	4-G-1198	7.17-1	25"	1-Auto.Com.
Boston Elevated Rwy. Co.	Boston, Mass.	20	6-40	3-41	Pullman	36,820	46' 0"	8' 4"	52	4-W-1432	7.17-1	25"	1-Auto.Accel.
Boston Elevated Rwy. Co.	Boston, Mass.	32	3-43	2-44	Pullman	38,990	46' 0"	8' 4"	52	4-W-1432	7.17-1	25"	1-Auto.Accel.M.U.
Boston Elevated Rwy. Co.	Boston, Mass.	33	3-43	6-44	Pullman	39,220	46' 0"	8' 4"	52	4-G-1198	7.17-1	25"	1-Auto.Com.M.U.
Boston Elevated Rwy. Co.	Boston, Mass.	18	9-43	10-44	Pullman	38,990	46' 0"	8' 4"	52	4-W-1432	7.17-1	25"	1-Auto.Accel.M.U.
Boston Elevated Rwy. Co.	Boston, Mass.	17	9-43	10-44	Pullman	39,220	46' 0"	8' 4"	52	4-G-1198	7.17-1	25"	1-Auto.Com.M.U.
Boston Elevated Rwy. Co.	Boston, Mass.	25	10-43	5-45	Pullman	38535	46' 0"	8' 4"	52	4-W-1432	7.17-1	25"	1-Auto.Accel.M.U.
Boston Elevated Rwy. Co.	Boston, Mass.	25	10-43	5-45	Pullman	39187	46' 0"	8' 4"	52	4-G-1198	7.17-1	25"	1-Auto.Com.M.U.
Boston Elevated Rwy. Co.	Boston, Mass.	25	11-44	11-45	Pullman	38960	46' 0"	8' 4"	52	4-W-1432	7.17-1	25"	1-Auto.Accel.M.U.
Boston Elevated Rwy. Co.	Boston, Mass.	25	11-44	11-45	Pullman	39300	46' 0"	8' 4"	52	4-G-1198	7.17-1	25"	1-Auto.Com.M.U.
Boston Elevated Rwy. Co.	Boston, Mass.	25	1-45	8-46	Pullman	39140	46' 0"	8' 4"	52	4-W-1432	7.17-1	25"	1-Auto.Accel.M.U.
Boston Elevated Rwy. Co.	Boston, Mass.	25	1-45	9-46	Pullman	41000	46' 0"	8' 4"	52	4-G-1198	7.17-1	25"	1-Auto.Com.M.U.
Capital Transit Co.	Washington, D.C.	22	2-37	9-37	St.L.	33,800	43' 6"	8' 4"	50	4-W-1432	7.17-1	25"	1-Auto.Accel.
Capital Transit Co.	Washington, D.C.	23	2-37	9-37	St.L.	33,800	43' 6"	8' 4"	50	4-G-1198	7.17-1	25"	1-Auto.Com.
Capital Transit Co.	Washington, D.C.	30	3-38	9-38	St.L.	33,800	43' 6"	8' 4"	50	4-W-1432	7.17-1	25"	1-Auto.Accel.
Capital Transit Co.	Washington, D.C.	20	3-38	9-38	St.L.	33,800	43' 6"	8' 4"	50	4-G-1198	7.17-1	25"	1-Auto.Com.
Capital Transit Co.	Washington, D.C.	18	2-39	8-39	St.L.	33,800	43' 6"	8' 4"	50	4-G-1198	7.17-1	25"	1-Auto.Com.
Capital Transit Co.	Washington, D.C.	20	2-39	8-39	St.L.	33,800	43' 6"	8' 4"	50	4-W-1432	7.17-1	25"	1-Auto.Accel.
Capital Transit Co.	Washington, D.C.	17	11-39	5-40	St.L.	33,800	43' 6"	8' 4"	50	4-G-1198	7.17-1	25"	1-Auto.Com.
Capital Transit Co.	Washington, D.C.	17	11-39	5-40	St.L.	33,800	43' 6"	8' 4"	50	4-W-1432	7.17-1	25"	1-Auto.Accel.
Capital Transit Co.	Washington, D.C.	18	7-40	1-41	St.L.	33,800	43' 6"	8' 4"	50	4-W-1432	7.17-1	25"	1-Auto.Accel.
Capital Transit Co.	Washington, D.C.	17	7-40	1-41	St.L.	33,800	43' 6"	8' 4"	50	4-G-1198	7.17-1	25"	1-Auto.Com.
Capital Transit Co.	Washington, D.C.	15	1-41	11-41	St.L.	33,800	43' 6"	8' 4"	50	4-G-1198	7.17-1	25"	1-Auto.Com.
Capital Transit Co.	Washington, D.C.	15	1-41	11-41	St.L.	33,800	43' 6"	8' 4"	50	4-W-1432	7.17-1	25"	1-Auto.Accel.
Capital Transit Co.	Washington, D.C.	34	10-41	9-42	St.L.	33,800	43' 6"	8' 4"	50	4-G-1198	7.17-1	25"	1-Auto.Com.
Capital Transit Co.	Washington, D.C.	33	10-41	9-42	St.L.	33,800	43' 6"	8' 4"	50	4-W-1432	7.17-1	25"	1-Auto.Accel.
Capital Transit Co.	Washington, D.C.	32	1-43	10-44	St.L.	36360	43' 6"	8' 4"	50	4-G-1198	7.17-1	25"	1-Auto.Com.
Capital Transit Co.	Washington, D.C.	33	1-43	10-44	St.L.	35740	43' 6"	8' 4"	50	4-W-1432	7.17-1	25"	1-Auto.Accel.
Capital Transit Co.	Washington, D.C.	37	10-43	5-45	St.L.	35760	43' 6"	8' 4"	50	4-W-1432	7.17-1	25"	1-Auto.Accel.
Capital Transit Co.	Washington, D.C.	38	10-43	5-45	St.L.	35640	43' 6"	8' 4"	50	4-G-1198	7.17-1	25"	1-Auto.Com.
Capital Transit Co.	Washington, D.C.	25	2-45	5-45	St.L.	35640	43' 6"	8' 4"	50	4-W-1432	7.17-1	25"	1-Auto.Accel.
Capital Transit Co.	Washington, D.C.	25	2-45	5-45	St.L.	35640	43' 6"	8' 4"	50	4-G-1198	7.17-1	25"	1-Auto.Com.
Transit Authority													
Chicago Surface Lines	Chicago, Ill.	50	3-36	11-36	St.L.	36,400	50' 5"	8' 9"	58	4-W-1432	7.17-1	25"	1-Auto.Accel.
Chicago Surface Lines	Chicago, Ill.	33	3-36	11-36	St.L.	36,400	50' 5"	8' 9"	58	4-G-1198	7.17-1	25"	1-Auto.Com.
Chicago Surface Lines	Chicago, Ill.	+ 90	8-45	---	St.L.	42,000	50' 5"	8' 9"	58	4-W-1432	7.17-1	25"	1-Auto.Accel.
Chicago Surface Lines	Chicago, Ill.	++ 110	8-45	1-47	Pullman	42,000	50' 5"	8' 9"	58	4-G-1198	7.17-1	25"	1-Auto.Com.
Chicago Surface Lines	Chicago, Ill.	++ 200	2-46	---	Pullman	42,000	50' 5"	8' 9"	58	4-G-1198	7.17-1	25"	1-Auto.Com.
Chicago Surface Lines	Chicago, Ill.	+ 200	2-46	---	St.L.	42,000	50' 5"	8' 9"	58	4-W-1432	7.17-1	25"	1-Auto.Accel.
Cincinnati Street Railway Co.	Cincinnati, Ohio	1	1-39	7-39	St.L.	35,600	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
Cincinnati Street Railway Co.	Cincinnati, Ohio	1	2-39	8-39	Pullman	35,600	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
Cincinnati Street Railway Co.	Cincinnati, Ohio	26	1-40	7-40	St.L.	35,600	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
Cincinnati Street Railway Co.	Cincinnati, Ohio	+ 25	9-45	---	St.L.	39400	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
Cleveland Transit System	Cleveland, Ohio	+ 50	5-45	10-46	Pullman	39100	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
Cleveland Transit System	Cleveland, Ohio	+ 25	1-45	10-46	St.L.	38400	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
Dallas Railway and Terminal Co.	Dallas, Texas	25	7-44	9-45	Pullman	38200	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
Department of Street Railway	Detroit, Mich.	1	9-45	9-45	St.L.	35830	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
Department of Street Railway	Detroit, Mich.	1	9-45	9-45	St.L.	35830	46' 0"	8' 4"	54	4-G-1198	7.17-1	25"	1-Auto.Com.
Department of Street Railway	Detroit, Mich.	+ 39	11-45	---	St.L.	35560	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
Department of Street Railway	Detroit, Mich.	+ 39	11-45	---	St.L.	35560	46' 0"	8' 4"	54	4-G-1108	7.17-1	25"	1-Auto.Com.
Kansas City Public Service Co.	Kansas City, Mo.	8	11-40	5-41	St.L.	35,860	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
Kansas City Public Service Co.	Kansas City, Mo.	16	11-40	5-41	St.L.	35,860	46' 0"	8' 4"	54	4-G-1198	7.17-1	25"	1-Auto.Com.
Kansas City Public Service Co.	Kansas City, Mo.	+ 75	2-45	7-46	St.L.	37400	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
Kansas City Public Service Co.	Kansas City, Mo.	++ 85	11-46	---	St.L.	---	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
Johnstown Traction Co.	Johnstown, Penna.	+ 17	3-45	---	St.L.	35820	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
Illinois Terminal RR Co.	St. Louis Mo.	8	6-48	—	"	—	-	-	-	4 G 1198	-	25	1-Auto-Com, MU

P.C.C. SURFACE CAR APPLICATIONS AND DETAILS - Continued

Property	Location	No. of Units	Date Ordered	Date In Serv.	Builder	Complete Wt.-Lbs.	Length	Width	Seats	Motors	Gear Ratio Wheel	Gear Ratio Size	Control
Los Angeles Transit Lines	Los Angeles, Calif.	20	10-36	3-37	St.L.	34,000	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
Los Angeles Transit Lines	Los Angeles, Calif.	40	10-36	3-37	St.L.	34,000	46' 0"	8' 4"	54	4-G-1198	7.17-1	25"	1-Auto.Com.
Los Angeles Transit Lines	Los Angeles, Calif.	35	1-37	7-37	St.L.	34,000	46' 0"	8' 4"	54	4-G-1198	7.17-1	25"	1-Auto.Com.
Los Angeles Transit Lines	Los Angeles, Calif.	30	4-42	12-43	St.L.	34,000	46' 0"	8' 4"	54	4-G-1198	7.17-1	25"	1-Auto.Com.
Los Angeles Transit Lines	Los Angeles, Calif.	+40	8-46	---	St.L.	---	46' 5 3/8"	~~8' 4"~~ 8' 0"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
Montreal Tramways	Montreal, Canada	18	3-42	2-44	C.C.&F.&St.L.	34,900	46' 0"	8' 4"	54	4-CW-1432	7.17-1	25"	1-Auto.Accel.
Mexico Tramways Ltd.	Mexico City, Mex.	+ 1	7-46	1-47	St.L.	---	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
New York City Transit System B. M. T. Division	New York, N.Y.	100	4-35	6-36	99-St.L. 1 Clark Equip.	33,350	46' 0"	8' 4"	59	4-G-1198	7.17-1	25"	1-Auto.Com.
**Pacific Electric Railway	Los Angeles, Calif.	30	3-40	10-40	Pullman	41,600	50'10"	9' 0"	59	4-W-1432	7.17-1	26"	2-Auto.Accel.M.U.
*Philadelphia Transportation Co.	Philadelphia, Pa.	15	3-38	7-38	St.L.	34,650	46' 0"	8' 4"	53	4-W-1432	7.17-1	25"	1-Auto.Accel.
*Philadelphia Transportation Co.	Philadelphia, Pa.	5	3-38	7-38	St.L.	34,650	46' 0"	8' 4"	53	4-G-1198	7.17-1	25"	1-Auto.Com.
*Philadelphia Transportation Co.	Philadelphia, Pa.	50	4-40	2-41	St.L.	34,650	46' 0"	8' 4"	53	4-W-1432	7.17-1	25"	1-Auto.Accel.
*Philadelphia Transportation Co.	Philadelphia, Pa.	80	4-40	2-41	St.L.	34,650	46' 0"	8' 4"	53	4-G-1198	7.17-1	25"	1-Auto.Com.
*Philadelphia Transportation Co.	Philadelphia, Pa.	10	4-41	2-42	St.L.	34,650	46' 0"	8' 4"	53	4-W-1432	7.17-1	25"	1-Auto.Accel.
*Philadelphia Transportation Co.	Philadelphia, Pa.	10	4-41	2-42	St.L.	34,650	46' 0"	8' 4"	53	4-G-1198	7.17-1	25"	1-Auto.Com.
*Philadelphia Transportation Co.	Philadelphia, Pa.	33	5-41	8-42	St.L.	36,000	46' 0"	8' 4"	53	4-G-1198	7.17-1	25"	1-Auto.Com.
*Philadelphia Transportation Co.	Philadelphia, Pa.	57	5-41	8-42	St.L.	36,000	46' 0"	8' 4"	53	4-W-1432	7.17-1	25"	1-Auto.Accel.
*Philadelphia Transportation Co.	Philadelphia, Pa.	+ 25	5-45	4-47	St.L.	---	46' 0"	8' 4"	53	4-W-1432	7.17-1	25"	1-Auto.Accel.
*Philadelphia Transportation Co.	Philadelphia, Pa.	+ 75	5-45	4-47	St.L.	---	46' 0"	8' 4"	53	4-G-1198	7.17-1	25"	1-Auto.Com.
*Philadelphia Transportation Co.	Philadelphia, Pa.	+ 60	9-46	9-48	St.L.	---	46' 0"	8' 4"	53	4-G-1198	7.17-1	25"	1-Auto.Com.
*Philadelphia Transportation Co.	Philadelphia, Pa.	+ 50	9-46	9-48	St.L.	---	46' 0"	8' 4"	53	4-W-1432	7.17-1	25"	1-Auto.Accel.
Pittsburgh Railways Co.	Pittsburgh, Pa.	1	4-36	8-36	St.L.	34,400	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
Pittsburgh Railways Co.	Pittsburgh, Pa.	75	7-36	3-37	St.L.	34,575	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
Pittsburgh Railways Co.	Pittsburgh, Pa.	25	6-36	5-37	St.L.	34,575	46' 0"	8' 4"	54	4-G-1198	7.17-1	25"	1-Auto.Com.
Pittsburgh Railways Co.	Pittsburgh, Pa.	75	4-37	11-37	St.L.	34,846	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
Pittsburgh Railways Co.	Pittsburgh, Pa.	25	3-37	11-37	St.L.	34,846	46' 0"	8' 4"	54	4-G-1198	7.17-1	25"	1-Auto.Com.
Pittsburgh Railways Co.	Pittsburgh, Pa.	75	9-39	4-40	St.L.	36,080	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
Pittsburgh Railways Co.	Pittsburgh, Pa.	25	9-39	4-40	St.L.	36,080	46' 0"	8' 4"	54	4-G-1198	7.17-1	25"	1-Auto.Com.
Pittsburgh Railways Co.	Pittsburgh, Pa.	75	5-41	3-42	St.L.	35,880	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
Pittsburgh Railways Co.	Pittsburgh, Pa.	25	5-41	3-42	St.L.	35,880	46' 0"	8' 4"	54	4-G-1198	7.17-1	25"	1-Auto.Com.
Pittsburgh Railways Co.	Pittsburgh, Pa.	50	2-43	2-45	St.L.	---	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
Pittsburgh Railways Co.	Pittsburgh, Pa.	15	2-43	12-44	St.L.	---	46' 0"	8' 4"	54	4-G-1198	7.17-1	25"	1-Auto.Com.
Pittsburgh Railways Co.	Pittsburgh, Pa.	25	1-44	10-45	St.L.	---	46' 0"	8' 4"	54	4-G-1198	7.17-1	25"	1-Auto.Com.
Pittsburgh Railways Co.	Pittsburgh, Pa.	75	1-44	10-45	St.L.	---	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
" " "	"	+ 25	10-47	-	"		" "	" "	"	4-G-1220	"	"	1-Auto.Com.
" " "	"	+ 25	10-47	-	"		" "	" "	"	4-W-1432	"	"	1-Accel.
St. Louis Public Service Co.	St. Louis, Mo.	+ 50	9-39	5-40	St.L.	33,620	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
St. Louis Public Service Co.	St. Louis, Mo.	+ 50	9-39	5-40	St.L.	33,620	46' 0"	8' 4"	54	4-G-1198	7.17-1	25"	1-Auto.Com.
St. Louis Public Service Co.	St. Louis, Mo.	+ 50	1-41	11-42	St.L.	33,620	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
St. Louis Public Service Co.	St. Louis, Mo.	+ 50	1-41	11-42	St.L.	33,620	46' 0"	8' 4"	54	4-G-1198	7.17-1	25"	1-Auto.Com.
St. Louis Public Service Co.	St. Louis, Mo.	+ 20	2-45	12-46	St.L.	---	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
St. Louis Public Service Co.	St. Louis, Mo.	+ 80	2-45	12-46	St.L.	---	46' 0"	8' 4"	54	4-G-1198	7.17-1	25"	1-Auto.Com.
San Diego Elec. Rwy. Co.	San Diego, Cal.	25	8-36	4-37	St.L.	33,950	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
San Diego Elec. Rwy. Co.	San Diego, Cal.	3	11-37	6-38	St.L.	33,950	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
xxSan Francisco Municipal RWy.	San Francisco, Cal.	2	6-39	12-39	St.L.	39,000	50' 0"	9' 0"	60	4-W-1432	7.17-1	25"	1-Auto.Accel.
xxSan Francisco Municipal RWy.	San Francisco, Cal.	3	6-39	12-39	St.L.	39,000	50' 0"	9' 0"	60	4-G-1198	7.17-1	25"	1-Auto.Com.
San Francisco Municipal RWy.	San Francisco, Cal.	+10	9-46	---	St.L.	---	46' 0"	8' 4"	54	4-G-1198	7.17-1	25"	1-Auto.Com.
Shaker Heights Dept. Transp.	Shaker Heights, O.	25	9-46	---	Pullman	---	46' 0"	8' 4"	54	4-G-1198	7.17-1	25"	1-Auto.Com.
Toronto Transp. Comm.	Toronto, Canada	140	4-38	10-38	C.C.&F.&St.L.	34,900	46' 0"	8' 4"	54	4-CW-1432	7.17-1	25"	1-Auto.Accel.
Toronto Transp. Comm.	Toronto, Canada	50	2-40	8-40	C.C.&F.&St.L.	34,900	46' 0"	8' 4"	54	4-CW-1432	7.17-1	25"	1-Auto.Accel.
Toronto Transp. Comm.	Toronto, Canada	60	3-41	1-42	C.C.&F.&St.L.	34,900	46' 0"	8' 4"	54	4-CW-1432	7.17-1	25"	1-Auto.Accel.
Toronto Transp. Comm.	Toronto, Canada	15	3-42	1-44	C.C.&F.&St.L.	34,900	46' 0"	8' 4"	54	4-CW-1432	7.17-1	25"	1-Auto.Accel.
Toronto Transp. Comm.	Toronto, Canada	25	3-43	10-45	C.C.&F.&St.L.	34,900	46' 0"	8' 4"	54	4-CW-1432	7.17-1	25"	1-Auto.Accel.
Toronto Transp. Comm.	Toronto, Canada	+100	7-46	---	C.C.&F.&St.L.	34,900	46' 0"	8' 4"	54	4-CW-1432	7.17-1	25"	1-Auto.Accel.
" " "	" "	+100	6-48	-	"	-	" "	" "	"	"	"	"	"
Twin City Rapid Transit Co.	Minneapolis, Minn.	1	12-44	1-45	St.L.	---	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
Twin City Rapid Transit Co.	Minneapolis, Minn.	+ 20	5-45	12-46	St.L.	---	46' 0"	8' 4"	54	4-G-1198	7.17-1	25"	1-Auto.Com.
Twin City Rapid Transit Co.	Minneapolis, Minn.	+ 20	5-45	12-46	St.L.	---	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
Twin City Rapid Transit Co.	Minneapolis, Minn.	+ 25	8-45	---	St.L.	---	46' 0"	8' 4"	54	4-G-1198	7.17-1	25"	1-Auto.Com.
Twin City Rapid Transit Co.	Minneapolis, Minn.	+ 25	8-45	---	St.L.	---	46' 0"	8' 4"	54	4-W-1432	7.17-1	25"	1-Auto.Accel.
"	"	+ 25	10-47	-	"	-	" "	" "	"	4-G-1220	"	"	1-Auto.Com.
"	"	+ 25	10-47	-	"	-	" "	" "	"	4-W-1432	"	"	1-Accel.

Total - ~~4435~~ 4693

*One Car has Brill Trucks with 7.08:1 Gear Ratio
Operation Both One and Two-Man
**Operation Two-Man
All other properties One-Man Operation
+ All Electric Car Equip.

Transportation Sales Department
Westinghouse Electric Corporation
East Pittsburgh, Pa.

Reference Data ~~47-4 May 1, 1947~~ 1-20-49

Results of City Motor Bus Operations—Second Quarter and First Six Months—1948

	Average for All City Companies			According to Annual Operating Revenues									
				A— $1,000,000 or More		B— $500,000 to $1,000,000		C— $100,000 to $500,000		D— $50,000 to $100,000		E— $15,000 to $50,000	
	Second Quarter 1948	First Six Months 1948	First Six Months 147‡	Second Quarter 1948	First Six Months 1948	Second Quarter 1948	First Six Months 1948	Second Quarter 1948	First Six Months 1948	Second Quarter 1948	First Six Months 1948	Second Quarter 1948	First Six Months 1948
1. Volume of line service operated:													
Bus-miles per mile of line	15,664	31,651	31,733	16,247	32,824	13,423	30,427	7,669	15,054	(a)	(a)	9,331	19,353
2. Extent to which buses are used in line service:													
Bus-miles per bus owned	8,230	15,139	16,518	8,228	15,086	7,986	15,848	8,796	15,827	(a)	(a)	8,665	17,971
Bus-miles per bus operated	9,613	18,781	19,206	9,642	18,689	10,146	19,459	11,316	21,124	(a)	(a)	12,131	25,159
Percentage standby equipment	15.135	19.397	14.033	14.652	19.270	21.281	18.561	21.801	25.076	(a)	(a)	28.571	28.571
Percentage buses licensed	97.771	93.170	98.886	97.731	92.877	97.483	98.674	100.00	95.166	(a)	(a)	100.00	100.00
Buses owned per mile of line	1.905	2.088	1.920	1.975	2.176	1.681	1.920	0.872	0.951	(a)	(a)	1.077	1.077
Percent of revenue bus-miles in line service	99.658	99.613	99.650	99.689	99.634	99.674	99.666	98.737	98.913	(a)	(a)	97.267	97.500
Total revenue bus-miles per bus owned	8,258	15,198	16,569	8,254	15,143	8,013	15,901	8,909	16,001	(a)	(a)	8,908	18,431
Non-revenue bus-miles—percent of revenue bus-miles	0.164	0.423	0.288	0.178	0.450	0.503	0.577	0.004	0.280	(a)	(a)	0.00	0.00
3. Result of operations:													
Passenger revenue: Per mile of line	$ 6,571	$13,121	$12,267	$ 6,878	$13,680	$ 5,440	$12,031	$ 2,442	$ 5,319	$ (a)	$ (a)	$ 1,698	$ 3,243
Per bus owned	$ 3,455	$ 6,266	$ 6,385	$ 3,483	$ 6,288	$ 3,237	$ 6,266	$ 2,801	$ 5,592	$ (a)	$ (a)	$ 1,576	$ 3,012
Per bus-mile in line service (cents)	41.970	41.388	38.646	42.331	41.678	40.395	39.539	31.842	35.531	(a)	(a)	18.197	16.759
Operating revenue: Per bus owned	$ 3,498	$ 6,336	$ 6,465	$ 3,527	$ 6,356	$ 3,271	$ 6,338	$ 2,845	$ 5,662	$ (a)	$ (a)	$ 1,577	$ 3,012
Per revenue bus-mile (cents)	42.359	41.696	39.001	42.735	41.996	40.820	39.861	31.933	35.386	(a)	(a)	17.699	16.759
Revenue passengers carried*: Per mile of line	79,750	185,076	189,409	81,792	190,915	87,552	203,029	35,282	81,596	(a)	(a)	23,201	49,432
Per bus owned	41,860	88,382	98,595	41,432	87,754	52,090	105,744	40,466	85,786	(a)	(a)	21,544	45,901
Per bus operated	49,326	109,560	114,640	48,552	108,700	66,173	129,844	51,747	114,497	(a)	(a)	30,162	64,262
Per gallon of fuel	19.143	21.171	24.254	18.804	20.936	22.815	23.668	20.312	24.490	(a)	(a)	15.275	15.023
Average fare per revenue passenger* (cents)	8.252	7.084	6.473	8.407	7.166	6.214	5.296	6.921	6.518	(a)	(a)	7.319	6.561
4. Operating, maintenance and administrative expense:													
Percent of operating revenue	86.202	92.717	81.057	86.550	93.477	79.350	82.477	83.573	79.164	(a)	(a)	99.706	107.264
Per mile of line	$ 5,745	$12,304	$10,022	$ 6,028	$12,933	$ 3,150	$10,037	$ 2,073	$ 4,263	$ (a)	$ (a)	$ 1,693	$ 3,479
Per bus owned	$ 3,016	$ 5,875	$ 5,296	$ 3,053	$ 5,945	$ 2,595	$ 5,227	$ 2,377	$ 4,482	$ (a)	$ (a)	$ 1,572	$ 3,230
Per revenue bus-mile (cents)	36.570	38.660	32.008	36.987	39.256	32.391	32.876	26.688	28.103	(a)	(a)	17.647	17.527
5. Depreciation and amortization†:													
Per revenue bus-mile (cents)	2.939	2.668	2.440	2.963	2.644	2.514	3.352	2.916	2.416	(a)	(a)	2.249	2.174
Per bus owned	$ 246	$ 405	$ 396	$ 248	$ 400	$ 101	$ 533	$ 260	$ 387	$ (a)	$ (a)	$ 200	$ 561
Percent of operating revenue	6.727	6.355	6.101	6.702	6.244	6.159	8.410	9.131	6.824	(a)	(a)	12.707	13.305
6. Operating taxes and licenses†:													
Per mile of line	$ 588	$ 1,016	$ 1,056	$ 630	$ 1,066	$ 618	$ 1,265	$ 103	$ 298	$ (a)	$ (a)	$ 13	$ 22
Per bus owned	$ 307	$ 465	$ 557	$ 311	$ 460	$ 368	$ 659	$ 119	$ 315	$ (a)	$ (a)	$ 12	$ 21
Per revenue bus-mile (cents)	3.906	3.288	3.543	4.035	3.293	4.591	4.145	1.331	1.971	(a)	(a)	1.307	0.113
Percent of operating revenue	8.993	7.638	8.693	8.987	7.545	11.248	10.398	4.167	5.570	(a)	(a)	0.738	0.690
7. Net operating revenue†: Per revenue bus-mile (cents)	*1.412*	*3.445*	1.693	*1.690*	*3.774*	0.947	*0.811*	0.914	2.900	(a)	(a)	*2.328*	*3.473*
Per bus owned	*$ 107*	*$ 476*	$ 266	*$ 127*	*$ 525*	$ 76	*$ 129*	$ 81	$ 464	$ (a)	$ (a)	*$ 207*	*$ 640*
Percent of operating revenue	*3.203*	*8.401*	4.154	*3.764*	*8.696*	2.320	*2.035*	2.864	8.195	(a)	(a)	*13.151*	*21.260*
8. Gross income†: Per bus owned	*$ 126*	*$ 516*	$ 272	*$ 147*	*$ 559*	$ 75	*$ 133*	$ 258	$ 532	$ (a)	$ (a)	*$ 207*	*$ 640*
Percent of operating revenue	*3.735*	*8.553*	4.045	*4.325*	*9.269*	2.294	*2.105*	8.462	9.265	(a)	(a)	*13.151*	*21.260*
9. Income taxes†: Percent of operating revenue	1.029	0.758	3.177	0.996	0.728	1.403	1.129	1.533	1.131	(a)	(a)	0.0	0.0
Percent of gross income	(b)	(b)	76.901	(b)	(b)	61.182	(b)	15.951	12.209	(a)	(a)	0.0	0.0
Per bus owned	$ 36	$ 46	$ 206	$ 34	$ 44	$ 50	$ 72	$ 46	$ 65	$ (a)	$ (a)	$ 0	$ 0
10. Net income† (profit and loss): Per bus owned	*$ 165*	*$ 574*	$ 66	*$ 186*	*$ 617*	$ 29	*$ 206*	$ 244	$ 467	$ (a)	$ (a)	*$ 207*	*$ 640*
Percent of oper. rev.	*4.893*	*9.485*	0.591	*5.449*	*10.216*	0.890	*3.234*	8.075	8.076	(a)	(a)	*13.151*	*21.260*
11. Number of employees: Per 100,000 bus-miles (total)	28.650	15.853	15.507	29.177	16.222	26.371	13.291	24.043	12.788	(a)	(a)	12.800	6.201
Per bus owned	2.241	2.221	2.548	2.260	2.245	2.124	2.123	2.142	2.048	(a)	(a)	1.143	1.143
Per bus operated	2.766	2.914	2.747	2.789	2.937	2.698	2.697	2.739	2.733	(a)	(a)	1.600	1.600
12. Gallons fuel used: Per bus owned	2,168	4,230	4,526	2,176	4,247	2,192	4,467	1,992	3,502	(a)	(a)	1,410	3,035
Per bus operated	2,746	5,605	5,343	2,752	5,645	2,784	5,486	2,548	4,675	(a)	(a)	1,975	4,278
Total bus-miles per gallon	3.548	3.358	3.511	3.509	3.308	3.674	3.579	4.473	4.567	(a)	(a)	6.316	6.031

(a) Information not available ‡As reported in BUS TRANSPORTATION, October, 1947, page 93 with some figures added.
(b) Not applicable. *Includes revenue transfer passengers carried.
Italics indicate deficits or decreases. †Based only on reported items. Not all companies reported this item.

Results of Intercity Long Haul* Motor Bus Operations — Second Quarter and First Six Months — 1948

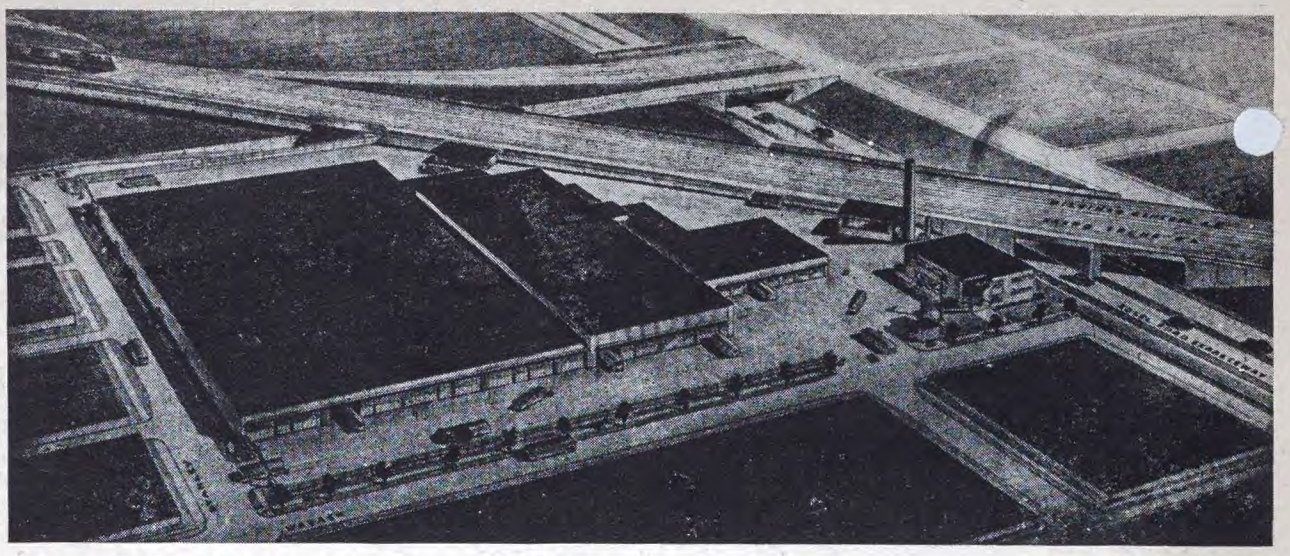
	Average for All Inter-City Long Haul Cos.			According to Annual Operating Revenues							
				A— $1,000,000 or More		B— $500,000 to $1,000,000		C— $100,000 to $500,000		D— $50,000 to $100,000	
	Second Quarter 1948	First Six Months 1948	First Six Months 1947‡	Second Quarter 1948	First Six Months 1948	Second Quarter 1948	First Six Months 1948	Second Quarter 1948	First Six Months 1948	Second Quarter 1948	First Six Months 1948
1. Volume of line service operated:											
Bus-miles per mile of line	1,343	2,305	2,704	1,363	2,389	1,155	2,089	816	1,248	(a)	1,006
2. Extent to which buses are used in line service:											
Bus-miles per bus owned	19,488	37,359	40,086	19,944	38,456	14,579	27,635	12,507	23,901	(a)	27,338
Bus-miles per bus operated	19,593	37,947	40,800	19,954	38,779	16,648	31,699	13,051	25,871	(a)	30,904
Percentage standby equipment	0.539	1.549	1.749	0.048	0.844	12.426	12.821	4.166	7.616	(a)	11.538
Percentage buses licensed	99.026	98.686	97.852	99.018	98.711	98.816	96.923	99.305	99.017	(a)	100.00
Buses owned per mile of line	0.069	0.062	0.067	0.069	0.062	0.079	0.076	0.065	0.052	(a)	0.036
Percent of revenue bus-miles in line service	97.631	98.426	98.893	98.176	98.614	96.434	97.027	94.005	94.627	(a)	92.987
Total revenue bus-miles per bus owned	19,820	37,943	40,491	20,301	38,982	15,118	28,480	13,304	25,237	(a)	29.392
Non-revenue bus-miles—percent of revenue bus-miles	0.541	0.695	0.214	0.541	0.720	0.072	0.061	0.724	0.402	(a)	0.162
3. Result of operations:											
Passenger revenue: Per mile of line	$ 472	$ 774	$ 1,917	$ 488	$ 814	$ 322	$ 570	$ 202	$ 317	$ (a)	$ 174
Per bus owned	$ 6,854	$12,537	$13,610	$ 7,095	$13,082	$ 4,072	$ 7,544	$ 3,111	$ 6,083	$ (a)	$ 4,742
Per bus-mile in line service (cents)	35.129	33.555	33.946	35.579	34.013	26.308	27.305	24.866	25.452	(a)	17.346
Operating revenue: Per bus owned	$ 7,243	$13,214	$14,119	$ 7,428	$13,756	$ 4,416	$ 8,097	$ 4,878	$ 6,790	$ (a)	$ 5,413
Per revenue bus-mile (cents)	36.475	34.816	34.832	36.566	35.291	29.211	28.429	36.666	26.901	(a)	18.381
Revenue passengers carried: Per mile of line	583	959	1,197	589	979	603	1,059	438	702	(a)	196
Per bus owned	8,457	15,551	17,747	8,561	15,735	7,621	14,007	6,696	13,440	(a)	5,335
Per bus operated	8,503	15,796	18,064	8,565	15,890	8,702	16,066	6,988	14,548	(a)	6,031
Per gallon of fuel	2.417	2.238	2.332	2.368	2.178	3.453	3.338	3.811	3.798	(a)	1.658
Average fare per revenue passenger (cents)	81.138	80.560	76.677	82.883	83.009	53.392	53.851	46.449	45.256	(a)	88.833
4. Operating, maintenance and administrative expense:											
Percent of operating revenue	69.609	73.808	70.509	69.477	73.660	76.413	81.539	72.308	76.270	(a)	78.895
Per mile of line	$ 345	$ 602	$ 670	$ 345	$ 630	$ 267	$ 499	$ 171	$ 271	$ (a)	$ 157
Per bus owned	$ 5,010	$ 9,761	$ 9,956	$ 5,165	$10,137	$ 3,374	$ 6,602	$ 2,626	$ 5,181	$ (a)	$ 4,272
Per revenue bus-mile (cents)	25.218	25.717	24.562	25.426	25.997	22.322	23.180	19.737	20.514	(a)	14.529
5. Depreciation and amortization†:											
Per revenue bus-mile (cents)	2.199	2.273	1.832	2.209	2.283	1.545	1.664	2.622	2.368	(a)	1.952
Per bus owned	$ 436	$ 863	$ 744	$ 448	$ 890	$ 233	$ 475	$ 301	$ 598	$ (a)	$ 574
Percent of operating revenue	6.074	6.525	5.258	6.036	6.466	5.288	5.870	8.289	8.804	(a)	10.602
6. Operating taxes and licenses†:											
Per mile of line	$ 41	$ 71	$ 81	$ 42	$ 74	$ 29	$ 51	$ 21	$ 33	$ (a)	$ 24
Per bus owned	$ 593	$ 1,151	$ 1,205	$ 611	$ 1,195	$ 367	$ 683	$ 336	$ 637	$ (a)	$ 649
Per revenue bus-mile (cents)	2.988	3.032	2.972	3.011	3.066	2.427	2.327	2.527	2.522	(a)	2.209
Percent of operating revenue	8.251	8.702	8.573	8.227	8.689	8.310	8.692	9.261	9.378	(a)	11.998
7. Net operating revenue†: Per revenue bus-mile (cents)	5.421	3.186	4.981	5.583	3.338	2.102	0.400	2.168	0.963	(a)	*0.540*
Per bus owned	$ 1,077	$ 1,209	$ 2,019	$ 1,134	$ 1,301	$ 317	$ 113	$ 288	$ 243	$ (a)	$ *159*
Percent of operating revenue	14.976	9.147	14.299	15.529	9.458	7.223	1.407	7.944	3.582	(a)	*2.937*
8. Gross income†: Per bus owned	$ 1,075	$ 1,231	$ 2,008	$ 1,132	$ 1,318	$ 295	$ 52	$ 292	$ 267	$ (a)	$ 460
Percent of operating revenue	14.944	9.281	14.222	15.232	9.578	6.678	0.652	7.980	3.913	(a)	8.920
9. Income taxes†: Percent of operating revenue	5.531	4.055	6.020	5.617	4.125	2.920	2.628	1.831	1.453	(a)	0.000
Percent of gross income	36.838	43.403	42.206	36.857	43.044	43.704	(b)	22.828	37.903	(a)	0.000
Per bus owned	$ 401	$ 539	$ 855	$ 417	$ 567	$ 128	$ 212	$ 59	$ 92	$ (a)	$ 0
10. Net income† (profit and loss): Per bus owned	$ 687	$ 702	$ 1,168	$ 714	$ 750	$ 166	$ *159*	$ 201	$ 150	$ (a)	$ 460
Percent of operating revenue	9.483	5.282	8.237	9.614	5.453	3.775	*1.975*	6.187	2.381	(a)	8.920
11. Number of employees: Per 100,000 bus-miles (total)	17.885	9.242	9.526	18.066	9.326	14.822	7.827	13.916	8.139	(a)	5.343
Per bus owned	3.610	3.562	3.927	3.731	3.697	2.242	2.230	1.868	2.063	(a)	1.615
Per bus operated	3.630	3.620	3.996	3.733	3.729	2.560	2.558	1.935	2.234	(a)	1.826
12. Gallons fuel used: Per bus owned	3,502	6,981	7,620	3,613	7,233	2,207	4,195	1,799	3,709	(a)	3.773
Per bus operated	3,521	7,087	7,8[illegible]	3,615	7,294	2,520	4,153	1,881	4,077	(a)	4,220
Total bus-miles per gallon	5.704	5.482	5[illegible]	5.647	5.428	6.849	6.791	7.187	6.631	(a)	5.047

(a) Information not available. ‡As reported in BUS TRANSPORTATION, October, [illegible], page 95, with some figures added.
(b) Not applicable. †Based only on reported items. Not all companies reported this item.
Italics indicate deficits or decreases. *Based on carriers w[illegible] average fare 35 cents and over.

Intercity Short Haul** and City-Suburban Operations—Second Quarter and First Six Months—1948

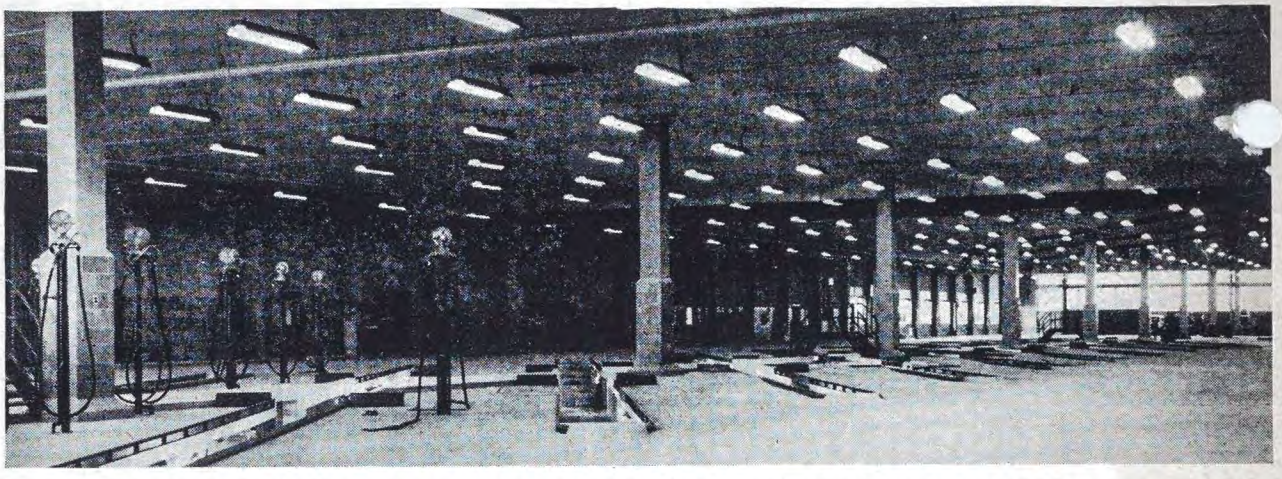
	Inter-City Short Haul Motor Bus Operating Companies									City-Suburban Motor Bus Operating Companies		
	Average for All Inter-City Short Haul Cos.			According to Annual Operating Revenues: A— $1,000,000 or More		B— $500,000 to $1,000,000		C— $100,000 to $500,000		Average for All City-Suburban Companies		
	Second Quarter 1948	First Six Months 1948	First Six Months 1947‡	Second Quarter 1948	First Six Months 1948	Second Quarter 1948	First Six Months 1948	Second Quarter 1948	First Six Months 1948	Second Quarter 1948	First Six Months 1948	First Six Months 1947‡
1. Volume of line service operated:												
Bus-miles per mile of line	1,741	3,233	3,448	1,591	3,170	1,728	2,386	3,049	5,977	8,682	17,982	17,901
2. Extent to which buses are used in line service:												
Bus-miles per bus owned	11,027	22,204	23,948	11,559	23,020	10,856	21,877	9,704	20,224	7,974	16,077	17,533
Bus-miles per bus operated	12,073	24,873	26,685	12,459	24,813	12,222	26,744	10,468	23,336	9,936	20,117	20,895
Percentage standby equipment	8.058	10.820	10.256	7.226	7.226	11.176	17.741	7.299	13.333	19.742	20.015	16.027
Percentage buses licensed	98.412	95.671	96.047	99.128	98.242	94.705	84.408	100.00	100.00	94.976	94.385	96.292
Buses owned per mile of line	0.156	0.145	0.143	0.137	0.137	0.159	0.109	0.314	0.295	1.088	1.122	1.021
Percent of revenue bus-miles in line service	95.608	96.375	96.494	95.810	96.687	94.338	96.288	95.789	95.299	96.707	98.505	98.656
Total revenue bus-miles per bus owned	11,612	23,036	24,809	12,064	23,790	11,444	22,718	10,130	21,221	8,241	16,314	17,765
Non-revenue bus-miles—percent of revenue bus-miles	0.464	0.488	0.684	0.495	0.568	0.00	0.00	0.974	0.775	0.578	0.467	0.425
3. Result of operations:												
Passenger revenue: Per mile of line	$ 579	$ 1,025	$ 1,109	$ 538	$ 1,055	$ 524	$ 626	$ 1,063	$ 1,955	$ 3,616	$ 7,417	$ 7,331
Per bus owned	$ 3,691	$ 7,040	$ 7,703	$ 3,906	$ 7,648	$ 3,292	$ 5,736	$ 3,383	$ 6,616	$ 3,322	$ 6,674	$ 7,177
Per bus-mile in line service (cents)	33.248	31.701	32.160	33.795	33.281	30.319	26.213	34.850	32.712	41.659	41.553	40.932
Operating revenue: Per bus owned	$ 4,025	$ 7,548	$ 8,183	$ 4,279	$ 8,194	$ 3,615	$ 6,206	$ 3,518	$ 7,092	$ 3,453	$ 6,894	$ 7,468
Per revenue bus-mile (cents)	34.665	32.760	32.972	35.483	34.424	31.581	27.317	35.348	33.420	41.902	42.236	42.026
Revenue passengers carried: Per mile of line	2,633	4,848	5,007	2,296	4,996	2,622	2,630	5,531	10,096	*44,310	* 90,745	* 90,613
Per bus owned	16,791	33,264	34,781	16,671	36,284	16,474	24,088	17,603	34,158	*40,701	* 80,689	* 88,710
Per bus operated	18,263	37,300	38,757	17,978	39,110	18,546	29,477	18,989	39,413	*50,713	*100,960	*105,677
Per gallon of fuel	7.531	7.125	6.990	6.926	7.220	8.347	5.889	9.376	8.040	*19.824	* 19.098	* 19.324
Average fare per revenue passenger (cents)	21.973	21.163	22.144	23.423	21.118	17.446	23.809	19.217	19.368	* 8.161	* 8.283	* 8.090
4. Operating, maintenance and administrative expense:												
Percent of operating revenue	80.929	83.367	77.675	82.967	85.442	76.489	79.043	77.341	80.456	82.422	82.288	77.694
Per mile of line	$ 408	$ 916	$ 913	$ 489	$ 964	$ 440	$ 535	$ 870	$ 1,672	$ 3,099	$ 6,376	$ 5,927
Per bus owned	$ 3,258	$ 6,293	$ 6,346	$ 3,552	$ 7,003	$ 2,770	$ 4,903	$ 2,770	$ 5,707	$ 2,846	$ 5,666	$ 5,803
Per revenue bus-mile (cents)	28.060	27.273	25.573	29.442	29.417	24.223	21.431	27.342	26.898	34.514	34.776	32.654
5. Depreciation and amortization†:												
Per revenue bus-mile (cents)	2.660	2.651	2.197	2.687	2.778	2.655	2.416	2.296	2.324	3.090	2.936	2.484
Per bus owned	$ 308	$ 611	$ 547	$ 331	$ 674	$ 303	$ 552	$ 232	$ 493	$ 254	$ 470	$ 441
Percent of operating revenue	7.672	8.105	6.691	7.731	8.235	8.407	9.634	6.495	6.952	7.374	6.943	5.912
6. Operating taxes and licenses†:												
Per mile of line	$ 44	$ 90	$ 90	$ 42	$ 90	$ 33	$ 64	$ 84	$ 160	$ 247	$ 547	$ 571
Per bus owned	$ 282	$ 619	$ 632	$ 309	$ 655	$ 213	$ 591	$ 269	$ 543	$ 228	$ 496	$ 560
Per revenue bus-mile (cents)	2.435	2.683	2.547	2.505	2.755	1.862	2.583	2.657	2.533	2.771	3.042	3.078
Percent of operating revenue	7.024	8.202	7.720	7.232	8.003	5.797	9.520	7.514	7.656	6.625	7.198	7.382
7. Net operating revenue†: Per revenue bus-mile (cents)	1.193	0.438	1.985	0.328	*0.977*	2.789	0.443	2.805	4.951	1.159	0.705	3.195
Per bus owned	$ 138	$ 101	$ 493	$ 39	*$ 232*	$ 319	$ 101	$ 284	$ 1,050	$ 96	$ 115	$ 561
Percent of operating revenue	3.442	1.335	6.018	0.927	*2.840*	8.817	1.635	7.933	1.481	2.771	1.670	7.662
8. Gross income†: Per bus owned	$ 132	*$ 69*	$ 443	$ 37	*$ 245*	$ 269	$ 27	$ 324	$ 331	$ 86	$ 102	$ 490
Percent of operating revenue	3.279	*0.922*	5.409	0.884	*2.999*	7.351	0.436	9.054	4.676	2.440	1.443	6.699
9. Income taxes†: Percent of operating revenue	1.003	0.600	2.613	0.288	0.008	2.980	1.449	3.955	1.750	2.026	2.041	3.139
Percent of gross income	35.155	(b)	48.290	32.589	(b)	40.536	(b)	30.835	44.736	90.138	(b)	42.760
Per bus owned	$ 41	$ 46	$ 214	$ 12	$ 7	$ 109	$ 89	$ 109	$ 128	$ 71	$ 143	$ 225
10. Net income† (profit and loss): Per bus owned	$ 77	*$ 141*	$ 229	$ 25	*$ 252*	$ 160	*$ 62*	$ 245	$ 158	$ 8	*$ 63*	$ 300
Percent of operating revenue	1.875	*1.859*	2.796	0.596	*3.006*	4.371	*1.013*	6.458	2.161	0.223	*0.906*	4.175
11. Number of employees: Per 100,000 bus-miles (total)	22.386	11.032	10.231	24.904	12.629	15.570	7.146	20.628	10.233	26.082	13.686	11.628
Per bus owned	2.612	2.554	2.560	3.021	3.021	1.782	1.623	2.109	2.188	2.185	2.235	2.067
Per bus operated	2.831	2.864	2.854	3.256	3.256	2.006	1.986	2.275	2.525	2.754	2.815	2.505
12. Gallons fuel used: Per bus owned	2,228	4,667	4,973	2,407	5,024	1,973	4,090	1,877	4,248	2,046	4,190	4,375
Per bus operated	2,423	5,233	5,578	2,595	5,415	2,221	5,005	2,025	4,902	2,574	5,262	5,301
Total bus-miles per gallon	5.232	4.959	5.029	5.034	4.761	5.799	5.554	5.448	5.035	4.059	3.882	4.051

(a) Information not available. ‡As reported in BUS TRANSPORTATION, October, 1947, page 94, with some figures added.
(b) Not applicable. †Based only on reported items. Not all companies reported this item.
Italics indicate deficits or decreases. **Based on average fare under 35 cents.

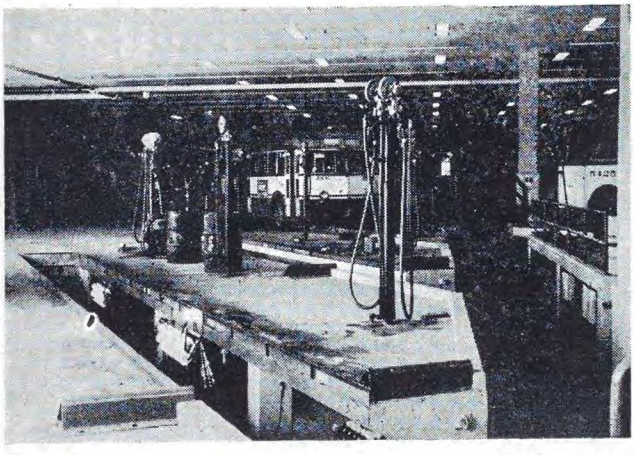


The S. T. Gilbert bus garage from an architect's drawing. Total cost of building, equipment and land is $2,566,240.

DSR New Bus

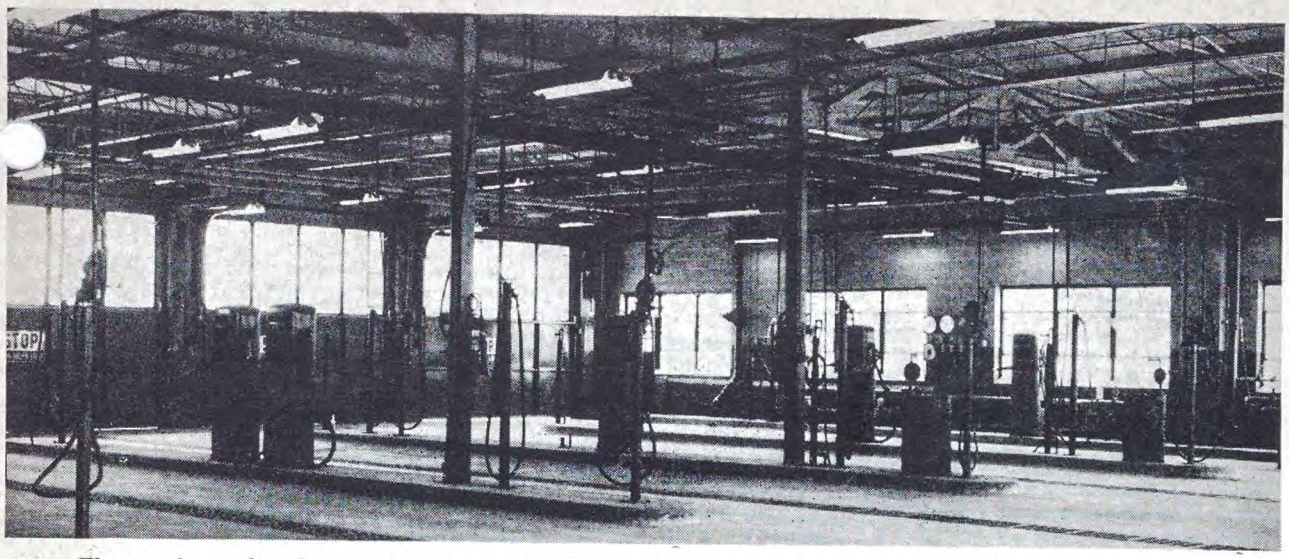


For servicing buses there are three twin-post hoists and 23 inter-communicating pits.



Each lubrication pit has 13 grease nozzles served by under-floor piping. Barrel in foreground will be removed.

This close up shows the open pit construction being employed in the new DSR garages.



The gas house has five service islands. Fuel is served from four tanks with 170,000 gal. capacity.

Garages

The new $5 million S. T. Gilbert and Coolidge garages are part of a modernization and rehabilitation plan being put into effect by the City of Detroit Department of Street Railways.

by FRED C. TAYLOR
Chief Engineer, D. S. R.

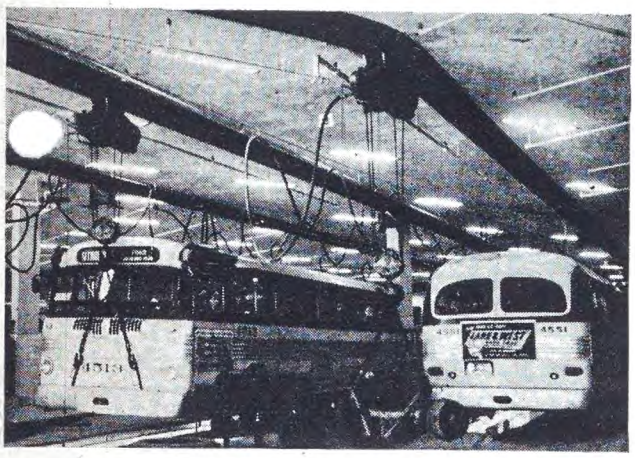
THE Department of Street Railways, City of Detroit, has initiated a modernization program for motor bus garages and shops. In June two of these units, which cost more than $5,000,000, were placed in operation. They are the S. T. Gilbert and Coolidge terminals. During 1947 the first unit, a large storage garage, was opened at the Shoemaker terminal.

To date the garage and terminal program has cost $6 million. These recent additions to the operating facilities for enlarged motor coach operation are the forerunners of a comprehensive plan of modernization undertaken by the Department since the conclusion of World War II. Like most of the other operating transit companies, our system needed this modernization and the program has been proceeding according to fully developed plans for the future.

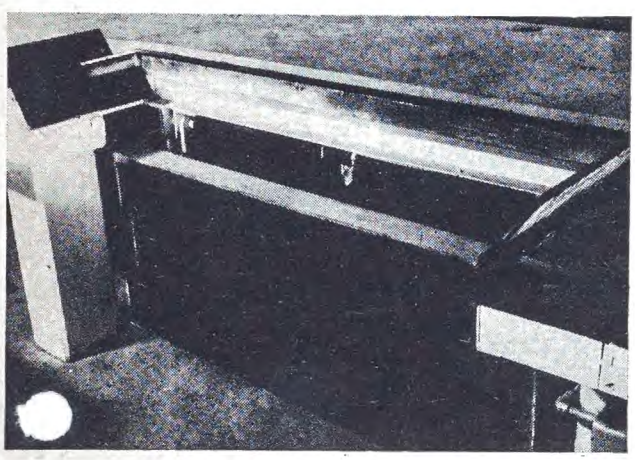
As the first step in this modernization a large fleet of heavy motor buses was acquired to replace a large part of the fleet of small buses and some obsolete street car operations. We realized this step would result immediately in improved transportation. But we also realized that the addition of 900 large new buses and 300 smaller units would also create new maintenance problems. Accordingly, with the ordering of the new units attention was directed to the development of an overall plan for modernization of garage and shop facilities which would insure proper and economical maintenance of the equipment.

As a start in this program designs were prepared for the construction of two large, completely operating bus terminals. Simultaneously, a program of financing was prepared to permit construction.

2,300 Motor Buses—During the past two decades, Detroit has undergone a tremendous expansion of bus operation. Twenty years ago the Department operated comparatively few vehicles running



Heavy lifting is performed by air-controlled hoists and mono-rail cranes.



Pits are equipped with a drop leaf arrangement to facilitate removal of side-mounted engines.

fewer than a million miles a year. At present we employ 2,300 motor buses and run eighty million miles a year. Until the close of the war operating facilities were, for the most part, housed in converted street car terminals, with only a minor portion of the operating facilities designed for bus maintenance. The conversion of the car houses provided for gasoline systems and modification of car pits to usage for motor buses. The shops were also made over from former street car operations. Even before the expansion of motor coach operation after the war, the pre-existing facilities for motor coaches were inadequate. The number of vehicles stationed at each point was greatly in excess of the optimum number considered practical for efficient operation. It was also thought that the overcrowded condition of the operating terminals, together with the practice of storing equipment out of doors, and the use of poor facilities, contributed considerably to increased costs.

The philosophy of the Department in making its plans and executing them was that modernization was necessary if the operation was to be profitable and self-sustaining.

However, this story is not intended primarily as a discussion of the broader aspects of modernization of a transportation system but rather as an explanation of the features of the Gilbert and the Coolidge terminals. Alike in design and layout, Coolidge has more storage capacity and a somewhat larger floor area in the maintenance department. Gilbert is located on a brand new site. Coolidge utilizes a site which was formerly a combination street car and bus terminal. The former Coolidge terminal was demolished and new buildings of modern design erected.

The Gilbert and the Coolidge terminals, designed by Harley, Ellington & Day, Inc., architects and engineers, are the first of several such proposed units (aside from the new heavy shops) exclusively dedicated to the maintenance of automotive equipment. These terminals were designed and built under the direct supervision of C. E. Day and L. H. Waldo of the architectural firm. Before they were constructed, however the ideas of numerous individuals had to be coordinated and many complex questions answered.

For instance, the selection of the site was important as terminals cannot be constructed at random if efficiency and economical operation is to be achieved. Step-by-step, during early stages, each detail was thoroughly worked out by the interested parties and finally, in Gilbert and Coolidge, we believe we have the physical expression of all the best thoughts and opinions offered in these long days of meetings and discussions.

COSTS OF S. T. GILBERT AND COOLIDGE TERMINALS
(Estimated)

	*S. T. Gilbert	Coolidge
Storage Garage	$1,002,000	$1,020,000
Gas House	75,000	65,000
Gas Dispensing System	175,000	170,000
Power Plant	128,240	131,000
Maintenance and Service.. (Incl. Maintenance & Inspection, Washing, Stock Storage Units etc.)	625,000	658,900
Fare Box, Gate, Dispatchers House, etc.	40,000	26,800
Terminal Building	260,000	199,800
Site Work (Paving, Drainage, Fences, etc.).	261,000	389,000
TOTAL COST.	$2,566,240	$2,660,500

*Includes Land

Proper Location, A Must—One of the primary concerns in the development of our overall expansion program was the proper location for the new heavy repair shops in relation to the various new terminals. A number of factors determined the location of these facilities:

1. It was essential to locate the shop on a site readily available to all the new terminals. The location decided upon is on one of Detroit's outer highways where an abundance of vacant land is available for construction and also, at a point which is closely available to a number of Detroit's through streets and expressways. When coaches are ordered to the shop it is mandatory that they get there as quickly as possible over fast and non-congested highways.

2. With the proposed new shop thus located, the various terminals were placed in locations similarly available from such through streets and expressways. The Gilbert Terminal is immediately adjacent to the Edsel Ford Expressway, and the Wyoming Terminal will also be located on the same super-highway. All other present or projected terminals are equally accessible to through thoroughfares.

3. A map of Detroit was marked up with eight (8) areas in which terminals could be located which would service approximately 350 buses each. This was found to be the maximum number successfully operated from one terminal. Administrative difficulties preclude operating larger numbers.

It was found desirable to locate terminals within a particular 350 bus area so that coaches returned "dead-head" into the terminal could do so with the minimum mileage expense.

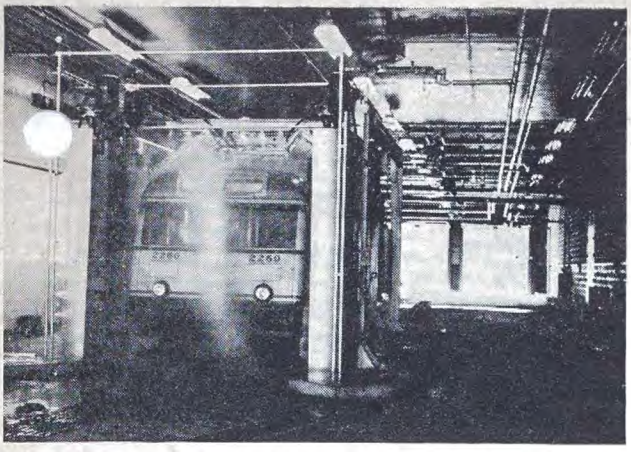
On the whole, the terminals are not more than a block or two distant from through streets or expressways, thus keeping "dead-head" mileage to a minimum.

The Gilbert Terminal consists of a storage garage, service garage, wash rack, gasoline building, terminal building, heating plant, fare box house, watchman's booth and electrical sub-station, yard dispatcher's booth and control house for the gasoline system. Thus, Gilbert was designed to include complete terminal service and storage garage facilities. Under one roof we find the following departments of the garage:

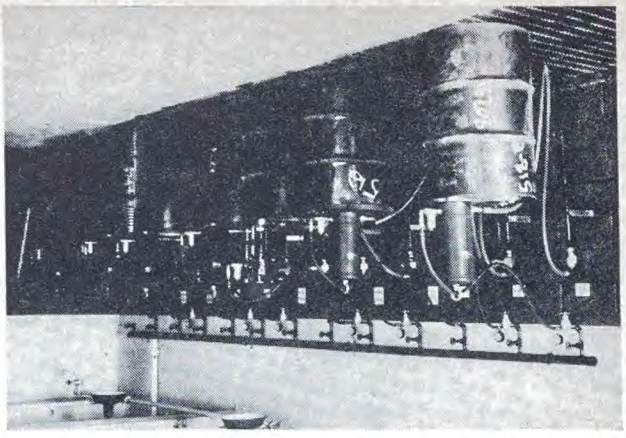
1. Five heated parking bays; four of which have a capacity of 65 heavy coaches each and one with 26-coach capacity.

2. The 424x138 ft. service department with an additional section devoted to parts storage, offices, wash rooms, showers, lockers and lunch rooms; followed by the loading lane and wash house and finally, the gas house.

Construction at Gilbert is unusual—in that economy in building was combined with efficiency, beauty and utility. Stock materials were used throughout to gain economy. Long span Gabriel joists support all roofs in this building with the exception of the service garage where steel trusses were required on account of the span. The roof construction in the garage is open with the exception of the service department where the City Building Code required a Zonolite ceiling suspended from the steel trusses. No plastering was done elsewhere with



Cleanliness of equipment is assured with this automatic washing machine.



From this room lubricants are dispensed at 100 lb. pressure to the lubricating pits.

the exception of the small office-wash room area and over the wash rack.

The walls are constructed of cinder block veneered on the outside with face brick. The interior was painted a striking color combination of pastel green above with a darker green industrial enamel dado below. In the service garage a 5½ ft. dado of clear glazed tile was applied to the cinder block wall. This tile is a real factor in reducing cleaning costs.

Gilbert will provide inside storage for all coaches assigned to this terminal. It is expected that real economy will result as these storage bays are heated by radiant heating pipes laid under the concrete floor slab. This will eliminate choking carburetors, wasteage of fuel, wear on cylinder walls and fouled spark plugs.

All bays are numbered and the position of individual coaches in each bay is charted.

Coach travel through the terminal is counter-clockwise to the storage bays, the wash line or the inspection line. The operator drives the coaches into the yard, takes them through the gas house for fueling, past the fare box house where the boxes are changed, and then parks them in one of the three above-mentioned places.

The service department offers many innovations which lead to both efficient and easy operation. All illumination is by fluorescent lights. Those overhead are flush with the ceiling while the pits are brilliantly lit with explosion proof equipment.

Hoists and Pits—For servicing the coaches there are three twin-post hoists and twenty-three inter-communicating angular pits. Since this is essentially a service garage, the number of pits predominates.

In the heavy repair shop it is likely that this portion will be reversed. Gilbert was planned for pits since most repair jobs done there will average 20 to 30 minutes each. Jobs which require more time generally use the hoists. The pits occupy the entire center area of the floor and the central aisle runs almost the total length of the building. The interconnected pits angle off of this main aisle on either side at 30 deg.

A raised walk is provided along the side walls of the service garage from which one may enter the offices, wash rooms and stock rooms. The north side of the pit area is used to park coaches which are to receive only such minor attention as seat repair, sign boxes, mirrors, lights, doors, etc. The pit system was designed to give the most efficient service to all types of coaches. There are pits for every type of coach now operated or likely to be purchased in the future.

The first six inter-connected pits at the west end of the service garage, consisting of three to each side of the main pit aisle, are equipped with overhead 10-ton capacity mon-rail hoists. These are air operated to provide the variable lifting speeds they afford. They are used for lifting coach bodies to permit the removal of rear assemblies, wheels, springs and the installation of others. Pits are used largely to change engines. Certain ones are equipped with hydraulic elevators along each side which can be raised or lowered, either independently or together, to give an adjustable floor level. For example, to remove a center engine, the elevator is lowered to the pit floor level, the gap between them is bridged with a heavy steel plate and a low-wheeled dolly run onto this plate. The plate and hoist are then raised to the underside of the engine. The engine is then dropped on the dolly, lowered by means of the elevator to the pit floor level and wheeled away.

Side engines are removed with equal efficiency, but in this case only one pit elevator is used. The hydraulic hoists are designed to give ample skirt clearance so that side engines can be removed easily at the service floor level. The total width of the pit combined with two lifts give 96 in. clearance laterally. The total of twelve pits (6 on each side of the main aisle) permit the servicing of engines where it is not necessary to remove them from the chassis. Here the pits are equipped with pneumatic drop-leaf hoists which lower to permit the mechanic in the pit, and his helper at the garage floor level, to cooperate in making the necessary repairs. When the leaf is dropped, there is ample room alongside for the mechanic to work in a standing position.

All pits are equipped with safety stops and the pit edges are guarded by beveled steel rails designed to prevent tires from climbing them.

Pits are all fully ventilated with forced air from grilles placed in the stair risers at the end of each pit. Foul air is exhausted from the pits through grilles placed in the walls. Positive ventilation is assured since the pit lights are so synchronized with the ventilating system that both function simultaneously. Further elimination of exhaust gases is provided by an extensive underground tail pipe exhaust system with outlets placed in

the garage floor at convenient intervals. General ventilation is accomplished through the use of blowers mounted on the roof. Additional protection against monoxide gas poisoning is provided in the parking bays through the installation of carbon monoxide detectors.

The main pit aisle is furnished with tool benches and tools, thus eliminating the necessity of the mechanic leaving the pits. Pits are inter-communicating and the service floor slab is supported on stub columns. This permits easy access to all underfloor piping and other installations in case of needed repairs. Furthermore, this provides additional room to store equipment. The open construction leads to easy cleaning and lends itself to ready escape in case of accident. Pits may be washed out with a hose as a unit. Hot water is provided in the pits for this purpose.

The pits at the extreme east end of the garage are for lubrication. These are next door to the grease distributing unit. The barrels of lubricants are hauled into this room on a mono-rail hoist and are connected up with the compressed air system, which provides 100 lb. per sq. in. pressure at the barrel head. Booster pumps placed on the barrels give a pressure of 5,000 lb. per sq. in. at the grease guns. A number of different greases are dispensed from this room through under-floor piping into the grease pits. All lubricants are identified by numbered cards placed above the various pipe lines. Each grease pit has thirteen nozzle openings since some of the greases are duplicated. The various supply lines carrying the greases and nozzle ends are painted in identifying colors to prevent errors. This modern method of greasing eliminates the use of barrels in the pits. Eight feet of hose is sufficient to reach all fittings.

Adjoining the service department are the offices, wash rooms and stock rooms. One of the stock room features is the panelled stand which holds a variety and selection of gaskets, making it easy for the mechanic to select the one he wishes. Next to these departments is the loading and unloading lane and the coach wash lane. All unloading of trucks and the changing of tires are done here. Monorail electric hoists assist with both the unloading of materials and the changing of tires. These hoists carry stock through doors immediately into the stock room. The washer is the revolving brush type. Coaches are completely washed in two minutes.

The gas house is at the extreme end of the building. It forms a component part of the garage and is unusual as to the location of pumps and the manner in which gasoline and diesel fuel are supplied. These fuels are forced from four storage tanks with a total capacity of 170,000 gallons by means of a hydraulic flotation fueling system. This system is economical since all flow is controlled by city water pressure. Since no mechanical pumps are necessary, the use of explosion-proof electric motors is eliminated.

The attendant in the gas house can determine the amount of gas in the tanks by calibrating the gages in the gas house or by "sticking" the tanks. The gas house is the only building not heated by radiant heat. Unit heaters supply a stream of warm air directly on the operators. The doors of the gas house are always open during gassing operations. These unit heaters keep the operators fairly comfortable, even in the coldest weather. The lights are explosion proof fluorescent type and the floor is surfaced with spark-proof material. All fuel dispensers in the gas house have emergency shut-offs.

The gas house measures 106x90 ft. and contains five islands reached from either end through wide doors. The individual islands are all piped for both gasoline and diesel fuel and an independent manifold runs across them to carry fuel to any point of the island. Water is furnished at both ends of the islands. These islands are also equipped with alcohol, motor oil and torque oil dispensers.

All doors used throughout the garage are extremely heavy all-steel two-leaf type and are positively controlled either electrically or manually by an attendant at the door, at the bus washer or at the fuel dispensing islands.

Additional safety precautions are assured through the use of red and green traffic lights at the door. When the light shows "green" it is safe for the coach to pass as the door is then in its open position.

The Administration building—Ceilings are covered with white acoustical tile, but the walls are the same economical unplastered green-tinted cinder blocks. The second floor is large enough to provide a recreation room for the drivers or a cafeteria in case the D.S.R. Board wishes to install one. The operations room contains boards on which the schedules are posted and the continuous desk forming the bot[illegible] of these boards is for the u[illegible] of drivers while writing up their runs. Another feature is the four-sided bulletin board in the center of the first floor lobby. This board has a green felt covered cork-board upon which important notices are posted. When such notices are posted, lights on the board that flash on and off attract the operators' attention.

Considerable thought was given to the design of the ticket seller's and cash handler's cages. The result of this experimentation has been that, even though the work has been increased with both the issuance of directional and line transfers, much time is saved over past operations.

The heating plant contains two 200 hp. oil fired boilers. One is sufficient for normal use; the other is kept in reserve. The heavy duty air compressor is also located in this building. The heating plant generates steam sufficient for all Gilbert needs and is featured by convertors which change the steam into the hot water essential for the radiant heating of the floor[illegible] A large capacity incinerator is [illegible]u-ated alongside the heating plant.

The site occupies eleven acres of ground; eight of them under roof.

The total construction costs, including land, for the Gilbert unit was $2,566,240. The total construction costs of the Coolidge Terminal were $2,660,500.

The total cost per bus to be as signed to each of the terminals is approximately $8,000. The cost of the storage units is approximately $3,900 per bus. The fixed charges which include taxes, interest, depreciation of the structures and equipment will run about $320,000 for the first year. Based on annual mileage of 40,000 miles per bus, stationed at these facilities, the fixed charges will approximate about one-fourth cent per mile. Building maintenance and operating costs will be approximately one-half per mile. These charges are only a small fraction of the total operating and maintenance costs per bus mile, and the provision of these facilities will lower costs of [illegible]intenance and operation by [illegible]ral times the cost of the new facilities or serve to hold maintenance costs in line in face of rising prices.

12 47 5M

PACIFIC ELECTRIC RAILWAY COMPANY
MECHANICAL DEPARTMENT

OC-1772-A

Card 1

_____ MILE SERVICE
DO NOT OVER-LUBRICATE

COACH NO._____

DATE_____

SPEEDOMETER_____

NO.	ITEM	Cleaned	Adjusted	Repaired	Replaced	Lubricated	REMARKS (√ IF O. K.) PLEASE INITIAL EACH ITEM
	GENERAL						
1	Carburetor for smooth idle						
2	Choke for proper operation						
3	Cotter pins in Throttle, Clutch and Shift Rods						
4	Distributor Lubrication & Inspection						
5	Distributor Timing						
6	Engine Idling & Idling Speed						
7	Fuel Pump Bowl & Screen (clean)						
8	Fuel Pumps & Gas Lines						
9	Fuel Pump Pressure						
10	Gasoline Gauge						
11	Gasoline Lines & Connections for Leaks						
12	Governor for Proper Setting						
13	Heat Indicators						
14	Ignition Wiring Primary & Secondary						
15	[illegible] Pressure & Gauge						
16	[illegible]eration of Coach Enroute to Parking						
17	Release Bearing Clearance						
18	Slave Valve & Connections for Leaks						
19	Throttle Synchronization						
20	Throttle Connections						
21	Throttle Control for Full Opening						
	ELECTRICAL						
22	Ammeter						
23	Battery, Clean & Test						
24	Generator						
25	Headlights (Clean & Adjust)						
26	Heaters, Motors & Fans						
27	Horn, Wiring & Button						
28	Lights & Fuses (all)						
29	Regulator (Clean, Adjust & Set Rates)						
30	Relays & Solenoids						
31	Specific Gravity Record						
	NO. 1 BATTERY: 1 2 3						
	4 5 6						
	NO. 2 BATTERY: 1 2 3						
	4 5 6						
32	[illegible]edometer Adapter (Lubricate)						
33	Speedometer, Receiving & Sending						
34	Starter						
35	Switches (All)						
36	Wiring, Dash						
37	Wiring, Under Floor						

NO.	ITEM	Cleaned	Adjusted	Repaired	Replaced	Lubricated	REMARKS (√ IF O. K.) PLEASE INITIAL EACH ITEM
	AIR						
38	Air Lines for Leaks						
39	Air Separator (Drain)						
40	Compressor Pump Up Time						
41	Windshield Wiper, Blades & Valve						
	BODY						
42	Door Brgs. & Guides, Lubricate						
43	Door Engines for Leaks (air & oil)						
44	Door Operation						
45	Emergency Door						
46	Signal Arm & Mirrors						
	MISCELLANEOUS						
47	Brakes, Inspect & Adjust						
48	Change Oil						
49	Chassis Complete						
50	Compressor Belts or Drive						
51	Drive Shaft & Joints						
52	Exhaust Manifold Lines & Muffler						
53	Fan Bracket, Tighten						
54	Fan Drive & Joints						
55	Generator Belts or Drive						
56	Manifold Bolts & Nuts						
57	Oil Filters & Micro Mesh Screen on Twins						
58	Packing Glands						
59	Rear Axle for End Play						
59A	Rear Wheel Brgs., Repack-Whites at 10,000 miles						
60	Safety Equipment: Jacks, Tools, First Aid						
61	Shackles & Bars Adjust						
62	Snubbers & Shock Absorbers						
63	Spark Plugs, Change						
64	Springs & Hangers for breaks or damage						
65	Steering Gear & Connections						
66	Water Jacket for Leaks						
67	Wheel Bearing for Loose						
68	Air Filter (Engine Compartment) Drain						
69	Carburetor, Bowls, Drain						
70	Clutch Check & Adjust						
71	Gasoline Strainers Drain & Clean						
72	Throttle Reservoir (Fill)						
73	Wheel Alignment						
74	Wheel Rims & Hub Nuts						

(over)

FOREMAN_____

12 47 5M

PACIFIC ELECTRIC RAILWAY COMPANY
MECHANICAL DEPARTMENT

Card 2

_____ MILE SERVICE

DO NOT OVER-LUBRICATE

COACH NO._____

NO.	ITEM	Cleaned	Adjusted	Repaired	Replaced	Lubricated	REMARKS (√ IF O. K.) PLEASE INITIAL EACH ITEM
	LUBRICATION						
75	Air Tanks & Air Filter Trap, Drain						
76	Chassis, Lubricate Complete						
77	Differential Oil Level						
78	Mid Brgs. Examine & Lubricate						
79	Shifter Case Reservoir Oil Level						
80	Shift Rods, lubricate						
81	Springs, Pins & Clevises Lubricate						
82	Steering Lubricate with front wheels jacked up						
83	Transmission Oil Level						
84	Universal Joints Lubricate						
85	Water Pump Drive Coupling, Lubricate						
86	Water Pump Grease Cups						

REMARKS:

20,000 MILE

INCLUDE REGULAR_____MILE SERVICE PLUS THE FOLLOWING:

1	Adjust Tappets						
2	Brake Valves (All) Inspect & Test						
3	Bearings, Wheels, Clean, Inspect						
4	Brake Cam Bushings Inspect & Pack All						
5	Brake Cams Inspect						
6	Brake Drums, Inspect						
7	Brake Hinge Pins, Inspect						
8	Brake Shoe Hinge, Anchor Pins & Cams, Clean & Lubricate						
9	Brake Shoes, Inspect						
10	Front Spindle Bushings Inspect						
11	Front Spindle for Cracks or Wear						
12	Oil Sumps & Oil Pans (Clean)						
13	Oil Sumps & Screen (Clean on GMC or Twins)						
14	Rear Axle Shaft for Gasket & Studs						
15	Radiator Drain & Refill						
16	Transmision & Differential—Drain and Refill						

REMARKS:

	ITEM	Cleaned	Adjusted	Repaired	Replaced	Lubricated	REMARKS (√ IF O. K.) PLEASE INITIAL EACH ITEM
	DIESELS						
1	Check Emergency Switch						
2	Check Magnetic Valve						
3	Check Master Switch						
4	Check Pressure Magnet Valve						
5	Check Pressure Regulat. Valve						
6	Check Throttle Lock Cylinder						
7	Check Direct Drive Switch						
8	Check Throttle Solenoid						
9	Check Aspirator						
10	Check Aspirator Filter						
11	Check Cooler Core						
12	Check Direct Drive Clutch						
13	Check Direct Drive Cylinder						
14	Check Friction Clutch Cylinder						
15	Check Injector Fluid System: Tube, Rack & Balance Shaft						
16	Check Transmission Governor						
17	Check Turbine Unit						
18	Check Blower						
19	Check Engine Governor						
20	Check Oil Cooler for Leaks						
21	Check Tappets						
22	Check Alamastat						
23	Check Fuel Line Filters						
24	Check Fuel Pump & Screens						
25	Check Fuel Tank Filter						
26	Check Slave Valve						
27	Check Yielding Rod						

60,000 MILE

INCLUDE REGULAR_____MILE AND 20,000-MILE SERVICE PLUS THE FOLLOWING:

1	Carburetor, Remove & Overhaul						
2	Clutch, Overhaul						
3	Transmission, Overhaul						
4	Starter & Control, Remove & Clean						
5	Ventilation & Heater Fans, Overhaul						
6	Clean Air Lines						
7	Remove All Brake Valves, Clean and Adjust						
8	Oil Sump & Screens (on Whites) Clean						

100,000 MILE

INCLUDE THE REGULAR_____MILE AND 20,000-MILE SERVICE PLUS THE FOLLOWING:

HYDRAULIC TEST ALL AIR TANKS_____
(25% OVER MAXIMUM AIR PRESSURE)

FOREMAN_____

4-48

PACIFIC ELECTRIC RAILWAY COMPANY
MECHANICAL DEPARTMENT

OC-1772

_____ MILE SERVICE

COACH NO._____

DO NOT OVER-LUBRICATE

DATE_____ SPEEDOMETER_____

NO.	ITEM	Cleaned	Adjusted	Repaired	Replaced	Lubricated	REMARKS (√ IF O. K.) PLEASE INITIAL EACH ITEM
	GENERAL						
1	Operation of Coach Enroute to Parking						
2	Adjust Clutch						
3	Cotter Pins in Throttle, Clutch & Shift Rods						
4	Engine Idling						
5	Fuel Pumps & Gas Lines						
6	Gas Strainers (Drain & Clean)						
7	Oil Pressure						
9	Release Bearing Clearonce						
10	Throttle Control for Full Opening						
	ELECTRICAL						
11	Ammeter						
12	Battery Hydrometer Readings (Record Low Readings)						
13	Battery Water for Proper Level						
14	rn and Button						
15	Lights and Signals						
16	Speedometer (Receiving & Sending)						
	AIR						
17	Air Filter Engine Compartment (Drain)						
18	Air Separator (Drain)						
19	Radiator Shutters (Oil & Adjust						
20	Windshield Wipers (Motor & Blades						
	BODY						
21	Door Bearings & Guides (Lubricate)						
22	Door Engines for Oil & Air Leaks						
23	Door Qperation Sen. Edge & Treadles						
24	Emergency Door						
25	Mirrors & Signal Arm						
	MISCELLANEOUS						
26	Adjust Brakes						
27	Chassis (Complete)						
28	Compressor Belts or Drive						
29	Examine Rims, Tighten Rim & Wheel Nuts						
30	Exhaust Manifold Lines & Mufflers						
31	Fan Belts or Drive						
32	Foot Throttle Reservoir						
33	nerator Belts or Drive						
34	Rear Axle for End Play						
35	Safety Equipment (Jack, Tools, First Aid)						
36	Spring U Bolts (Tighten)						
37	Steering Gear & Connections						
38	Water Jacket for Leaks						

NO.	ITEM	Cleaned	Adjusted	Repaired	Replaced	Lubricated	REMARKS (√ IF O. K.) PLEASE INITIAL EACH ITEM
	LUBRICATION						
39	All Springs, Pins & Clevises						
40	Differential Oil Level						
41	Drain Air Filter Traps						
42	Drain Air Tanks						
43	Drive Line Mid-Bearings						
44	Lubricate Entire Chassis						
45	Shift Rods						
46	Transmission Oil Level						
47	Universal Joints						
48	Water Pump Drive Couplings						
49	Water Pump Grease Cups						

REMARKS:

FOREMAN_____

3-48-7M

O.C. 1744

PACIFIC ELECTRIC RAILWAY COMPANY

INSPECTION CARD

CAR No.________________

POINT	DATE	TIME	BRAKES		OIL	TROLLEYS	PUMP	LIGHTS HEATERS
			TOP	BOT.				

PACIFIC ELECTRIC RAILWAY COMPANY

GENERAL INSPECTION CARD

Date..... Station..... Car No.....

No.	ITEM	INSPECTOR
1	BATTERIES, BELLS, BUZZERS, RELAYS	
2	CHANGE OVER SWITCH	
3	COMMUTATING OR SERIES PARALLEL SW.	
4	CONTROLLERS	
5	COUPLER, SOCKETS AND JUMPERS	
6	GROUP	
7	LIGHTS, HEATERS, SWITCHBOARD	
8	LINE SWITCH	
9	RESISTANCE	
10	REVERSER	
11	TROLLEYS	
12	COMPRESSOR OR DYNAMOTOR	
13	GOVERNOR	
14	MOTORS	
15	LUBRICATION—COMPRESSOR	
16	LUBRICATION—TRUCK JOURNALS	
17	LUBRICATION—ARMATURE BEARINGS	
18	LUBRICATION—MOTOR AXLE BEARINGS	
19	LUBRICATION—GEARS AND PINIONS	
20	TRUCKS AND WHEELS	
21	BRAKE RIGGING	
22	BRAKE CYLINDER	
23	VALVES AND GAUGES	
24	PIPING	
25	DRAFT RIGGING	
26	FENDERS AND PILOTS	
27	SIGNAL EQUIPMENT	
28	CAR BODY AND FIXTURES	
29	SAFETY APPLIANCES	

INSPECTORS WILL NOTE BELOW ALL MATERIALS USED.

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.....

.....Foreman

PASSENGER TRAFFIC

PACIFIC ELECTRIC RAILWAY COMPANY
Mileage Reductions - Motor Coach Lines
January 1, to October 1, 1949

Line	Effective Date	Annual Miles Reduction	Annual Miles Added
Western-Franklin	Jan. 2	47,764	
Alhambra-Temple City	Jan. 21	122,926	
Riverside-Arlington	Feb. 25	10,437	
LA-Alh-Temple City	Mar. 11		37,567
Van Nuys(Riverside Dr.)	Mar. 18		25,056
Redondo Beach	Mar. 25	104,221	
Long Beach-Pasadena	Apr. 4	620	
Long Beach-Riverside	Apr. 4	14,082	
Santa Monica via Bev. Hills	Apr. 16		48,116
Redondo Beach	May 13		129,294
Hollywoodland	June 10	95,572	
San Bernardino	June 10		7,628
Garfield Avenue	June 16	1,900	
Wilshire Blvd	June 24	43,092	
Alhambra-Temple City	July 1	21,534	
Sunland	July 2	8,389	
Santa Monica via Bev. Hills	July 1	7,497	
Newport-Balboa	July 8	51,940	
Riverside via Valley	July 8	211,000	
Whittier Blvd	July 8	9,562	
Wilshire Blvd	July 22	159,829	
No. Hollywood	July 25	8,411	
Los Angeles-Balboa	Aug. 4	2,296	
Garfield Ave.-H. Park	Aug. 8	22,016	
Santa Monica via Bev. Hills	Aug. 11	8,899	
Wilshire Blvd	Aug. 15	9,366	
LA-No. Hollywood-Van Nuys	Aug. 15		1,092
Long Beach-Hunt. Park	Sept 2	57,200	
Long Beach-San Pedro	Sept 2	44,163	
Sunset Blvd	Sept 9	35,657	
Fairfax Avenue	Sept 9	32,545	
Santa Monica via Bev. Hills	Sept 16	70,228	
Sunset Blvd	Sept 21		34,527
Fairfax Avenue	Sept 21		4,396
Wilshire Blvd	Sept 30		39,909
		1,201,146	327,585

Excludes Sunday Beach Service
on some lines as seasonal operation - Net Reduction 873,561 annual miles

SCHEDULE BUREAU
October 13, 1949

LOS ANGELES TRANSIT LINES

MAXIMUM HOURLY LOADS

Line	Location	Time	Passenger Load	Direction
"J" - Jefferson Line	Pico & Grand	5 - 6 p.m.	1,806	Outbound
	" "	" "	532	Inbound
(route miles - 12.4)				
	Vernon & Santa Fe Ave.	" "	1,679	Outbound
	" " "	" "	455	Inbound

Date of Check: Friday, October 15, 1948

"P" - Pico Line	Pico & Figueroa	5 - 6 p.m.	2,935	Outbound
	" "	" "	888	Inbound
(route miles - 10.1)				
	1st & San Pedro	" "	2,456	Outbound
	" " "	" "	1,108	Inbound

Date of Check: Thursday, September 30, 1948

PACIFIC ELECTRIC RAILWAY CO.

Line	Location	Time	Passenger Load	Direction
Glendale Line	Park & Glendale	5 - 6 p.m.	2,206	Outbound
	" "	" "	401	Inbound
(route miles - 12.3)	Park & Glendale	7:30-8:30 am	1,831	Inbound
	" "	" "	163	Outbound

Date of Check: Wednesday, January 5, 1949

Bureau of Research
February 9, 1949

at Vermont Wilshire Blvd line - 5-6 pm - 1896
("about the same as the J line")

PACIFIC ELECTRIC RAILWAY COMPANY

PASSENGER RAIL AND MOTOR COACH LINES

COMPARISON OF PASSENGER TRAVEL

RAIL

Comparison of Daily Passenger Travel:

	(Aug 3-9) 1947	%	(Aug 1-7) 1948	%	Increase (Decrease)*	%
Sunday	170,504	9.69	127,688	8.83	(42,816)	(25.11)
Monday	274,799	15.62	226,491	15.67	(48,308)	(17.58)
Tuesday	270,496	15.38	225,394	15.60	(45,102)	(16.67)
Wednesday	272,780	15.51	222,494	15.39	(50,286)	(18.43)
Thursday	264,362	15.03	221,951	15.35	(42,411)	(16.04)
Friday	268,560	15.27	227,828	15.76	(40,732)	(15.17)
Saturday	237,582	13.50	193,706	13.40	(43,876)	(18.47)
TOTAL.....	1,759,083	100.00	1,445,552	100.00	(313,531)	(17.82)

Comparison of Travel by Lines:

1	Pasadena Oak Knoll	42,354	37,312	(5,042)	(11.90)
2	Pasadena Short Line	48,569	42,381	(6,188)	(12.74)
3	Baldwin Park	37,424	34,398	(3,026)	(8.09)
4	Monrovia-Glendora	35,583	35,651	68	19
5	Sierra Madre	10,892	6,986	(3,906)	(35.86)
6	LA - Long Beach	123,070	98,360	(24,710)	(20.08)
7	LA - San Pedro	93,815	81,768	(12,047)	(12.84)
8	LA - San Pedro SS	10,469	9,320	(1,149)	(10.98)
9	Long Beach - San Pedro	34,529	24,017	(10,512)	(30.44)
10	Long Beach-San Pedro SS	1,214	785	(429)	(35.34)
11	LA - Santa Ana	41,972	38,796	(3,176)	(7.57)
12	Santa Monica Air Line	598	491	(107)	(17.89)
17	Newport Beach	1,315	1,573	258	19.62
25	Watts-Sierra Vista	246,818	194,063	(52,755)	(21.37)
28	Santa Monica Blvd.	213,286	191,656	(21,630)	(10.14)
29	Glendale-Burbank	125,913	144,425	18,512	14.70
30	Venice Short Line	116,266	97,594	(18,672)	(16.06)
32	Hollywood Blvd.	475,041	405,976	(69,065)	(14.54)
	Sub-Total.....	1,659,128	1,445,552	(213,576)	(12.87)
	Subway Collections	99,955	- - -	(99,955)	(100.00)
	TOTAL.....	1,759,083	1,445,552	(313,531)	(17.82)

* ( ) = red

PACIFIC ELECTRIC RAILWAY COMPANY
PASSENGER RAIL AND MOTOR COACH LINES
COMPARISON OF PASSENGER TRAVEL

MOTOR COACH

Comparison of Daily Passenger Travel:

	(Aug 3-9) 1947	%	(Aug 1-7) 1948	%	Increase (Decrease)*	%
Sunday	80,371	9.81	66,975	8.56	(13,396)	(16.67)
Monday	127,840	15.60	125,744	16.07	(2,096)	(1.64)
Tuesday	128,942	15.74	120,812	15.44	(8,130)	(6.31)
Wednesday	128,351	15.66	123,207	15.75	(5,144)	(4.01)
Thursday	124,791	15.23	123,020	15.72	(1,771)	(1.42)
Friday	121,255	14.80	122,934	15.71	1,679	1.38
Saturday	107,788	13.16	99,757	12.75	(8,031)	(7.45)
TOTAL.....	819,338	100.00	782,449	100.00	(36,889)	(4.50)

Comparison of Travel by Lines:

50	Pasadena-Alhambra SP	93	120	27	29.03
51	Garfield Ave.	23,783	20,130	(3,653)	(15.36)
52	Temple City	56,377	54,607	(1,770)	(3.14)
54	Huntington Pk.	73,051	58,534	(14,517)	(19.87)
55	LA-Balboa	13,080	12,540	(540)	(4.13)
56	LA-Sunland	44,514	47,105	2,591	5.82
58	LA-Santa Ana	84,254	85,570	1,316	1.56
59	Long Beach-Riverside	8,479	8,552	73	.86
61	Long Beach-Pasadena	13,467	10,753	(2,714)	(20.15)
62	Redlands-Arlington	37,060	32,014	(5,046)	(16.62)
63	LA-SD-Riverside	137,013	130,971	(6,042)	(4.41)
64	Pasadena-Pomona	1,153	1,433	280	24.28
65	San Marino-S.Madre	- -	3,579	3,579	- -
75	Santa Monica	123,964	117,707	(6,257)	(5.05)
76	Bev. Blvd-Sunset Bld	4,808	6,071	1,263	26.27
77	Hollywood-Bev. Hills	48,977	40,498	(8,479)	(17.31)
78	Western-Franklin	28,792	20,208	(8,584)	(29.81)
79	Redondo Beach	53,990	52,455	(1,535)	(2.40)
80	Emery Park	3,535	3,144	(391)	(11.06)
81	Ventura Blvd.	28,547	26,518	(2,029)	(7.11)
82	No. Hollywood	13,098	12,777	(321)	(2.45)
83	Canoga Park	5,115	4,511	(604)	(11.81)
84	San Fernando	4,358	4,246	(112)	(2.57)
85	Birmingham Hosp.	6,236	5,736	(500)	(8.03)
86	LA-Van Nuys	5,594	21,111	15,517	277.39
87	No. Hollywood-Sh.Oaks	- -	1,559	1,559	- -
	TOTAL+.....	819,338	782,449	(36,889)	(4.50)

* ( ) = red

PASSENGER RAIL AND MOTOR COACH LINES

COMPARISON OF PASSENGER TRAVEL

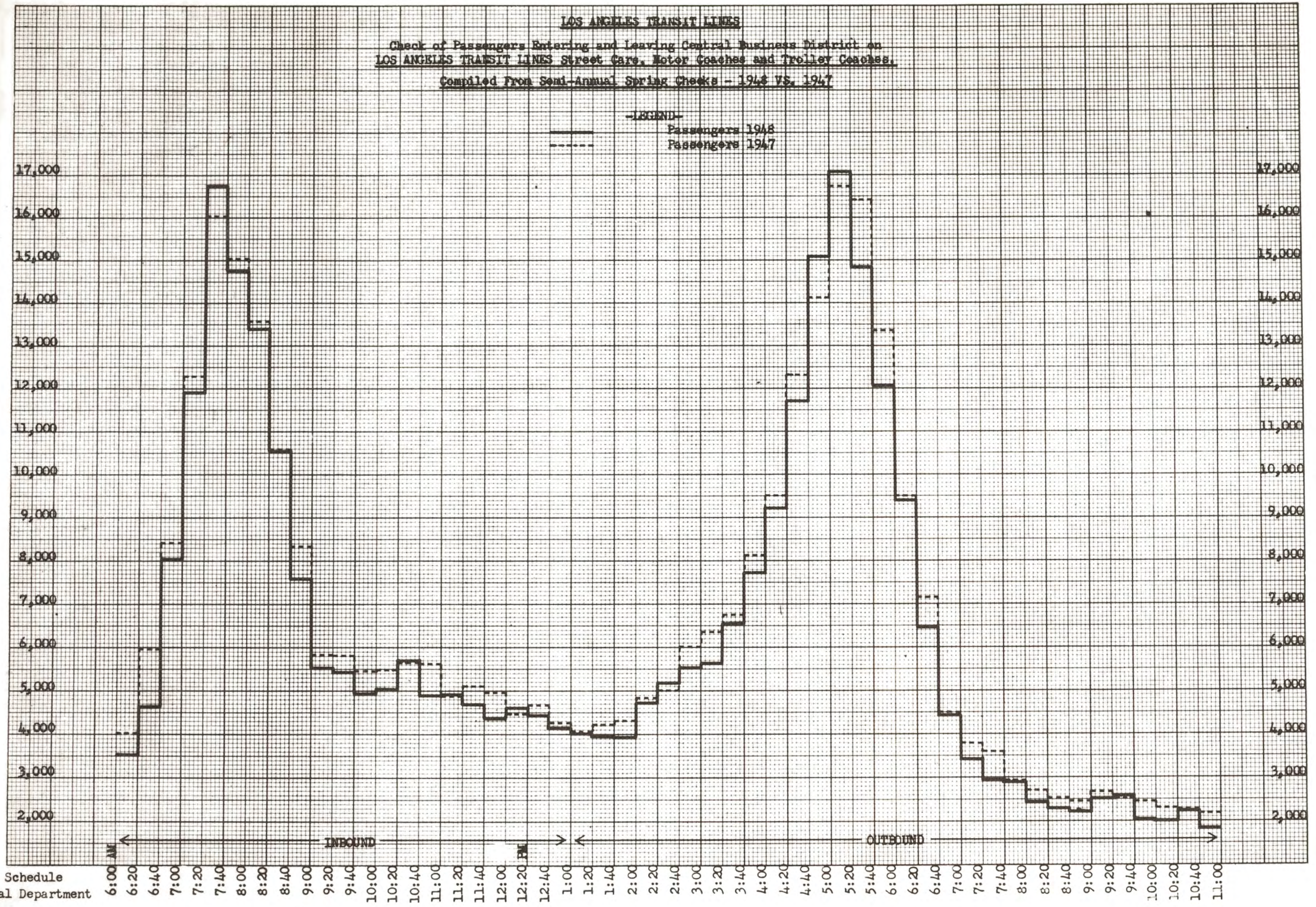
Comparison Combined Rail and Motor Coach Daily Passenger Travel:

	(Aug 3-9) 1947	%	(Aug 1 -7) 1948	%	Increase (Decrease)	%
Sunday	187,865	7.47	194,663	8.74	6,798	3.62
Monday	402,629	16.01	352,235	15.81	(50,394)	(12.52)
Tuesday	399,430	15.88	346,206	15.54	(53,224)	(13.32)
Wednesday	401,105	15.95	345,701	15.52	(55,404)	(13.81)
Thursday	389,136	15.47	344,971	15.48	(44,165)	(11.35)
Friday	389,804	15.50	350,762	15.74	(39,042)	(10.02)
Saturday	345,179	13.72	293,463	13.17	(51,716)	(14.98)
TOTAL	2,515,148	100.00	2,228,001	100.00	(287,147)	(11.42)

(RED FIGURES)

LOS ANGELES TRANSIT LINES

Check of Passengers Entering and Leaving Central Business District on
LOS ANGELES TRANSIT LINES Street Cars, Motor Coaches and Trolley Coaches.
Compiled From Semi-Annual Spring Checks - 1948 VS. 1947

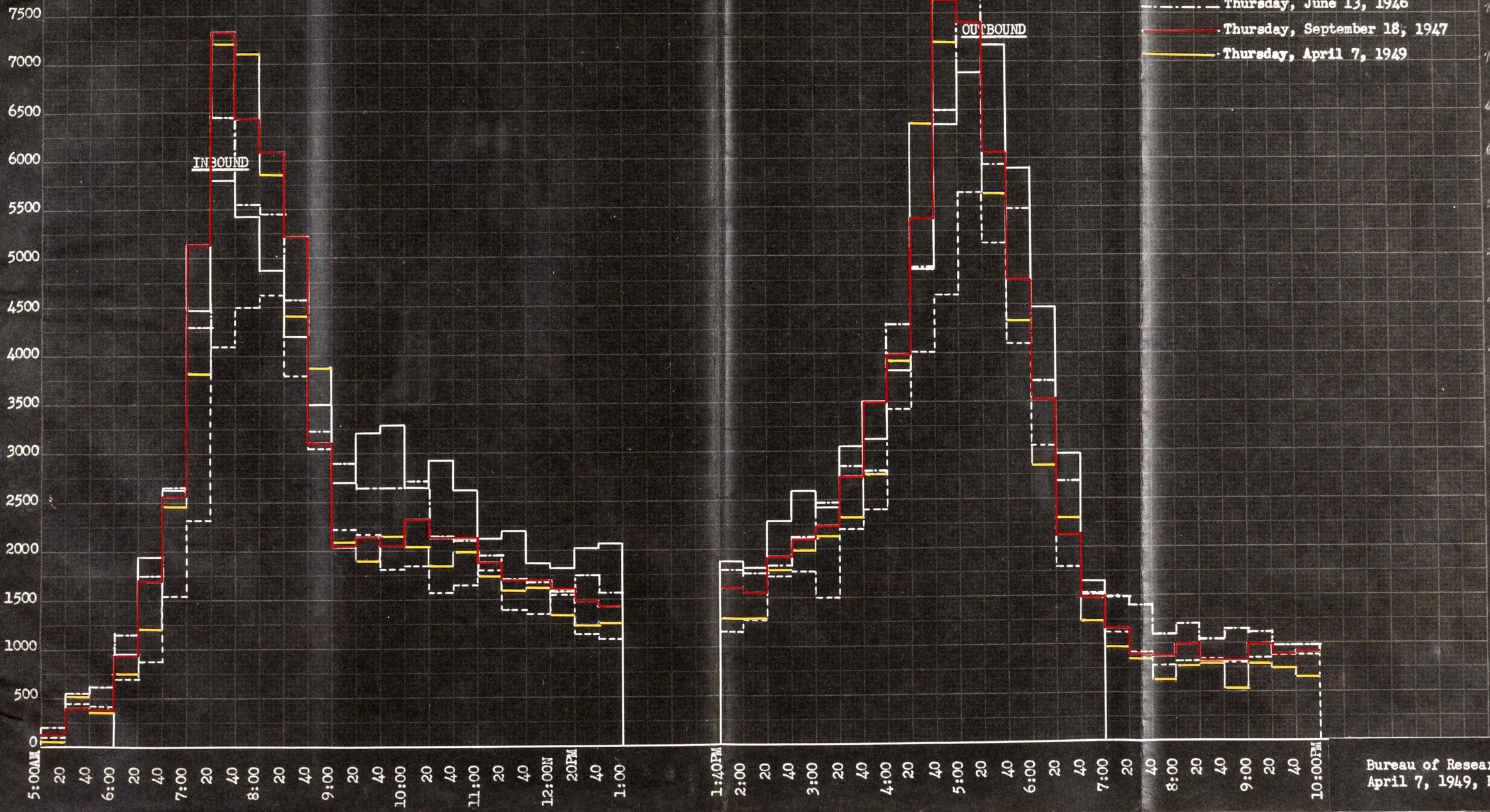


Issued By Schedule
Statistical Department

PACIFIC ELECTRIC RAILWAY COMPANY

TOTAL PASSENGERS ENTERING AND LEAVING LOS ANGELES DOWNTOWN AREA

ALL P.E. RAIL AND MOTOR COACH LINES



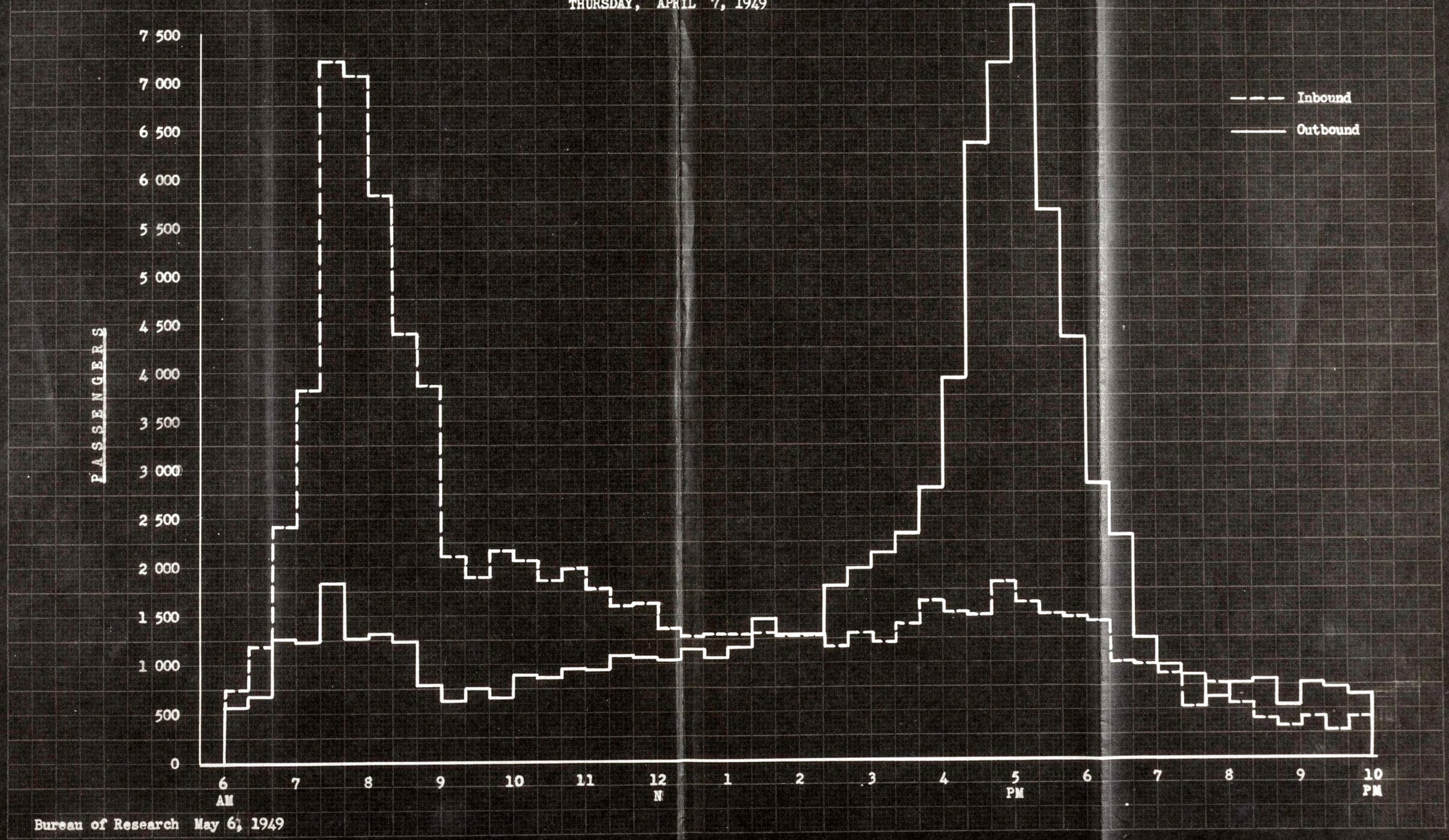
Bureau of Research
April 7, 1949, Rev.

PACIFIC ELECTRIC RAILWAY COMPANY

PASSENGERS ENTERING AND LEAVING LOS ANGELES DOWNTOWN AREA

ALL PE RAIL AND MOTOR COACH LINES

THURSDAY, APRIL 7, 1949



Bureau of Research May 6, 1949

Bureau of Research
October 22, 1947

PACIFIC ELECTRIC RAILWAY COMPANY

TOTAL PASSENGERS AND UNITS OF EQUIPMENT LEAVING LOS ANGELES DOWNTOWN AREA

4:00 A.M. TO 10:00 P.M., THURSDAY, SEPTEMBER 18, 1947

VIA PASADENA SHORT LINE, PASADENA OAK KNOLL, SIERRA MADRE, GLENDORA, AND BALDWIN PARK RAIL LINES

	Units	PASSENGERS	PERCENTAGE OF TOTAL PASSENGERS
4:00AM	1	10	0.11%
20	1	4	0.04%
40	1	47	0.52%
5:00	1	59	0.65%
20	2	62	0.68%
40	3	90	0.99%
6:00	4	89	0.98%
20	4	43	0.47%
40	7	110	1.21%
7:00	6	95	1.04%
20	4	45	0.49%
40	7	81	0.89%
8:00	8	57	0.62%
20	2	53	0.58%
40	4	77	0.84%
9:00	3	73	0.80%
20	3	75	0.82%
40	5	129	1.41%
10:00	3	86	0.94%
20	3	90	0.99%
40	4	102	1.12%
11:00	3	104	1.14%
20	3	111	1.22%
40	4	99	1.08%
12:00N	3	119	1.30%
20PM	3	93	1.02%
40	4	149	1.63%
1:00	3	144	1.58%
20	3	143	1.57%
40	5	198	2.17%
2:00	6	258	2.83%
20	3	110	1.21%
40	9	424	4.65%
3:00	10	585	6.41%
20	13	662	7.25%
40	18	1019	11.16%
4:00	17	1033	11.32%
20	9	528	5.78%
40	9	490	5.37%
5:00	7	341	3.74%
20	5	129	1.41%
40	3	145	1.59%
6:00	3	107	1.17%
20	2	87	0.95%
40	1	38	0.42%
7:00	4	158	1.73%
20	1	33	0.36%
40	2	109	1.19%
8:00	2	112	1.23%
20	2	71	0.78%
40	1	50	0.55%
9:00			
20			
40			
10:00			
TOTAL	242	9,126	100.00%

Bureau of Research
October 22, 1947

PACIFIC ELECTRIC RAILWAY COMPANY

TOTAL PASSENGERS AND UNITS OF EQUIPMENT ENTERING LOS ANGELES DOWNTOWN AREA

4:00 A.M. TO 10:00 P.M., THURSDAY, SEPTEMBER 18, 1947

VIA PASADENA SHORT LINE, PASADENA-OAK KNOLL, SIERRA MADRE, GLENDORA, AND BALDWIN PARK RAIL LINES

	Units	PASSENGERS	PERCENTAGE OF TOTAL PASSENGERS
4:00AM	1	5	0.06%
20	3	85	0.94%
40	1	13	0.14%
5:00	3	78	0.86%
20	3	167	1.84%
40	5	268	2.95%
6:00	7	336	3.70%
20	18	951	10.47%
40	15	894	9.84%
7:00	14	758	8.34%
20	12	663	7.30%
40	4	134	1.47%
8:00	8	322	3.54%
20	6	256	2.82%
40	4	191	2.10%
9:00	6	277	3.05%
20	4	184	2.02%
40	3	175	1.93%
10:00	5	215	2.37%
20	3	169	1.86%
40	3	129	1.42%
11:00	4	161	1.77%
20	3	104	1.14%
40	3	116	1.28%
12:00N	4	138	1.52%
20PM	3	98	1.08%
40	3	87	0.96%
1:00	4	144	1.58%
20	2	53	0.58%
40	3	123	1.35%
2:00	4	131	1.44%
20	3	111	1.22%
40	4	141	1.55%
3:00	3	111	1.22%
20	4	120	1.32%
40	5	105	1.16%
4:00	6	96	1.06%
20	6	185	2.04%
40	5	112	1.23%
5:00	8	112	1.23%
20	8	111	1.22%
40	5	72	0.79%
6:00	1	61	0.67%
20	3	64	0.70%
40	2	23	0.25%
7:00	1	75	0.83%
20	4	19	0.21%
40	1	38	0.42%
8:00	2	43	0.47%
20	2	31	0.34%
40	2	32	0.35%
9:00	1		
20			
40			
10:00			
TOTAL	269	9,087	100.00%

PACIFIC ELECTRIC RAILWAY COMPANY

TOTAL PASSENGERS, AND UNITS OF EQUIPMENT LEAVING LOS ANGELES DOWNTOWN AREA
4:00 A.M. TO 10:00 P.M., THURSDAY, SEPTEMBER 18,1947

VIA HOLLYWOOD BLVD. & SANTA MONICA BLVD. RAIL LINES
(Echo Park Avenue Line Excluded)

Bureau of Research
October 21, 1947

	Units	PASSENGERS	PERCENTAGE OF TOTAL PASSENGERS
4:00AM	1	36	0.19%
20			
40			
5:00	2	59	0.31%
20	4	139	0.74%
40	7	250	1.32%
6:00	8	255	1.35%
20	8	241	1.28%
40	12	446	2.36%
7:00	13	341	1.81%
20	7	224	1.19%
40	8	222	1.18%
8:00	8	230	1.22%
20	8	173	0.92%
40	7	172	0.91%
9:00	7	185	0.98%
20	7	153	0.81%
40	7	256	1.36%
10:00	7	217	1.15%
20	7	269	1.43%
40	7	273	1.45%
11:00	7	251	1.33%
20	7	265	1.40%
40	7	264	1.40%
12:00N	7	301	1.60%
20PM	7	339	1.80%
40	7	322	1.71%
1:00	7	322	1.71%
20	8	348	1.85%
40	9	473	2.51%
2:00	9	481	2.55%
20	10	458	2.43%
40	11	629	3.34%
3:00	12	562	2.98%
20	11	573	3.04%
40	12	890	4.72%
4:00	14	1202	6.37%
20	16	1336	7.09%
40	18	1257	6.67%
5:00	13	815	4.32%
20	12	869	4.61%
40	8	325	1.72%
6:00	5	335	1.78%
20	7	291	1.54%
40	7	262	1.39%
7:00	5	240	1.27%
20	5	250	1.33%
40	4	163	0.86%
8:00	5	234	1.24%
20	5	241	1.28%
40	4	182	0.96%
9:00	5	234	1.24%
20			
40			
10:00			
TOTAL	399	18,855	100.00%

PACIFIC ELECTRIC RAILWAY COMPANY

TOTAL PASSENGERS, AND UNITS OF EQUIPMENT ENTERING LOS ANGELES DOWNTOWN AREA
4:00 A.M. TO 10:00 P.M., THURSDAY, SEPTEMBER 18, 1947

VIA HOLLYWOOD BLVD. & SANTA MONICA BLVD. RAIL LINES
(Echo Park Avenue Line Excluded)

Bureau of Research
October 21, 1947

	Units	PASSENGERS	PERCENTAGE OF TOTAL PASSENGERS
4:00AM	2	37	0.19%
20	1	27	0.14%
40	2	87	0.45%
5:00	2	74	0.38%
20	5	112	0.58%
40	6	276	1.44%
6:00	7	404	2.10%
20	9	840	4.37%
40	13	979	5.09%
7:00	13	968	5.04%
20	12	967	5.03%
40	13	1023	5.32%
8:00	12	635	3.30%
20	6	306	1.59%
40	8	320	1.66%
9:00	7	385	2.00%
20	7	411	2.14%
40	7	433	2.25%
10:00	7	468	2.44%
20	7	413	2.15%
40	7	384	2.00%
11:00	7	346	1.80%
20	7	342	1.78%
40	7	368	1.91%
12:00N	7	399	2.08%
20PM	7	341	1.77%
40	7	338	1.76%
1:00	7	443	2.30%
20	8	362	1.88%
40	8	311	1.62%
2:00	8	272	1.42%
20	11	318	1.65%
40	12	394	2.05%
3:00	10	331	1.72%
20	14	483	2.51%
40	15	717	3.73%
4:00	9	440	2.29%
20	9	453	2.36%
40	7	544	2.83%
5:00	10	280	1.46%
20	8	335	1.75%
40	5	245	1.28%
6:00	4	333	1.73%
20	5	217	1.13%
40	5	169	0.88%
7:00	5	127	0.66%
20	5	136	0.71%
40	5	137	0.71%
8:00	6	80	0.42%
20	4	173	0.90%
40		132	0.69%
9:00		108	0.56%
20			
40			
10:00			
TOTAL	391	19,223	100.00%

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KEUFFEL & ESSER CO. N. Y.

Bureau of Research
October 22, 1947

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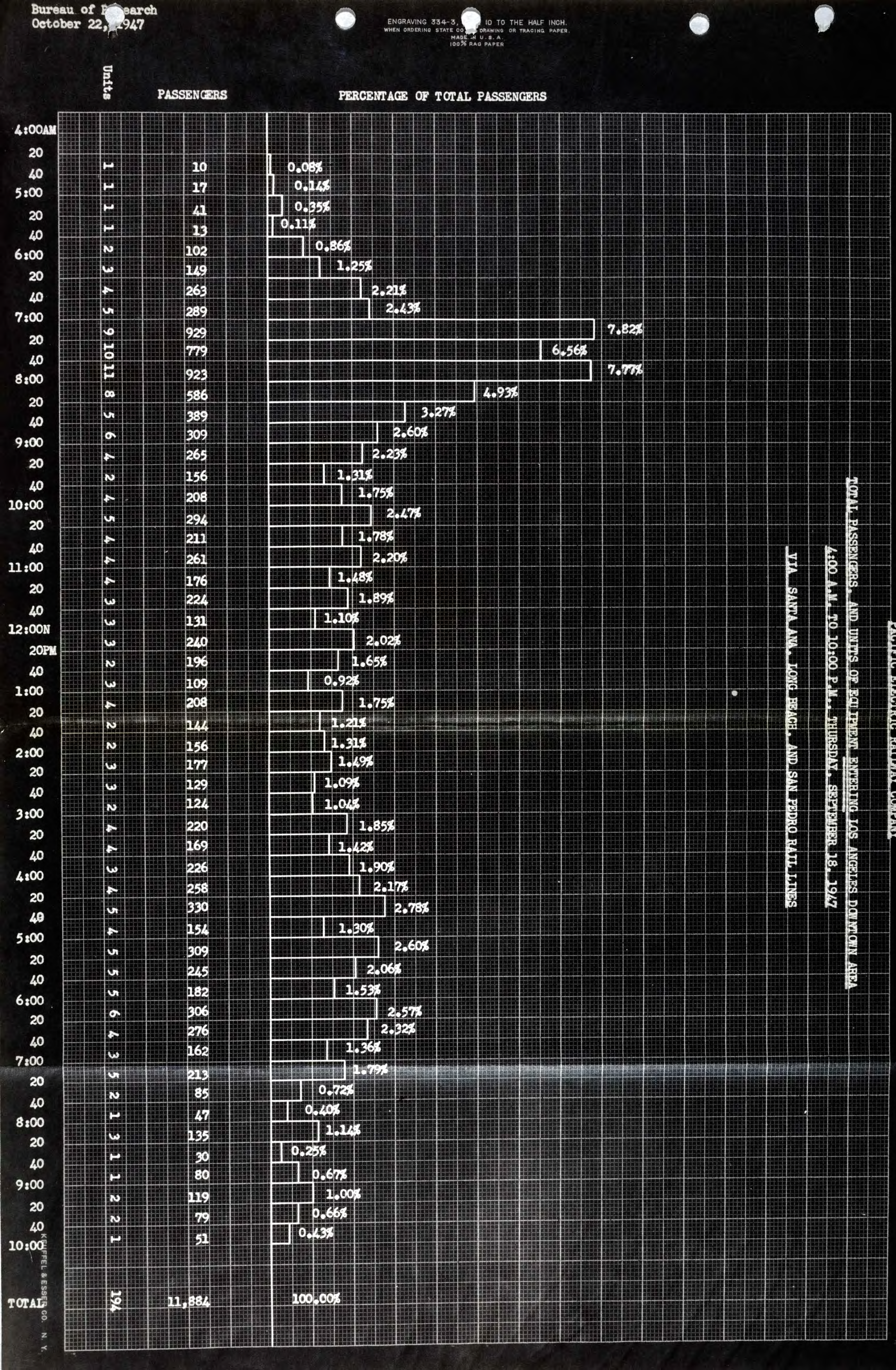

PACIFIC ELECTRIC RAILWAY COMPANY

TOTAL PASSENGERS AND UNITS OF EQUIPMENT ENTERING LOS ANGELES DOWNTOWN AREA
4:00 A.M. TO 10:00 P.M., THURSDAY, SEPTEMBER 18, 1947
VIA SANTA ANA, LONG BEACH, AND SAN PEDRO RAIL LINES

PACIFIC ELECTRIC RAILWAY COMPANY

TOTAL PASSENGERS, AND UNITS OF EQUIPMENT LEAVING LOS ANGELES DOWNTOWN AREA

4:00 A.M. TO 10:00 P.M., THURSDAY, SEPTEMBER 18, 1947

VIA SANTA ANA, LONG BEACH, AND SAN PEDRO RAIL LINES

Bureau of Research
October 22, 1947

	units	PASSENGERS	PERCENTAGE OF TOTAL PASSENGERS
4:00AM	1	44	0.39%
20	1	21	0.19%
40			
5:00	1	41	0.37%
20	3	179	1.60%
40	2	55	0.49%
6:00	2	136	1.21%
20	5	153	1.36%
40	2	135	1.20%
7:00	4	92	0.82%
20	5	200	1.78%
40	4	90	0.80%
8:00	2	96	0.85%
20	4	127	1.13%
40	4	114	1.02%
9:00	3	85	0.76%
20	3	122	1.09%
40	2	145	1.29%
10:00	4	138	1.23%
20	3	151	1.35%
40	3	145	1.29%
11:00	3	125	1.11%
20	5	142	1.27%
40	2	129	1.15%
12:00N	2	117	1.04%
20PM	3	231	2.06%
40	3	117	1.04%
1:00	2	121	1.08%
20	4	142	1.27%
40	2	162	1.44%
2:00	2	167	1.49%
20	5	230	2.05%
40	3	117	1.04%
3:00	4	262	2.34%
20	7	368	3.28%
40	5	433	3.86%
4:00	7	589	5.25%
20	9	552	4.92%
40	11	1014	9.04%
5:00	9	720	6.42%
20	8	644	5.74%
40	6	690	6.15%
6:00	4	368	3.28%
20	6	339	3.02%
40	3	227	2.02%
7:00	2	119	1.06%
20	4	148	1.32%
40	1	78	0.70%
8:00	2	134	1.20%
20	1	81	0.72%
40	2	96	0.86%
9:00	2	153	1.36%
20	1	68	0.61%
40	2	126	1.12%
10:00			
TOTAL	198	11,217	100.00%

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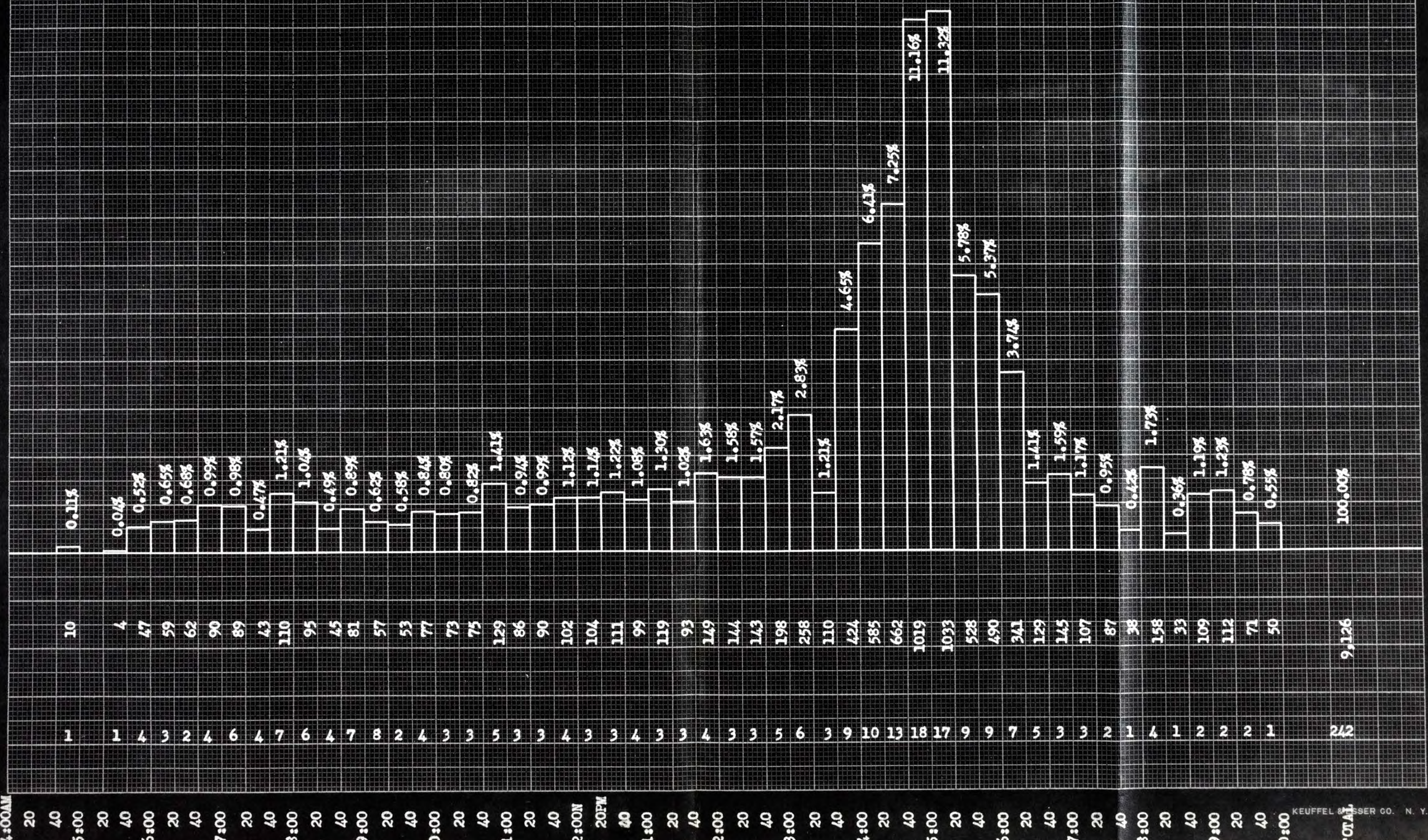
PACIFIC ELECTRIC RAILWAY COMPANY

TOTAL PASSENGERS, AND UNITS OF EQUIPMENT LEAVING LOS ANGELES DOWNTOWN AREA
4:00 A.M. TO 10:00 P.M., THURSDAY, SEPTEMBER 18, 1947

VIA PASADENA SHORT LINE, PASADENA OAK KNOLL, SIERRA MADRE, GLENDORA, AND BALDWIN PARK RAIL LINES



Bureau of Research
October 22, 1947

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KEUFFEL & ESSER CO. N. Y.

Bureau of Research
October 22, 1947

PACIFIC ELECTRIC RAILWAY COMPANY

TOTAL PASSENGERS AND UNITS OF EQUIPMENT ENTERING LOS ANGELES DOWNTOWN AREA

4:00 A.M. TO 10:00 P.M., THURSDAY, SEPTEMBER 18, 1947

VIA PASADENA SHORT LINE, PASADENA-OAK KNOLL, SIERRA MADRE, GLENDORA, AND BALDWIN PARK RAIL LINES

	Units	PASSENGERS	PERCENTAGE OF TOTAL PASSENGERS
4:00AM	1	5	0.06%
20			
40			
5:00	3	85	0.94%
20	1	13	0.14%
40	3	78	0.86%
6:00	3	167	1.84%
20	5	268	2.95%
40	7	336	3.70%
7:00	18	951	10.47%
20	15	894	9.84%
40	14	758	8.34%
8:00	12	663	7.30%
20	4	134	1.47%
40	8	322	3.54%
9:00	6	256	2.82%
20	4	191	2.10%
40	6	277	3.05%
10:00	4	184	2.02%
20	3	175	1.93%
40	5	215	2.37%
11:00	3	169	1.86%
20	3	129	1.42%
40	4	161	1.77%
12:00N	3	104	1.14%
20	3	116	1.28%
40	4	138	1.52%
1PM	3	98	1.08%
20	3	87	0.96%
40	4	144	1.58%
2:00	2	53	0.58%
20	3	123	1.35%
40	4	131	1.44%
3:00	3	111	1.22%
20	4	141	1.55%
40	5	111	1.22%
4:00	6	120	1.32%
20	6	105	1.16%
40	5	96	1.06%
5:00	9	185	2.04%
20	8	112	1.23%
40	8	112	1.23%
6:00	5	111	1.22%
20	1	72	0.79%
40	3	61	0.67%
7:00	2	64	0.70%
20	1	23	0.25%
40	4	75	0.83%
8:00	1	19	0.21%
20	2	38	0.42%
40	2	43	0.47%
9:00	2	31	0.34%
20	1	32	0.35%
40			
10:00	238	9,087	100.00%
TOTAL			

KEUFFEL & ESSER CO. N. Y.

PACIFIC ELECTRIC RAILWAY COMPANY

TOTAL PASSENGERS, SEATS, AND UNITS OF EQUIPMENT LEAVING LOS ANGELES DOWNTOWN AREA

4:00 A.M. TO 10:00 P.M., THURSDAY, SEPTEMBER 18, 1947

ALL P.E. RAIL LINES

PASSENGERS AND SEATS

Passengers

Seats

	Units	% of Total Passengers
4:00 AM	2	.07
20	1	.03
40	3	.09
5:00	2	.10
20	8	.36
40	11	.32
6:00	16	.67
20	30	1.43
40	25	1.09
7:00	34	1.24
20	44	1.66
40	41	1.36
8:00	30	.81
20	33	.93
40	37	1.01
9:00	34	.71
20	27	.83
40	27	.92
10:00	24	.88
20	26	1.18
40	28	1.23
11:00 N	24	1.18
20PM	28	1.47
40	26	1.32
12:00	23	1.21
20	26	1.51
40	27	1.45
1:00	23	1.48
20	26	1.50
40	28	1.77
2:00	26	1.68
20	34	2.16
40	33	2.15
3:00	34	2.30
20	39	3.06
40	45	3.88
4:00	45	4.02
20	54	5.43
40	67	7.67
5:00	73	7.75
20	63	6.78
40	52	5.50
6:00	43	4.22
20	34	2.42
40	23	1.80
7:00	20	1.33
20	20	1.15
40	16	.95
8:00	16	1.15
20	12	.80
40	14	.94
9:00	14	1.16
20	13	.94
40	13	.95
10:00		

Bureau of Research
September 30, 1947

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KEUFFEL & ESSER CO. N. Y.

PACIFIC ELECTRIC RAILWAY COMPANY

TOTAL PASSENGERS, SEATS, AND UNITS OF EQUIPMENT ENTERING LOS ANGELES DOWNTOWN AREA
4:00 A.M. TO 10:00 P.M., THURSDAY, SEPTEMBER 18, 1947

ALL P.E. RAIL LINES

Passengers
Seats

PASSENGERS AND SEATS

5,000
4,500
4,000
3,500
3,000
2,500
2,000
1,500
1,000
500
0

Units 1 2 5 4 9 6 18 26 33 51 71 63 57 51 39 30 31 28 32 29 28 29 25 26 25 25 26 26 25 28 28 30 30 31 34 35 39 44 44 44 51 43 44 32 27 24 16 15 17 13 14 13 16 10

4:00AM 20 40 5:00 20 40 6:00 20 40 7:00 20 40 8:00 20 40 9:00 20 40 10:00 20 40 11:00 20 40 12:00 N 20PM 40 1:00 20 40 2:00 20 40 3:00 20 40 4:00 20 40 5:00 20 40 6:00 20 40 7:00 20 40 8:00 20 40 9:00 20 40 10:00

Bureau of R[illegible]arch
September 30, 1947

ENGRAVING 334-3, [illegible] TO THE HALF INCH.
WHEN ORDERING STATE COLOR, DRAWING OR TRACING PAPER.
MADE IN U.S.A.
100% RAG PAPER

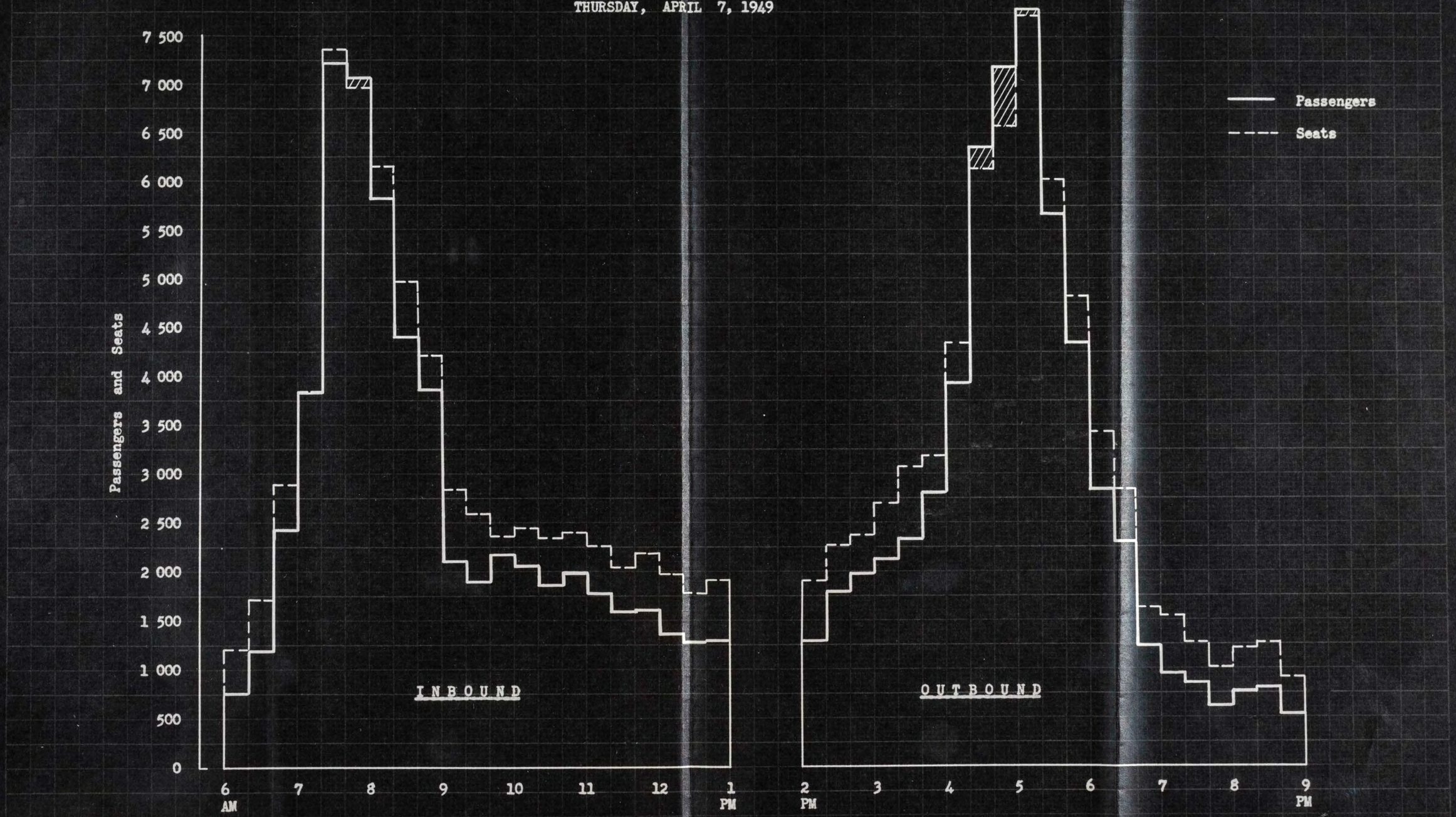
KEUFFEL & ESSER CO. N. Y.

PACIFIC ELECTRIC RAILWAY COMPANY

PASSENGERS AND SEATS ENTERING AND LEAVING LOS ANGELES DOWNTOWN AREA

ALL PE RAIL AND MOTOR COACH LINES

THURSDAY, APRIL 7, 1949



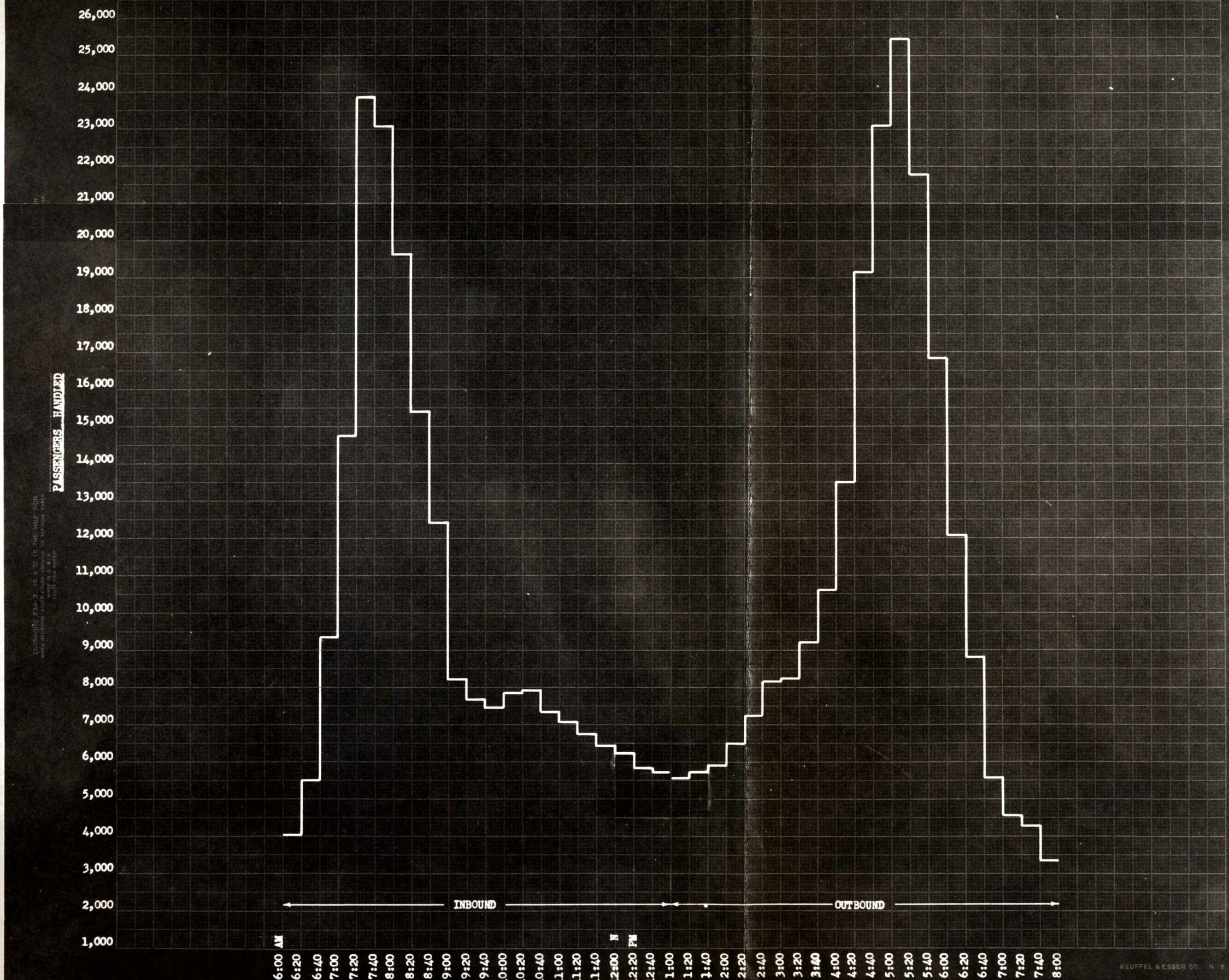
Bureau of Research May 6, 1949

Pacific Electric Railway Company

Los Angeles Transit Lines

COMBINED TOTAL PASSENGERS ENTERING AND LEAVING LOS ANGELES DOWNTOWN AREA

ALL RAIL AND MOTOR COACH LINES, THURSDAY, APRIL 7, 1949



KEUFFEL & ESSER CO. N. Y.

Application No. 19502
(110th Supplemental)
Exhibit No._____
Witness_____
Date_____

KEY SYSTEM TRANSIT LINES

Comparison of Operating Results - Substitution of Motor Coaches for Rail Line No. 6 (including previous motor coach line No. 62) and as compared with all Transit Lines (Rail and Motor Coach)

	Coach Line No. 6 First 5 Months of 1947	Rail Line No. 6 & Coach Line No. 62 First 5 Months of 1946	Increase	Percentage
Passengers	5,268,470	4,364,205	904,265	20.72
Revenue	$ 336,148.58	$ 246,206.34	$ 89,942.24	36.53
Expense	188,116.83	167,083.45	21,033.38	12.59
Net Operating Income	$ 148,031.75	$ 79,122.89	$ 68,908.86	87.09

Comparison of all Transit Rail and Transit Coach Lines excluding Coach Line No. 6 and Rail Line No. 6 and Coach Line No. 62 as shown above

	First 5 Months 1947	First 5 Months 1946	Increase	Percentage
Passengers	50,665,929	55,032,286	4,366,357	7.93
Revenue	* $ 3,477,449.91	$ 3,373,422.18	$104,027.73	3.08
Expense	3,436,264.00	3,284,008.15	152,255.85	4.64
Net Operating Income	$ 41,185.91	$ 89,414.03	$ 48,228.12	53.94

*Excludes Prorate of Transbay Revenues

Accounting Department
1-9-48 fc

KEY SYSTEM TRANSIT LINES
SEAT RATIO LOAD FACTORS
JANUARY 30, 1948

APPLICATION NO. 19502
(110TH SUPPLEMENTAL)
EXHIBIT NO. _____
WITNESS _____
DATE _____

Following are the load factors as to seat ratio percentages during maximum half-hour periods:

TRANS-BAY RAIL

	A.M. PEAK						P.M. PEAK					
Rte.	Date	Time	Point	Seats	Pass.	Ratio	Date	Time	Point	Seats	Pass.	Ratio
A	1/23/48	7.28-7.58a	Arr. S.F.	1,188	1,101	93%	1/23/48	5.00-5.30p	Lv. S.F.	1,188	1,200	101%
B	1/23/48	8.05-8.25a	Arr. S.F.	792	788	100%	1/23/48	5.00-5.30p	Lv. S.F.	660	674	102%
C	1/23/48	7.58-8.28a	Arr. S.F.	792	789	100%	1/21/48	5.00-5.30p	Lv. S.F.	792	875	110%
E	1/23/48	7.47-8.17a	Arr. S.F.	792	791	100%	1/21/48	5.00-5.30p	Lv. S.F.	660	784	118%
F	1/23/48	7.40-8.10a	Arr. S.F.	1,188	1,242	104%	1/22/48	5.00-5.30p	Lv. S.F.	1,188	1,481	124%
		TOTALS		4,752	4,711	99%		TOTALS		4,498	5,014	112%

TRANS-BAY COACH

G	1/23/48	8.00-8.30a	Arr. S.F.	287	359	125%	1/23/48	5.00-5.30p	Lv. S.F.	246	374	152%
H	1/22/48	7.30-8.00a	Arr. S.F.	287	360	125%	1/21/48	5.00-5.30p	Lv. S.F.	246	340	138%
J	1/23/48	7.30-8.00a	Arr. S.F.	246	288	117%	1/23/48	5.00-5.30p	Lv. S.F.	246	288	117%
L	1/21/48	7.30-8.00a	Arr. S.F.	369	414	114%	1/21/48	5.00-5.30p	Lv. S.F.	369	411	111%
N	1/23/48	8.00-8.30a	Arr. S.F.	492	565	114%	1/23/48	5.00-5.30p	Lv. S.F.	533	617	115%
R	1/23/48	7.30-8.00a	Arr. S.F.	205	246	120%	1/23/48	5.00-5.30p	Lv. S.F.	246	294	119%
TW	1/21/48	7.30-8.00a	Arr. S.F.	507	626	123%	1/21/48	5.00-5.30p	Lv. S.F.	715	761	106%
		TOTALS		2,393	2,859	119%				2,601	3,085	118%

LOCAL COACH LINES

6	1/13/48	8.30-9.00a	22nd-Bdwy	308	369	119%	1/13/48	4.30-5.00p	22nd-Bdwy	352	450	127%
40	1/21/48	8.00-8.30a	23rd Ave.	328	451	137%	1/21/48	5.00-5.30p	23rd Ave.	544	826	151%
42	1/21/48	8.00-8.30a	8-Harrison	208	181	87%	1/21/48	5.00-5.30p	8-Harrison	167	215	128%
51	1/14/48	7.30-8.00a	8-Harrison	220	288	130%	1/14/48	5.00-5.30p	8-Harrison	434	583	134%
57	1/6/48	8.00-8.30a	14th Ave.	220	307	139%	1/6/48	5.00-5.30p	14th Ave.	220	317	144%
72	1/15/48	8.00-8.30a	University	171	223	130%	1/15/48	5.30-6.00p	Univ. Ave.	180	239	132%
80	1/28/48	7.30-8.00a	105th Ave.	213	387	181%	1/28/48	5.00-5.30p	105th Ave.	126	200	158%
85	1/9/48	7.30-8.00a	16-Clay	176	224	127%	1/9/48	5.00-5.30p	16-Clay	265	359	135%
		TOTALS		1,844	2,430	131%				2,288	3,189	139%

STREET CAR LINES

1	1/28/48	7.30-8.00a	1st Ave.	152	198	130%	1/28/48	5.00-5.30p	1st Ave.	256	349	136%
2	11/10/47	7.00-7.30a	7-Wash.	592	633	107%	11/10/47	5.00-5.30p	7-Wash.	376	533	142%
2	11/10/47	7.30-8.00a	22-S.Pab.	384	339	88%	11/10/47	5.00-5.30p	22-S.Pab.	412	494	120%
4	11/4/47	7.30-8.00a	22-Teleg.	156	218	140%	12/4/47	5.00-5.30p	22-Teleg.	256	342	134%
5	12/4/47	7.30-8.00a	22-Grove	168	218	130%	12-4/47	5.00-5.30p	22-Grove	264	395	150%
5	11/4/47	7.30-8.00a	22-Teleg.	168	181	108%	11/4/47	5.00-5.30p	22-Teleg.	272	357	131%
7	11/5/47	7.30-8.00a	Oxf.-Hearst	292	256	88%	11/5/47	5.30-6.00p	Oxf.-Hearst	144	210	146%
7	11/5/47	7.30-8.00a	Univ.-Grove	148	151	102%	11/5/47	5.00-5.30p	Univ.-Grove	144	153	106%
10	11/5/47	8.00-8.30a	22-Bdwy.	96	116	121%	10/29/47	5.30-6.00p	22-Bdwy.	104	145	139%
11	11/5/47	8.00-8.30a	22-Bdwy.	88	81	92%	11/5/47	5.00-5.30-	22-Bdwy	92	96	104%
12	11/14/47	7.30-8.00a	Grand-Webs.	92	108	117%	11/14/47	5.00-5.30p	Grand-Webs.	92	111	121%
12	11/14/47	7.30-8.00a	14-Grove	256	274	107%	11/14/47	5.00-5.30p	14-Grove	104	129	124%
14	1/8/48	7.30-8.00a	1st Ave.	56	45	80%	1/8/48	5.00 5.30p	1st Ave.	112	155	138%
15	1/8/48	8.00-8.30a	1st Ave.	156	210	134%	1/8/48	4.30-5.00p	1st Ave.	248	336	135%
18	11/14/47	7.30-8.00a	Grand-Webs.	152	198	130%	11/14/47	5.00-5.30p	Grand-Webs.	196	251	128%
18	11/14/47	8.00-8.30a	1st Ave.	152	210	138%	11/14/47	5.00p5.30p	1st Ave.	256	332	130%
		TOTALS		3,108	3,436	111%				3,328	4,388	132%

SCHEDULE DIVISION
TRANSPORTATION DEPARTMENT

KEY SYSTEM TRANSIT LINES

Application No. 19502
110th Supplemental
Exhibit No._____
Witness_____
Date_____

Comparison of Traffic Volume Handled
by Present Major Motor Coach Lines
With Estimated Maximum on Proposed
Lines 14, 15 and 18

Maximum Number of Passengers Handled during
Maximum hour
Leaving Oakland - PM Peak

Present Operations: Line	Lv. Oakland between hrs.	Total No. (x) of Passengers	Aver. Pass. Per Minute
No. 6 - College Ave.	5:00 PM-6:00 PM	1210	20
Nos. 40-41-43 - Foothill Blvd.	5:00 PM-6:00 PM	1710	29
Nos. 42-42-A & 51-52-58 - Oakland-Alameda	5:00 PM-6:00 PM	1472	25
Nos. 80-81-81-A-82 - Oakland-Hayward	5:00 PM-6:00 PM	822	14
Poposed Operations			
No. 14 - E. 18th St.-Brookdale	5:00 PM-6:00 PM	467	8
No. 15 - 14th Ave.-McArthur Blvd.	4:30 PM-5:30 PM	720	12
No. 18 - Park Blvd.	5:00 PM-6:00 PM	643	11
Lakeshore Blvd.	4:30 PM-5:30 PM	452	8

(x) From Actual Load Checks - Nov. 1947 and Jan. 1948

TE-2/10/48

LOAD FACTOR

CHAPTER II

LOAD CHECKS AND LOADING STANDARDS

Load checks were made on all of the streetcar, motor coach and trolley coach lines. These checks were tabulated by 20-minute periods and carefully analyzed to determine where additional service was needed. The load checks for the more important routes were plotted as well and are shown on Plates I, II and III.

The additional trips needed and vehicles required to operate these trips are shown in Table No. 1. Attention is invited to the fact that the recommendations for additional service are made on the basis of the conditions prevailing at the time the load checks were made. Since that time schedules have been revised, but there is no recent data by which we can determine the present adequacy of service.

Service was found to be adequate on those lines not listed.

Loading Standards

In making the analysis of additional service, certain loading standards were used, as follows:

Off-peak periods

A seat per passenger at the maximum load point for all types of equipment.

Peak Periods

Streetcars

Type	Seats	Load Std.
H-4	48	85
H-3	52	75
PCC	61	85

Type	Seats	Load Std.
B-1	44	75
B-2	44	75
B	48	75
F	56	75

Motor Coach

Seats	Load Std.
40	52
44	60
45	60

Trolley Coach

Seats	Load Std.
44	68

The loading standards were determined after personal observation was made of all types of cars in peak-hour service. The standard was set at that capacity beyond which standing passengers interfered with the operators' vision and duties and passengers were unable to board and alight freely. Engineers of the Commission's staff spent considerable time riding the cars in crowded conditions to set these values. The usual procedure was to board an inbound car at a point on the line where no more than a seated load was observed. A running tally of the number of passengers on board was kept as the load increased and that point noted at which the car seemed to "freeze up" (i.e. passengers were unable to board and alight freely). It was found that this "freezing" point was very consistent for any given type of car. It always occurred within 2 or 3 passengers of the same value.

In considering loading standards for transit vehicles it should be borne in mind that the standard is only an average over a given period of time (20 minutes in this case). The loads on individual cars will fluctuate considerably and many cars will be loaded to the point where no more passengers are able to get on. A special study was made of this fluctuation on the cars operated on the "P" and "J" Lines and the table below shows the number of cars that are above and below the average for various loading standards.

20-Min. Average	No. or Observ.	Percent Exactly Average	Percent Below Average	Percent that Exceeded 1 or More Passengers	Percent that Exceeded 11 or More Passengers	Average by 21 or More Passengers
80 Pass.	72	1%	46%	53%	26%	3%
85	53	2	45	53	25	6
90	57	7	37	56	21	4
95	46	4	37	59	24	4
100	27	-	33	67	-	-
105	20	-	30	70	10	-

FROM: Case No. 4843
Report on Engineering Survey of Operations
& Facilities of Los Angeles Transit Lines.
By, Arthur F. Ager, Senior Engineer
November 17, 1947

COACH MILES OPERATED ON VARIOUS LINES - SEPTEMBER 2, 1948 - DIVIDED BETWEEN COACHES MAKING ONE OR TWO ROUND TRIPS, AND COACHES MAKING THREE OR MORE ROUND TRIPS, ON ONE OR MORE LINES, ON THAT DATE, TO OR FROM LOS ANGELES

Class of Coach	MOTOR COACH LINES													
	L.A.-Alhambra-Temple City		L.A. -Newport-Balboa		L.A.-Sunland		L.A.-Santa Ana		L.A.-Van Nuys		L.A.-Santa Monica		L.A.-Redondo Beach	
	1 or 2 trips	3 or more trips	1 or 2 trips	3 or more trips	1 or 2 trips	3 or more trips	1 or 2 trips	3 or more trips	1 or 2 trips	3 or more trips	1 or 2 trips	3 or more trips	1 or 2 trips	3 or more trips
1650	149.95	-	-	-	-	-	69.9	-	-	-	-	-	-	-
1685	-	-	347.85	601.75	-	-	-	-	-	-	-	-	-	-
1910	-	-	-	-	-	-	74.0	-	34.55	-	148.65	-	17.85	-
2000	41.15	-	451.89	225.75	285.75	-	570.25	1,957.35	-	-	-	-	-	-
2100	-	-	-	-	-	-	137.55	-	-	-	318.9	-	77.4	-
2125	-	-	-	-	20.45	-	-	-	-	-	71.4	339.15	-	19.55
2220	168.90	1,824.80	84.30	-	216.95	1,195.15	110.6	726.75	-	-	-	-	-	-
2300-2400	36.6	-	-	-	-	-	-	28.65	481.50	1,034.86	-	-	-	-
2500	-	-	-	-	-	-	-	-	-	-	1,150.54	3,406.70	18.95	-
3000	84.75	1,286.00	-	-	74.75	490.20	-	1,206.9	-	-	-	-	1,267.00	2,780.95
998	-	-	-	-	-	-	-	-	-	228.25	-	-	-	-
Total	481.35	3,110.80	884.04	827.50	597.90	1,685.35	962.3	3,919.65	516.05	1,263.11	1,689.49	3,745.85	1,381.2	2,800.50
	13.4%	86.6%	51.7%	48.3%	26.2%	73.8%	19.7%	80.3%	29%	71%	31.1%	68.9%	33%	67%
	3,592.15		1,711.54		2283.25		4,881.95		1,779.16		5,435.34		4,181.70	

No of vehicles?

Note: "Cars Leaving" statements for Olive St. Bus Deck and Main St. Station were checked for Sept. 2, 1948, to determine trips made; mileage was obtained from Auditor's mileage card record.

LOS ANGELES TRANSIT LOAD STANDARDS

Case 4843
Ager Report Nov. 17, 1947
Dec. 2 Dated Feb. 1, 1948

As per P.U.C. requirements and accepted by City of Los Angeles.

Street cars - P.C.C. -	(61 seats)	85
	48	85
	44	75
(narrow aisle)	52	75
	40	52
Motor Coaches	44-45	60
Trolley Coach	44-48	68

Based on 20-minute period.

Permitted to average any 3 consecutive 20 minute periods (1 hr.) to establish standard.

Ager Report

October 9, 1948

CAPITAL TRANSIT COMPANY

CARRYING VALUE - BUSES

P. U. C. ORDER NO. 2270, DATED MAY 5, 1942

RETYPED - JULY, 1948

BUS NOS.	NO. OF BUSES	SEATS NON-RUSH VALUE	RUSH VALUE	MAXIMUM CAPACITY
1 - 2	2	41	41	41
2701 - 2712	12	27	38	44
2714 - 2790	77	27	38	44
3020 - 3033	14	29	41	45
3500 - 3519	20	35	49	58
3551 - 3557	7	35	49	59
3600 - 3611	12	36	50	60
3613 - 3624	12	36	50	60
3700 - 3747	48	37	52	61
4000 - 4008	9	39	55	60
4009 - 4026	18	40	56	63
4028 - 4050	23	40	56	63
4051 - 4077	27	41	58	65
4078 - 4082	5	39	55	60
4083 - 4092	10	41	58	65
4103 - 4154	52	41	58	65
4156 - 4199	44	41	58	65
4201 - 4209	9	41	58	65
4211 - 4271	61	40	56	63
4273 - 4287	15	40	56	63
4290 - 4299	10	40	56	63
4301 - 4325	25	41	58	65
4412 - 4461	50	40	56	63
4500 - 4599	100	44	62	71
4601 - 4650	50	40	56	63
4700 - 4719	20	44	62	71
4800 - 4949	150	44	62	71
5000 - 5044	45	44	62	71
5100 - 5199	100	44	62	71
5800	1	58	81	97

USE RUSH VALUES:---
WEEKDAYS - 6:00 to 9:30 AM and 3:00 to 7:00 PM
SATURDAYS -6:00 to 9:30 AM and 12:00 to 7:00 PM

CAPITAL TRANSIT COMPANY

CARRYING VALUE - CARS

P. U. C. ORDER NO. 2279, DATED MAY 12, 1942

RETYPED - JULY, 1948

CAR NOS.	NO. OF CARS	SEATS NON-RUSH VALUE	RUSH VALUE
147 - 150	4	44	73
367 - 376	10	44	73
501 - 543	43	44	65
544 - 548	5	40	69
550	1	40	69
700 - 712	13	48	77
713	1	54	79
714 - 735	22	48	77
765 - 824	60	48	77
825 - 830	6	44	73
937 - 963	27	49	72
1001 - 1010	10	49	76
1051 - 1060	10	49	76
1101	1	54	77
1102 - 1111	10	50	75
1112	1	49	75
1113 - 1195	83	50	76
1196 - 1464	269	49	75
1465 - 1589	125	50	76

USE RUSH VALUES: ---
WEEKDAYS - 6:00 to 9:30 AM and 3:00 to 7:00 PM
SATURDAYS- 6:00 to 9:30 AM and 12:00 to 7:00 PM

Los Angeles, California
March 8, 1948

CONFERENCE MEMORANDUM IN CONNECTION WITH CONSIDERATION OF RECOMMENDATION NO. 6 OF REPORT OF COMMISSION'S ENGINEER IN CASE NO. 4843, RELATING TO PASSENGER SERVICE LOADING STANDARDS.

Present:	A. F. Ager W. F. Hibbard H. Christiansen	Representing Public Utilities Commission
	G. F. Squires H. C. Marler L. J. McGrath	Representing Pacific Electric

In accordance with discussion with representatives of the Public Utilities Commission at conference of February 27, 1948, a further meeting was held with Mr. A. F. Ager on March 8, 1948, to more fully review and clarify the application of the passenger service loading standards as prescribed by the Commission under Recommendation No. 6.

Under Decision No. 41152 dated January 19, 1948, covering Pacific Electric 1947 Fare Case, the Company was ordered to comply with the terms of Recommendation No. 6 in the following manner:

> The Company shall commence the improvements encompassed in Recommendation No. 6 immediately and proceed to completion thereof, with dispatch, the final completion date to be within 60 days from January 30, 1948, the effective date of the order.

Recommendation No. 6 as stated in Exhibit 32 and as also shown in Appendix "A" of the Decision reads as follows:

> "6. Operate additional rail and motor coach service where necessary to conform with loading standards specified in Chapter IV."

Under the Commission's Order, the Company is therefore expected to conform with the loading standards specified in Chapter IV not later than March 30, 1948.

LOADING STANDARDS SPECIFIED BY COMMISSION

The loading standards prescribed by the Commission's Engineer in Chapter IV of Exhibit 32 appears on Page 14 and provides as follows:

"In making recommendations for additional service to be operated, it was necessary to establish certain loading standards. For off-peak periods it was felt that seats should be provided for all passengers passing the maximum load point. During peak periods a standard of a seat per passenger was applied to the interurban and longer suburban lines, whereas standees were allowed on the city lines. In case of doubt as to whether standees would be permitted on a certain line, the type of equipment and rate of fare were the deciding factors. For example, the Glendale Line might be considered a city line, but it was felt that the one-way fare of 17¢ for a trip of 7.5 miles to Broadway and Brand justified a higher standard of service than the 10¢ fare on the Hollywood Line for a 7.7 mile trip to La Brea Avenue. The loading standards for the various types of cars and buses were determined from actual observation. The standard used will permit relatively free movement of passengers through the aisles of the vehicles and allow the operator or conductor to perform his duties without undue interference from crowding passengers. The actual values are as follows:

Cars ----------	600-700 type	65 seated	90 total
	100 "	40 "	58 "
	5000 "	59 "	90 "
Buses - Various types and makes		44-45 seats	60 "

"It should be noted that these values are for averages over 30 or 60 minute periods. Individual trips will exceed these values, due to unusual demands or irregular spacing of equipment.

In addition to the foregoing, certain variations are provided in connection with certain individual lines, as follows:

(1) Glendale-Burbank Line - (Pages 52-53).

Load standard of 90 applied at Glendale Blvd. and Whitmore Avenue. Load standard seat per passenger at San Fernando Road.

(2) Venice Short Line - (Page 55)

Load standard of seat per passenger applied at Vineyard.

SPECIFIC APPLICATION OF COMMISSION'S LOADING STANDARDS TO PACIFIC ELECTRIC OPERATIONS.

Analysis of Commission's Standards:

1. Off-Peak periods - Seats should be provided for all passengers passing the maximum load point.

This means that the standard prescribed by the Commission, contemplates that for all rail (local and interurban) and motor coach service during off-peak periods average loadings will reflect sufficient service operated to provide a seat for all passengers passing the maximum load point.

2. Peak Periods. - Seats should be provided for all passengers passing the maximum load point for the interurban and longer suburban lines.

This means that the standard of a seat per passenger applies to the interurban and longer suburban lines during the peak periods as well as the off-peak periods.

3. Standees Allowed On "CITY LINES":

For those lines classified as "City Lines" Standees are allowed during the peak periods. The extent of standees permitted is to be governed by the following loading standards prescribed for specific equipment, as follows:

Cars - 600-700 type	65 seated	90 total
100 "	40 "	58 "
5000 "	59 "	90 "
Buses - Various types	44-45 seats	60 "

The Commission's report specifically provides "these values are for averages over 30 or 60 minute periods. Individual trips will exceed these values, due to unusual demands or irregular spacing of equipment."

This provision means that the maximum permissible average overload during the stated interval of any 30 or 60 minute period where standees are allowed on "City Lines" should not be exceeded.

The terms "City Lines" and the "longer suburban lines" as applied to Pacific Electric operations are not specifically defined and in order to determine the application of the standards prescribed and intended by the Commission, the following lists of lines designate the rail and motor coach lines classified as "Interurban" or "City", the "City Lines" being those where standees are permitted during peak periods.

4. INTERURBAN RAIL LINES

Loading Standard - Seat Per Passenger for Average Load At Maximum Load Point Shown.

Line	Maximum Load Points	
	Outbound Leaving	Inbound Arriving
LA-Pasadena via Oak Knoll	Valley Jct.	Valley Jct.
LA-Pasadena via Short Line	Valley Jct.	Valley Jct.
LA-Baldwin Park	Valley Jct.	Valley Jct.
Monrovia-Glendora	Valley Jct.	Valley Jct.
LA-Long Beach	Watts	Watts
LA-Santa Ana	Watts	Watts
LA-San Pedro	Watts	Watts
Newport	Watts	Watts
San Fernando Valley Btw. Cahuenga Pass & Van Nuys	Cahuenga Pass	Cahuenga Pass
Venice Short Line Btw. Vineyard & Santa Monica	Vineyard	Vineyard
LA-Glendale-Burbank, Btw. San Fernando Rd. & Glendale-Burbank	San Fernando Rd.	San Fernando Rd.

5. Rail Lines Classified as "City Lines" for Loading Standard Purposes.

Loading Standard - Standees Permitted During Peak Periods - Average Load Should Not Exceed Loading Standards Prescribed for Individual Equipment:

Line	Maximum Load Points	
	Southbound	Northbound
Watts-Sierra Vista	(1) Arrive Aliso St. Viaduct (2) Lv. Olympic & Hooper Ave.	(1) Ar. Olympic & Hooper Ave. (2) Lv. Aliso St. Viaduct
San Fernando Valley	Between Subway and Cahuenga Pass	
Santa Monica Blvd. West Hollywood Line	Peak Load Check of Line	
LA-Glendale-Burbank	Peak Load Between Subway & San Fernando Rd.	
Echo Park Ave.	Peak Load Checks	
Venice Short Line Btw. Hill St. & Vineyard	Peak Load checks	
Hollywood Blvd. Local Lines	Peak Load Checks by sections of line between (1) Subway & Gardner (2) Gardner & West Hollywood (3) West Hollywood & Beverly Hills (4) San Vicente-Vineyard or 11th & Hill to Garnder	
Long Beach-San Pedro Line.		

6. Motor Coach Lines Classified as "Interurban" Lines for Purpose of Application of Commission's Loading Standards.

Pasadena-Alhambra SP Station
LA-Alhambra-Temple City
LA-Seal Beach-Balboa
LA-Sunland
LA-Santa Ana
Long Beach-Riverside
Long Beach-Pasadena
Pasadena-Pomona-San Bernardino-Riverside
LA-Santa Monica (Between LA and Beverly Hills).
LA-Redondo Beach (Between LA and El Segundo).
LA-North Hollywood-Van Nuys
LA-El Monte-Pomona-San Bernardino-Riverside
(Except Local traffic between West Riverside and Riverside and between Pomona and Claremont).

7. Motor Coach Lines Classified as "City Lines" for Purpose of Application of Commission's Loading Standards.

Garfield Avenue - Highland Park
Redlands-San Bernardino-Riverside-Arlington-La Sierra
Long Beach-Huntington Park
Hollywood-Beverly Hills-University
Western & Franklin
Emery Park
North Hollywood
Van Nuys-Canoga Park
Van Nuys-San Fernando
Van Nuys-Birmingham Hospital
Valley Blvd. Locals
Garvey Ave. Locals
Whittier Blvd. Locals
Glendale-Montrose-La Canada Locals
LA-Santa Monica (Between Beverly Hills and Ocean Park).
LA-Redondo (Between El Segundo and Redondo).
Local traffic between West Riverside and Riverside.
Local Traffic between Pomona and Claremont.
Hollywood-Ventura Blvd.
LA-Beverly-Sunset

8. Change in Load Standard for 600-700 Class Cars.

In the application of the Commission's load standards applicable to 600-700 class cars, Mr. A. F. Ager advised it would be satisfactory to use a standard of 96 instead of 90 in connection with determination of overloads for this class of equipment. The standard of 90 remains in effect for 5000 (PCC) class cars.

9. What Constitutes "Peak Hours".

It is recognized there may be a considerable variation of spread constituting the peak hour periods on different lines. At the outset, it was understood that the general basis to be observed as peak hour periods will be for the morning peak from 6:30 a.m. to 9:30 a.m.; and for the evening peak from 2:30 p.m. to 6:30 p.m.

Compliance checks will be on this basis with understanding the Commission's representatives may make such changes as to extent of spread of peak periods as they may consider conditions warrant.

10. Application of 30-Minute and 60-Minute Spreads to Determine Average Load Conditions.

In making compliance checks, the 30-minute spread period will be applied to the heavier lines, such as Alhambra, Valley Blvd. Local, Garvey Ave. Locals, Sunland Line, etc., where there is considerable frequency of service operated.

The 60-minute spread period will be applied to all other lines.

11. Standards Not Applicable to Certain Conditions.

Where local traffic is handled for short distances on through services, it is intended that proper allowances will be made for these conditions.

This relates to handling of school children, local traffic in cities or communities, and similar situations as indicated in the classification of lines. Such conditions should be watched and regulated as best possible.

12. Adjustment of Service to Conform with Prescribed Standards.

In the adjustment of services to conform with the prescribed loading standards, it is recognized there must be flexibility and tolerances allowed and that it will be necessary to apply good judgment and common sense in determining the reasonable and proper adjustments to be made.

In determining the average conditions on an individual line, a five day check may be used.

Where compliance checks show overloads under the established standards, it is understood that adjustments in service to be required should be reasonable under all the conditions involved and not applied in a strictly technical manner.

For illustration, a reasonable tolerance allowance for a small number of average standees before another schedule is added will be observed. For example, 10 buses are operated in spread period applicable and a week's average

travel check shows an average overload of one passenger per bus. The Company is not expected to put on an additional unit to meet this condition. On the other hand, if the average overload was 5 per unit, resulting in sufficient standees over the spread period to equal a load for the additional unit, this measure of regulating the service would be considered reasonable.

13. Copy of Checks Requested by Commission's Representatives.

Mr. A. E. Ager requested that the Company furnish the Commission a copy of our current travel check charts which we may use as a basis of determining the situation in relation to the prescribed loading standards. It was understood photostat copies of our travel check charts would satisfactorily serve this purpose.

G. F. SQUIRES

Uniform Service Standards
Applicable to INTERURBAN BUS, INTERCITY BUS, INTERURBAN ELECTRIC RY.
Developed by the Engineering Committee of the N.A.R.U.C.
To be considered by the N.A.R.U.C. at its 1948 Annual Convention
Looking Toward Adoption by State Regulatory Commissions

I. DEFINITION: Urban Service is one which provides local transportation to a metropolitan area, usually performed by streetcars, trolley buses and motor coaches, where the one-way route mileage does not exceed 25 miles.

Interurban Service includes all operation where the one-way route mileage is between 25 and 50 miles.

Intercity Service includes all operation where the one-way route mileage exceeds 50 miles.

II. COMMISSION AUTHORITY REQUIRED (if consistent with the law):

A. To establish a transportation system or to modify an existing one as to routes or extensions.

B. To abandon or discontinue all service over an authorized route or any portion thereof.

III. TIME SCHEDULES:

A. Time schedules shall be filed with the Commission and made available to the public at waiting stations and on buses and trains.

B. Proposed changes which involve a reduction in service shall not become effective except after 10 days' notice to the Commission and the public. Changes which do not result in a reduction of service may become effective upon five days' notice to the Commission and public. All connecting carriers shall also be notified of the proposed changes on the same basis.

C. The operation of buses and trains shall at all times conform to the published time schedules except where conditions beyond the control of the carrier prevent such compliance.

IV. LOADING STANDARDS

Schedules shall be designed on the basis of a seat per passenger, averaged over a one-hour period.

V. STATION FACILITIES AND STOPS EN ROUTE

Adequate station facilities shall be provided at important transfer, rest stop points and locations where a substantial number of passengers are normally picked up or discharged. All intercity buses, not equipped with

toilet facilities, shall make a rest stop, of not less than five minutes, at intervals not exceeding two and one-half hours. Where the length of the route is in excess of 100 miles meal stops for a period of approximately 20 minutes shall be made at appropriate times.

VI. REQUIRED FACILITIES

All buses and rail equipment shall be provided with:

A. Illuminated destination signs.
B. Adequate heating, ventilating and lighting facilities.
C. Permanently attached seats.

VII. MAINTENANCE

All buses and rail systems shall be maintained in a safe, clean and sanitary condition.

VIII. INTERRUPTIONS IN SERVICE

All service interruptions or temporary deviations from regular routes which are likely to extend over a period in excess of 24 hours shall be promptly reported to the Commission, as well as notice given to that portion of its patrons involved, which can reasonably be reached.

IX. QUALIFICATIONS

An operator shall be fully qualified to perform all duties incident to his position. He shall be trained as to the responsibilities of his work particularly as to the service and operation of the equipment involved as well as the principles of good public relations. The operator shall pass a physical examination before being employed and at reasonable intervals thereafter.

X. EXCEPTIONS

In any particular case where conditions appear to justify a deviation from any of the above rules, the Commission will entertain an application in due form, for modification, from the carrier or representatives of the public.

A.C.J

September 30, 1948

Mr. J. G. Hunter
Public Utilities Commission
State Building
Los Angeles, California

Dear Mr. Hunter:

Referring to two statements which you furnished Pacific Electric covering suggested uniform service standards for comment and opinion:

Following are our views:

Statement entitled "Suggested Uniform Service Standards to be Prescribed by State Regulatory Commission Applicable to Intercity Bus and Interurban Bus and Electric Railway Passenger Service":

Relative to this title it is presumed that these regulations would cover intercity bus, interurban bus, electric railway intercity operations and electric railway interurban operations, however there is question if present portion of title reading "Electric Railway Passenger Service" correctly covers situation.

Item 2, b - All competing and connecting carriers shall also be notified on the same basis. There is question as to whether it is necessary to notify any competing operations.

Item 3 - Loading standards. Presume that restriction proposed is broad enough to allow standing passengers in case of purely local traffic on such through operations.

Item 8 - It is not clear as to the intention of this provision relative to serving built-up residential area. Have in mind Pacific Electric operations from Los Angeles to San Bernardino and other similar operations wherein motor coach line operates from terminal to terminal over a given route.

It, of course, would be impractical to endeavor to route such operations through cities such as San Bernardino so as to provide service on parallel lines, one mile distant from each other. In other words, it is common practice for local operations within the cities or communities to serve as feeders to such interurban operations.

In Southern California area it would be entirely impractical to furnish interurban service a mile apart from each other, all serving the same starting point and the same final destination.

Relative to second statement covering "Suggested Uniform Service Standards to be Prescribed by State Regulatory Commission Applicable to Urban Passenger Service":

Practically all of Pacific Electric's operations would fall under this classification of urban passenger service. Consequently, am offering more comments on this particular set of standards than on the previous one.

My present belief is that due to the limited floor space in a motor coach that rather than establish an average for motor coach loading that such loading should be based upon a maximum. A motor coach has limited area for standees, and once such limit is reached it is practically impossible to place more people on such motor coach without great inconvenience to the passengers and at the same time creating a hazard of accident due to passengers crowding in front of motor coach. On the other hand, a street car with wider aisle space, vestibule loading areas and other factors in my opinion has a fluctuating load characteristic, which means an average over a period of time as set up by you is feasible. In other words, my view is that motor coaches should have a definite maximum standee loading factor, while street cars should be figured on an average over a time period.

Notice your basis of computing number of standees is determined by establishing a square foot space factor per standee. Such square foot areas

have been checked with what Pacific Electric considers a reasonable load standard and in practically all cases the results obtained by using your square foot areas compare favorably with what we feel is a reasonable load standard.

It is difficult to compute the usable floor space, and many arguments could arise over computing of such floor space. A few such questions could be as follows:

Should only the space between the seats in the aisle be used in computing floor space; or should the space beneath the seats where the standees feet would project be also computed in such floor space. Also around the conductors and doors the usable floor space would have to be calculated on an arbitrary basis.

In setting up proposed loading standards for Pacific Electric we have been considering the following basis for computing standees:

Motor coaches - starting with the seating capacity of the coach, deduct 5 passengers representing those seated on the rear seat of such coach, then have a standee load of 50% of the remaining seats, for example - a 41 capacity coach, deduct 5, leaving 36 and 50% of such 36 amounts to 18 standees.

Rail cars - in Pacific Electric cars, which are double end operation, there is no rear seat across the end of the car, consequently feel that number of standees should be 50% of the seats in such car. In other words, a 60 capacity car would have a standee load of 30 passengers.

As previously explained this method of computing standees has been compared with yours in so far as Pacific Electric equipment is concerned and results are approximately the same. Under this procedure it is of course much easier to figure what the standees should be, than under the basis of having to compute the usable floor space.

Summing up Pacific Electric views they would be as follows:

Motor coaches, maximum number of passengers on such motor coaches would be established using method heretofore outlined.

Rail cars, concur in your view that maximum number of standees should be computed over a 30-minute period, the maximum number in such period to be based upon a standee load of 50% of the seats available.

Item 3.a-2 - This provides that after leaving major loading area the maximum length of time passengers shall be required to stand is 30 minutes. It is presumed that "maximum loading area" would be the Downtown section of Los Angeles, for example. Pacific Electric, due to operating express service and also restrictions as to handling local passengers, in many cases would have to provide a seat per passenger within the so-called "urban" area due to the fact that the maximum length of time would exceed 30 minutes. From a rather hurried check of Pacific Electric operations it would appear that if 45 minutes were allowed instead of the 30 minutes as suggested by you, then practically all "urban" operations would be allowed the full standee complement.

From a purely Pacific Electric standpoint, and in order to take advantage of the full standee situation, would like to see this increased to 45 minutes; however, realize that this is quite a length of time to make passengers stand. Believe your judgment should govern which figure is used in your report. In this connection, there is an economic question as to whether with present Pacific Electric fares Company can provide a seat per passenger for such long operations, and if a seat per passenger must be furnished then fares on such express and restricted operations will have to be increased to cover cost of providing such seat per passenger. In other words, it is a matter of whether the time should be extended or the fares increased, whichever would be the most acceptable to the traveling public.

Item 4.c. "Permanently attached seats."

Pacific Electric on its 600-700-class and PCC cars has 6 seats per car which are wooden and which drop down over the doors not in use. In our opinion such seats are "permanently attached seats". However, they are different from the other seats in the car.

Item 7 - "Designated passenger stops in a developed residential area shall be spaced on the basis of from 6 to 8 per mile of route." As previously mentioned this Company operates a considerable amount of express service serving outlying districts and on many such express or limited services stops are not made between Downtown area and the end of such limited or express area. Possibly you would wish to exclude "express" or other similarly designated types of service.

There again the question is raised as to "developed residential area" wherein you provide that passenger stops should be on basis of from 6 to 8 per mile of route. On many of Pacific Electric motor coach lines and rail lines, such as Pasadena, the stops are at considerably greater distances, in fact some of them are approximately 2,000 ft. a part. Feel that 6 to 8 stops per mile of route is desirable through the heavy built up portion of a city, however, in the outlying areas, such as served by Pacific Electric, feel that this many stops would be unattractive to the public and make it necessary to extend the running time of many Pacific Electric operations.

Item 8 - Realize that pattern of transportation as provided in this provision is that usually provided in the more or less central section of large city, however do not see that it would be applicable in so far as Pacific Electric is concerned. It, of course, depends upon the interpretation of "built-up residential area."

As an example have in mind the Northern District territory served by Pacific Electric wherein motor coach service is provided on Garvey Boulevard,

rail service on the Baldwin Park Line, motor coach service on Valley Boulevard, motor coach service on Main Street, Alhambra and rail service along Huntington Drive with lines feeding from Huntington Drive to Pasadena. This entire area between Garvey Boulevard and Pasadena might be considered "built-up residential area." Due to the layout of the highways, business districts, etc., it would be practically impossible to put any more motor coach or rail service between the present operations.

Have definitely in mind that such provision is probably desirable for an individual city, however do not feel it should be incorporated in a statement which is covering urban service and where such urban service one-way route mileage does not exceed 25 miles.

These comments are result of a hurried investigation of your two statements and are offered in the form of suggestions for your consideration. Hope they will be of value to you.

Very truly yours,

bc- Mr. A. C. Jenkins

SUGGESTED UNIFORM SERVICE STANDARDS TO BE PRESCRIBED BY STATE REGULATORY COMMISSION APPLICABLE TO URBAN PASSENGER SERVICE*

1. Commission authority required (If consistent with the law) :

   a. To establish a new transportation system or to modify an existing one with new routes, extensions, or reroutings.

   b. To abandon or discontinue all service over an authorized route or any portion thereof.

2. Time Schedules.

   a. Where the headway exceeds 15 minutes, no changes in time schedules which will result in a reduction of service shall be made except after 5 days' notice to the Commission and the public; provided this rule does not apply in case of an emergency, or where compliance is beyond the control of the operator.

3. Loading Standards.

   Schedules shall be designed on the following loading standards:

   a. Peak hours (Not to exceed 6 hours per day):

      1. The maximum number of standees, average over a 30-minute period, passing any point along a route shall not exceed the number determined by employing the following usable floor space factors per standee.(1)

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(1) Usable floor space shall be deemed to be that area of the floor space reasonably suited to the standing of passengers, except that area forward of the driver's seat.

Two-man street cars	3½ ft.
One-man street cars with rear exit	4 ft.
One-man street car without rear exit	5 ft.
Trolley Coaches and Motor Coaches	4 ft.

2. The maximum length of time which passengers shall be required to stand after leaving the major loading area is 30 minutes.

b. Off-Peak Hours.

A seat per passenger.

4. All vehicles shall be equipped with:

a. Illuminated destination signs on the front and right side of the vehicle.

b. Adequate hearing, ventilating and lighting facilities.

c. Permanently attached seats.

5. All vehicles shall be maintained in a safe, clean, and sanitary condition.

6. All interruptions in service which are likely to extend over a period of 24 hours or more shall be immediately reported to the Commission and a reasonable effort shall be made to inform the public.

7. Designated passenger stops in a developed residential area shall be spaced on the basis of from 6 to 8 per mile of route. In the central business area, the location of the stops will be selected so as to best serve the public and permit of expedited service.

8. It is to be assumed that with adequate service over a route in a built-up residential area, reasonable transportation is provided to patrons or potential patrons having origin and/or destination in the area situated between parallel lines which are 1/4 mile distant from the route on each side thereof.

9. Operators shall be physically fit to perform their duty at the time of employment and pass a physical examination at seasonable intervals thereafter.

10. Where conditions appear to justify a deviation from any of the above rules, consideration will be given such cases by the Commission upon application from the carrier.

*Urban service is defined as one which is designed to provide local transportation to a metropolitan area, usually provided by street cars, trolley buses and motor buses, where the one-way route mileage does not exceed 25 miles.

SUGGESTED UNIFORM SERVICE STANDARDS TO BE PRESCRIBED BY STATE REGULATORY COMMISSION APPLICABLE TO INTERCITY BUS AND INTERURBAN BUS AND ELECTRIC RAILWAY PASSENGER SERVICE*

1. Commission authority required (If consistent with the law):
   a. To establish a new transportation system or to modify an existing one with new routes, extensions, or reroutings.
   b. To abandon or discontinue all service over an authorized route or any portion thereof.
2. Time schedules:
   a. Shall be filed with the Commission and made available to the public at waiting stations and on buses and trains.
   b. Changes which involve a reduction in service shall not be made effective except after 10 days' notice to the Commission and the public. Other changes may be made effective five days after filing with the Commission and public notice is given. All competing and connecting carriers shall also be notified on the same basis.
   c. Buses and traisn shall be operated in accordance with published time schedules.
3. Loading Standards

   Schedules shall be designed on the basis of a seat per passenger.
4. Adequate station facilities shall be provided. All intercity buses not equipped with toilet facilities shall make a rest stop, if not less than five minutes, at intervals not exceeding two and one-half hours. Where the length of the route is in excess of 100 miles meal stops for a period of approximately 20 minutes shall be made at appropriate times.

5. All buses and trains shall be equipped with:

   a. Illuminated destination signs.

   b. Adequate heating, ventilating and lighting facilities.

   c. Permanently attached seats.

6. All buses and trains shall be maintained in a safe, clean and sanitary condition.

7. All interruptions in service which are likely to extend over a period of 24 hours or more shall be immediately reported to the Commission and a reasonable effort shall be made to inform the public.

8. In the case of interurban operation, it is to be assumed that with adequate service over a route in a built-up residential area, reasonable transportation is provided to patrons or potential patrons having origin and/or destination in the area situated between parallel lines which are 1/2 mile distant from the route on each side thereof.

9. Operators shall be physically fit to perform their duty at the time of employment and pass a physical examination at as reasonable intervals thereafter.

10. Where conditions appear to justify a deviation from any of the above rules, consideration will be given such cases by the Commission upon application by the carrier.

*Urban service is defined as one which is designed to provide local transportation to a metropolitan area, usually provided by street cars, trolley buses and motor buses, where the one-way route mileage does not ordinarily exceed 25 miles.

Intercity bus service is defined as main line operation where the one-way route mileage exceeds 50 miles.

Interurban service is defined as all service other than intercity and urban service.

5. All buses and trains shall be equipped with:

a. Illuminated destination signs.

b. Adequate heating, ventilating and lighting facilities.

c. Permanently attached seats.

6. All buses and trains shall be maintained in a safe, clean and sanitary condition.

7. All interruptions in service which are likely to extend over a period of 24 hours or more shall be immediately reported to the Commission and a reasonable effort shall be made to inform the public.

8. In the case of interurban operation, it is to be assumed that adequate service over a route in a built-up residential area, reasonable transportation is provided to patrons or potential patrons having origin and/or destination in the area situated between parallel lines which are 1/2 mile distant from the route on each side thereof.

9. Operators shall be physically fit to perform their duty at the time of employment and pass a physical examination at as reasonable intervals thereafter.

10. Where conditions appear to justify a deviation from any of the above rules, consideration will be given each cases by the Commission upon application by the carrier.

Interurban service is defined as one which is designed to provide local transportation to a metropolitan area, usually provided by street cars, trolley buses and motor buses, where the one-way route mileage does not ordinarily exceed 25 miles.

Intercity bus service is defined as main line operation where the one-way route mileage exceeds 50 miles.

Interurban service is defined as all service other than intercity and urban service.

COMMENTS ON SUGGESTED UNIFORM SERVICE STANDARDS TO BE PRESCRIBED BY STATE REGULATORY COMMISSIONS

PART A.

INTERCITY BUS AND INTERURBAN BUS AND ELECTRIC RAILWAY PASSENGER SERVICE

TITLE

In order to cover all conditions that will be met in practice, it would appear desirable that the classifications of types of service be local or urban, suburban, interurban and intercity. The first three classifications would apply to a central municipality normally consisting of a business district surrounded by densely populated residential rease close in, with more spaciously settled residential fringe areas and satellite cities, towns and communities surrounding the central business area from which transportation lines would radiate.

The first classification, namely urban or local, would apply to small cities wherein lines would not extend to any extent beyond the city boundaries or in large cities where service is provided generally to connect the outlying residential areas with the central business area and to connect the various decentralized business and shopping areas within the major municipality.

Suburban lines would be those radiating from the central business district through the surrounding residential areas into more thickly populated adjoining cities, municipalities or communities within an approximate radius of 25 miles. Normally, this type of line would proceed throughout its entire length through fairly well populated areas, but would not give complete short haul local coverage that the local or urban lines would give.

The interurban lines would be distinguished from the suburban lines by reason of their greater lengths beyond the 25 mile radius and by the fact that they would normally traverse a considerable amount of territory of a very sparsely settled nature or of an agricultural character, between the cities served by the two termini and those located at intermediate points. Ordinarily the frequency of service on interurban lines would involve longer intervals than on suburban lines, and the suburban lines would involve longer headways than on the urban lines. Correspondingly, the relative traffic densities would be highest on urban lines, intermediate on suburban lines and lowest on interurban lines.

Intercity lines would be distinguished from the above three categories by reason of the very long routes involved and the relatively long headways. From a traffic point of view, the intercity line would be distinguished from the others by reason of the different character of travel wherein passengers generally would be destined between points located long distances apart and their trips would be relatively infrequent. This same situation would apply to a considerable extent to interurban lines wherein the distance is greater than 25 or 35 miles.

Urban and suburban lines will largely carry traffic that consists of regular daily riders inbound to the central business area in the morning and outbound in the evening. Although interurban lines would no doubt carry some passengers that fall in this regular category, the larger percentage of them would fall in the irregular travel group.

TIME SCHEDULES

(2 b) Notification of connecting carriers where actual schedule meets are maintained should be carried out, however, there appears to be question as to the necessity for notifying competing carriers.

(2 c) Under this requirement it would appear desirable to include a provision that deviation from published time schedule would be permissible when due to conditions beyond control of the operator.

LOADING STANDARDS

In order to design schedules on the basis of a seat per passenger in interurban bus and rail service, it must be presumed that such service would be entitled to a higher rate of fare commensurate with the higher standard of service in giving consideration to the cost of providing service and the relatively low average load factor that would be required.

In the Los Angeles area certain interurban bus lines operate through a number of individual cities located at considerable distances from each other. Due to conditions of a local character with respect to the intermediate cities, there would be occasions when local intermediate travel might develop unexpectedly to where there would be more passengers than seats. Some provision for leeway in this respect should be given consideration.

AREA COVERAGE

The one half mile standard established under this rule should be qualified as applying to special conditions, such as exist between San Francisco and the East Bay Cities wherein what would be more properly classed as suburban lines operate from a thickly populated residential area in one municipality into or near the central business district or other adjoining municipality.

The rule would not properly apply in the instances of an interurban line such as those operated by Pacific Electric between Los Angeles and San Bernardino or between Los Angeles and Santa Ana as examples. It is standard

practice for such lines to pass through as nearly the center of intermediate built up residential areas as is possible and persons desiring to avail themselves of the service find their way to the interurban line as best they can. The rule as written, might indicate that an interurban carrier whose line passed through an intermediate thickly populated residential area, should provide coverage by routes spaced one mile apart. Even in instances such as the San Francisco Bay area, the rule should not be written so as to require a uniform coverage by interurban or suburban lines at one mile intervals. The primary thought, it would appear, should be to establish a general rule that a walking distance of ½ mile to a suburban or interurban line should not be considered as unreasonable, as compared with the ¼ mile rule as applied to urban or local lines.

PART B.

URBAN PASSENGER SERVICE

LOADING STANDARDS

The peak hour limit of six hours and the average measuring period of 30 minutes at the maximum load point appear to be reasonable for normal application. It would appear, however, that due to the complexity of types and designs of rail and rubber tired vehicles, as well as to their seating arrangement, an attempt should be made to establish a simple rule that would apply as a ratio of the seating capacity rather than on a square foot of standing area basis.

Actual measurements and observations have been made on the different types of motor coaches and rail cars operated by Pacific Electric, and on the basis of a reasonable ratio of standees to seating capacity, the results derived are not very different from those shown on a square foot basis. In any event, if it is determined that the square foot of standing area should be the proper measurement, consideration should be given to including an extension of the floor area dimensions to provide for the usable space under the seats for the feet of the standing passengers. In other words, the usable floor area should include a strip on either side of about 6 inches in width under the aisle and of the seats.

In considering proper loading standards it, of course, must be recognized that there is a very close relationship between load factor and net revenue, and that whereas one property operating on a reasonable profitable basis might properly be expected to provide service on one standard of loading, another property whose overall operating characteristics are such that its margin of profit is very thin or inexistent should be allowed a higher load factor. An arbitrary application of standard load factors based upon primary consideration of passenger comfort and convenience as applied to the industry generally might easily be disruptively harmful when applied to certain specific properties.

DESTINATION SIGNS

Consideration should be given to the desirability of including in

addition to destination signs on the front end, right hand side of vehicles, some route indication by symbol or otherwise on the rear of motor coaches and street cars.

PERMANENTLY ATTACHED SEATS

It is presumed that this rule is designed to eliminate the use of the so called "jump seats" in the aisles and does not apply to the wooden let down seats that are commonly used in street cars and some interurban trains, in front of the doors on double end equipment that are not used in one direction.

LOCATION OF STOPS

Although the establishment of stops in local or urban service at intervals of from 1/6 to 1/8 of a mile apart conforms with standard practice, the application of such spacing on lines of Pacific Electric, which by reason of their falling within the 25 mile limit would be considered as urban lines, would not properly apply. Actually the character of certain of these lines of Pacific Electric within the 25 mile limit fall within the suburban classification and by reason of established practice, the stops have been located at intervals considerably in excess of 1/8 mile in many instances.

AREA COVERAGE

The tentative standards provide for a spacing of local lines at ½ mile intervals in built up residential areas, providing a walking distance of ¼ mile. Here again, whereas this spacing has been commonly accepted in local streetcar and bus operation, it would not apply to lines of Pacific Electric which fall within the local category by reason of their length being less than 25 miles.

As a suggested alternate manner in which to state this rule, the following might be given consideration:

> "In those residential areas where the territory is completely or very nearly completely occupied by residences and its extent is such as to justify more than one local line, and the geographic conditions are such as to permit free access between lines, the reasonable parallel spacing of lines will be approximately ½ mile, thereby providing a maximum walking distance perpendicular to each line of ¼ mile."

LOAD FACTORS

Preliminary Notes On Load Factor Consideration:

PRIOR CONSIDERATION

Among the various recommendations made by members of the Public Utilities Commission and included in the Commission's final order, the matter of loading standards presents one of the most serious from the point of view of the Company's adverse financial situation. The loading standards prescribed by the Commission were based largely upon arbitrary determinations without carefully prepared technical support, either from the point of view of engineering analyses or economics.

Unfortunately this process of arbitrary determination has been applied by the Commission in a number of instances throughout California, thereby establishing a pattern which, for the lack of anything better, has been applied to each situation as it arises. This same problem of establishing appropriate loading standards confronted the Key System Transit Lines last year in its system rate case, particularly as applied to the Trans-Bay Interurban Rail and Motor Coach Lines. In that case some effort was exerted by the Company to establish the importance of proper loading standards in considering the earning ability of a transportation property. However, the final standards adopted were the result of negotiation between the Company and the Commission, the former submitting what it considered to be proper standards and the Commission replying with a modification, both determinations, however, having been made largely on an arbitrary basis without sufficient study or supporting data.

To date there appears to be nothing in the file of formal proceedings before the Public Utilities Commission that even approaches the degree of careful preparation and analysis to which this important subject is entitled.

IMPORTANCE OF PROPER LOADING STANDARDS

During the past when the transit operations were earning a very reasonable return upon their investments, there was some considerable range within which to establish reasonable loading standards, based primarily upon consideration of the comfort and convenience of passengers without much thought being given to the effect upon the financial status of the Company to which applied.

There are a number of fundamental elements involved in the determination of fares on a reasonable return basis. When a property is in an earning position where there is some question as to whether or not it is earning a reasonable return, then there are a number of elements that can be given different consideration in arriving at final determinations than when considering a property that is earning no return on its investment but is actually performing operations at a loss.

Briefly analyzing the first situation, when a property is close to a reasonable earning status and the question arises as to whether or not a financial improvement is in order, the regulatory authorities first arrive at a determination as to a reasonable return base. They then determine the amount of revenue being returned under the existing rate structure, apply to that revenue the current reasonable operating expense with appropriate allowance for depreciation

and if it indicates that all possible economies within reason have been effected, an increase in rates is permitted, if the rate of return is determined to be lower than that to which the Company is entitled.

In return for the fare earning, the Commission takes into consideration the element of service, equipment, non-compensatory lines and loading standards. If the property is on a system wide basis, earning a reasonable return, or can be made to do so, the Commission ordinarily expects the Company to provide service on some lines or on portions of lines that when considered by themselves may be conducted at a loss or on a basis of less than a reasonable profit. The system average, however, produces a reasonable return.

Similarly, the Commission may consider that a certain standard of loading should be adopted that will entail a minimum of inconvenience and discomfort to passengers, providing that the fares charged are of such proportions as to insure the Company a reasonable level of earnings.

Similarly, as to the age and condition of motor coaches and rail cars. If the Company's earning status is such that replacement of motor coaches within a period of eight years is not too much of a burden upon operating expenses when considering the general level of fares, the Commission may consider replacement in eight years to be to the public's advantage rather than extending the life to a period of ten years. Here again the basic theory is dependent upon the ability of the public to pay for the cost of service. When considering a property whose system wide operations are conducted at a loss and wherein actually the Company is subsidizing the public, these elements must be given different weight if the Company's rights are to be properly evaluated.

In the first place, no Company can be required to conduct a service for the benefit of the public at a loss, assuming that the Company has done everything reasonably within its power to maintain a profitable margin of operations. To insure a reasonable relationship between revenue and expenses, there are two major elements that can be adjusted, one, the revenue and the other, the expenses. If rates of fares have been increased within sight of the point of diminishing returns, it is questionable as to whether or not a further increase may be beneficial, to the contrary, it may react adversely to the Company's already inadequate financial status.

Therefore, assuming that the rates of fare are as high as they can reasonably be established or that the Commission is disinclined to grant further increase, then the Company must find some means of reducing its cost of operation without losing a corresponding amount of revenue. This can be done either through reduction in service as to total numbers of vehicles operated, abandonment of service entirely on parts of lines or on whole lines, or by reducing the standard of service, which means increasing the loading factor. Load factor is the ratio of passengers to seats in any vehicle expressed in terms of percentage.

PEAK VS. OFF PEAK LOAD FACTORS

When discussing loading standards and appropriate load factors, usually consideration is given to the peak traffic period of the day and not to off peak conditions. During the base portion of the day there are almost always adequate quantities of equipment and men available to perform a reasonable standard of service, usually not to exceed 100% load factor.

During the peak periods, however, any increase in loading standards or decrease in load factor entails a directly proportional increase in the number of vehicles required and the number of operating personnel on the payroll. When a property is operating close to a break-even point, a mandatory reduction in load factor can very easily throw the operation into a deficit and likewise, if a deficit is already being incurred it will be proportionately increased.

APPLICATION TO PACIFIC ELECTRIC

Although the record is not entirely clear on the subject, it appears that the loading standards recently prescribed by the Commission to lines of the Pacific Electric were arrived at by the same process of reasoning applied to local transit operations where a profitable earning status has been engineered. Further consideration has obviously not been given to the fact that Pacific Electric is conducting its operations at an appreciable financial loss. In the absence of any relief from this loss, imposition of higher loading standards automatically increases its magnitude, which is definitely not in the interest of the Company or the public and cannot be favorably prosecuted in the Courts if proper presentation should be made by the Company.

STATEMENT XVIII

SCHEDULED TRAIN MILES

OCTOBER 1948

(21 Weekdays - 5 Saturdays - 5 Sundays)

Line No. 1 - Pasadena Oak KnollLine					
	Weekdays	21 x 1129.95	=	23,728.95	
	Saturdays	5 x 1060.20	=	5,301.00	
	Sundays	5 x 906.75	=	4,533.75	33,563.70
Line No. 2 - Pasadena Short Line					
	Weekdays	21 x 1063.05	=	22,324.05	
	Saturdays	5 x 1005.50	=	5,027.50	
	Sundays	5 x 763.79	=	3,818.95	31,170.50
Line No. 3 - Los Angeles-Baldwin Park					
	Weekdays	21 x 1206.36	=	25,333.56	
	Saturdays	5 x 1179.76	=	5,898.80	
	Sundays	5 x 683.00	=	3,415.00	34,647.36
Line No. 4 - Los Angeles-Glendora					
	Weekdays	21 x 1820.10	=	38,222.10	
	Saturdays	5 x 1820.10	=	9,100.50	
	Sundays	5 x 1471.56	=	7,357.80	54,680.40
Line No. 5 - Los Angeles-Sierra Madre					
	Weekdays	21 x 181.40	=	3,809.40	
	Saturdays	5 x 0	=	-	
	Sundays	5 x 0	=	-	3,809.40
Line No. 6 - Los Angeles-Long Beach					
	Weekdays	21 x 2417.30	=	50,763.30	
	Saturdays	5 x 2270.16	=	11,350.80	
	Sundays	5 x 2186.08	=	10,930.40	73,044.50
Line No. 7 - Los Angeles-San Pedro					
	Weekdays	21 x 2359.40	=	49,547.40	
	Saturdays	5 x 2093.00	=	10,465.00	
	Sundays	5 x 2047.50	=	10,237.50	70,249.90
Line No. 9 - Long Beach-San Pedro					
	Weekdays	21 x 576.60	=	12,108.60	
	Saturdays	5 x 576.60	=	2,883.00	
	Sundays	5 x 520.80	=	2,604.00	17,595.60

Line No. 11 - Los Angeles-Santa Ana

Weekdays	21 x 1672.85	=	35,129.85	
Saturdays	5 x 1580.87	=	7,904.35	
Sundays	5 x 1306.11	=	6,530.55	49,564.75

Line No. 12 - Santa Monica Air Line

Weekdays	21 x 38.40	=	806.40	
Saturdays	5 x 38.40	=	192.00	
Sundays	5 x 0	=	-	998.40

Line No. 17 - Los Angeles-Newport Beach

Weekdays	21 x 76.00	=	1,596.00	
Saturdays	5 x 76.00	=	380.00	
Sundays	5 x 0	=	-	1,976.00

Line No. 25 - Watts-Sierra Vista

Weekdays	21 x 2758.15	=	57,921.15	
Saturdays	5 x 2728.72	=	13,643.60	
Sundays	5 x 2165.18	=	10,825.90	82,390.65

Line No. 28 - Subway-West Hollywood-Van Nuys

Weekdays	21 x 3633.26	=	76,298.46	
Saturdays	5 x 3565.29	=	17,826.45	
Sundays	5 x 2909.50	=	14,547.50	108,672.41

Line No. 29 - Los Angeles-Glendale-Burbank

Weekdays	21 x 2700.69	=	56,714.49	
Saturdays	5 x 2346.55	=	11,732.75	
Sundays	5 x 2005.14	=	10,025.70	78,472.94

Line No. 30 - Venice Short Line

Weekdays	21 x 2114.22	=	44,398.62	
Saturdays	5 x 2097.26	=	10,486.30	
Sundays	5 x 1797.76	=	8,988.80	63,873.72

Line No. 32 - San Vicente Blvd.-Hill St.-Subway-Hollywood Blvd.-Beverly Hills

Weekdays	21 x 5527.82	=	116,084.22	
Saturdays	5 x 5735.00	=	28,675.00	
Sundays	5 x 3411.63	=	17,058.15	161,817.37

Line No. 32 - Echo Park Avenue

Weekdays	21 x 928.81	=	19,505.01	
Saturdays	5 x 808.81	=	4,044.05	
Sundays	5 x 132.50	=	662.50	24,211.56

Bureau of Research
June 20, 1949

NORTHERN, SOUTHERN AND WESTERN DISTRICTS

Northern District

Line No. 1--L.A.-Pasadena via Oak Knoll
2--L.A.-Pasadena via Short Line
3--L.A.-El Monte-Baldwin Pk.
Includes trips between
L.A.-El Monte
L.A.-Baldwin Park
4--L.A.-Monrovia-Glendora
5--L.A.-Sierra Madre
50--Pasa.-Alhamb.-S.P.Sta.(M/C)
51--Garfield Ave.-Highland Pk.(M/C)
52--L.A.-Alhambra-Temple City-Arcadia (M/C)
65--San Marino Sierra Madre (M/C)
80--Emery Park (M/C)

Southern District

Line No. 6---L.A.-Long Beach
7---L.A.-San Pedro
8---L.A.Wilm.-San Pedro SS Serv.
9---Long Bch-San Pedro
10---Long Bch-San Pedro SS Serv.
11---L.A.-Santa Ana
Includes trips between
L.A.-Santa Ana
L.A.-Bellflower
17---L.A.-Newport Beach
25---Watts-Sierra Vista
55---L.A.-Balboa (M/C)
Includes trips between
L.A.-Balboa
L.A.-Newport
L.A.-Seal Beach
L.A.-Lakewood Village
54---Long Beach-Huntington Pk.(M/C)

Motor Transit District

Line No.56---L.A.-Sunland (M/C)
Includes trips between
L.A.-Montrose
L.A.-Sunland
L.A.-Pennsylvania Ave.
L.A.-La Canada
Glendale-Montrose or La Canada
58---L.A.-Santa Ana (M/C)
Includes trips between
L.A.-Whittier-Painter & College
L.A.-Fullerton
L.A.-Santa Ana
L.A.-Santa Fe Springs
L.A.-U.S. Rubber

Bur.of Res.
August 9, 1948

Western District

Line No. 12---L.A.-S.Monica via Air Line
28---Subway-S.Mon.Blvd.-W.Hwd S.Fern.Valley
Includes trips between
Subway-West Hollywood
Subway-North Hollywood
Subway-Cahuenga Pass
Subway-No.Sherman Way
29---L.A.-Glendale-Burbank
30---Venice Short Line
32---Subway-Hwd.Blvd.-San Vicente Blvd.
Incl. trips bet.LA-S.Vic.
Gardner-San Vicente
Subway-Gardner Jct.
11th & Hill-Echo Park
Cerro Gordo
Subway-Bev.Hills
Gardner-Genesee
Olympic-Genesee
75---L.A.-Santa Monica (M/C)
76---L.A.-Beverly Sunset Blvds. (M/C)
77---Hollywood-Bev.Hills (M/C)
78---Western-Franklin (M/C)
79---L.A.-Redondo Beach (M/C)
81---Hollywood-Ventura Blvd. (M/C)
82---No. Hollywood (M/C)
83---Van Nuys-Canoga Park(M/C)
84---Van Nuys-San Fernando (M/C)
85---Van Nuys-Birm.Hosp.(M/C)
86---L.A.-No.Hwd.-V.Nuys(M/C)
87---No.Hwd.-Studio City-Sherman Oaks (M/C

Line No.
59---Long Beach-Riverside(M/C)
61---Long Beach-Pasadena (M/C)
Via-Whittier
Via-Atlantic
62---Redlands-Riverside-La Sierra (M/C)
63---L.A.-El Monte-Pom.-S.Bdo.-Riverside (M/C)
Includes
Valley Blvd. Local
Garvey Blvd. Local
L.A.-Covina-Pomona
L.A.-Claremont-S.Bdo.
L.A.-Pomona-Riverside
64---Pasadena-Pomona-Claremont-(M/C)

File: 1.1.11(c)

STATEMENT OF PACIFIC ELECTRIC RAILWAY COMPANY

ONE-WAY ROUTE COACH MILEAGE OPERATED IN COUNTIES AND IN CITIES AS OF

AUGUST 1, 1948

No.	Line	Roadway Miles		
		City	County	Total
50	Pasadena-Alhambra So. Pacific Station	6.40	-	6.40
51	Garfield Avenue - Highland Park	11.60	-	11.60
52	L.A.-Alhambra-Temple City-Arcadia (Includes 1.40 miles in Arcadia, outbound, inbound in County)	25.05	4.30	29.35
54	Long Beach-Huntington Park	15.43	.57	16.00
55	L.A.-Balboa (Includes 3.95, outbound Long Beach, inbound County)	24.88	27.47	52.35
56	L.A.-Glendale-La Canada-Sunland	21.15	9.05	30.20
58	L.A.-Whittier-Fullerton-Santa Ana (Includes .68 miles - half in City, half in County)	26.82	43.08	69.90
59	Long Beach-Riverside	15.34	47.26	62.60
61	Long Beach-Pasadena (Includes 1.30 miles southbound in Lynwood, Northbound in county)	30.25	31.95	62.20*
62	La Sierra-Riverside-San B'dno-Redlands (Includes 1.5 miles inbound in City, outbound in County)	15.76	16.49	32.25
63	L.A.-El Monte-Covina-Pomona-Riverside San B'dno.	69.82	84.88	154.70#
64	Pasadena-Pomona (Includes 3.20 miles, half in City, half in County)	19.60	14.50	34.10
65	San Marino-Sierra Madre	4.28	1.62	5.90
75	L.A.-Beverly Hills-Santa Monica	23.95	-	23.95
76	Beverly-Sunset Boulevards	26.45	.75	27.20
77	Hollywood-Beverly Hills	11.70	1.60	13.30

STATEMENT OF PACIFIC ELECTRIC RAILWAY COMPANY

ONE-WAY ROUTE COACH MILEAGE OPERATED IN COUNTIES AND IN CITIES AS OF

AUGUST 1, 1948

No.	Line	Roadway Miles		
		City	County	Total
78	Western-Franklin	2.70	-	2.70
79	L.A.-Redondo	45.03	7.17	52.20
80	Emery Park	3.90	-	3.90
81	Hollywood-Ventura Boulevard	24.35	-	24.35
82	North Hollywood	10.05	-	10.05
83	Van Nuys - Canoga Park	12.15	-	12.15
84	Van Nuys - San Fernando	9.70	-	9.70
85	Van Nuys - Birmingham Hospital	6.40	-	6.40
86	L.A.-Van Nuys via Riverside Drive	23.05	-	23.05
87	North Hollywood-Studio City-Sherman Oaks	8.75	-	8.75
	TOTALS	494.46	290.69	785.15
	PERCENTAGES	62.98	37.02	100.00%

*Transportation Department combined mileage - 74.35

#Transportation Department combined mileage - 219.05

Bureau of Research
August 11, 1948

ANALYSIS OF OPERATIONS
LOS ANGELES-NO. HOLLYWOOD-VAN NUYS MOTOR COACH LINE (86)

ROUTE:

Outbound--From Subway Bus Terminal via Olive St., Fifth St., Figueroa, Riverside Drive, Lankershim Blvd. (North Hollywood), Oxnard St., Whitsett Ave., Victory Blvd., and Van Nuys Blvd. (Van Nuys) to Osborne St.

Inbound --Reverse of above route to Figueroa St., thence via Figureoa St., Sixth St., and Olive St. to Subway Bus Terminal.

ROUTE LENGTH:

Outbound - 25.20 miles.

Inbound - 25.65 miles.

RESTRICTIONS:

Passengers shall not be handled locally between the Subway Terminus of the line in Los Angeles and the intersection of Riverside Drive & Main St., Burbank, both points inclusive, including intermediate points.

Passengers shall not be handled locally along Riverside Drive between Buena Vista St. and Cartwright Ave., Both points inclusive, including intermediate points; nor to or from points in such area from or to points along Lankershim Blvd. between Magnolia Blvd. and Burbank Blvd., both points inclusive.

EQUIPMENT ASSIGNED:

June 3, 1949	No. Units	Class Equipment
Base	6	2300 White
Peak	21	2300 White

EQUIPMENT ACTUALLY USED AND MILES OPERATED:

March, 1949			May, 1949		
Class	Miles Operated	%	Class	Miles Operated	%
1910 Twin	408	0.7	1910 Twin	17	0.0
2100 "	414	0.7	2100 "	57	0.1
2125 "	83	0.2	2300 White	50,591	94.4
2300 White	52,531	93.8	2500 G.M.	828	1.6
2500 G.M.	440	0.8	2600 G.M.	200	0.4
2600 G.M.	49	0.1	3356 White	479	0.9
3356 White	2,088	3.7	4301 G.M.	1,404	2.6
	56,013	100.0		53,576	100.0

	March	May
Miles per coach assigned, peak	2,800	2,550
Ratio, peak to base equipment requirements	3.3	3.5

REVENUE AND PASSENGERS:

Passengers Carried During a Typical Week 1949

March				April			
13	Sunday	0	0.0%	3	Sunday	0	0.0%
14	Monday	4,651	18.2	4	Monday	4,676	18.3
15	Tuesday	4,617	18.0	5	Tuesday	4,618	18.0
16	Wednesday	4,604	18.0	6	Wednesday	4,368	17.1
17	Thursday	4,529	17.7	7	Thursday	4,687	18.3
18	Friday	4,719	18.5	8	Friday	4,651	18.2
19	Saturday	2,452	9.6	9	Saturday	2,583	10.1
		25,572	100.0%			25,583	100.0%

Revenue Passengers Carried:

	March 1949	May 1949
Transfer	14,004	13,903
Fare	97,779	88,487
Total	111,783	102,390
Passenger Revenue	$23,508.12	$21,409.04
Revenue per Mile	41.97¢	39.96¢
Revenue per Passenger	21.03¢	20.91¢
Passengers per Mile	2.00	2.09
Revenue per Coach	$1,175.41	$1,019.47

OPERATING ASSIGNMENTS:

	Outbound Trips From Los Angeles		Inbound Trips To Los Angeles	
	Regular	Doubles	Regular	Doubles
Weekdays	37	10	38	10
Saturdays	27	1	28	2
Sundays	0	0	0	0

	A.M.Peak	Base	P.M.Peak	Night
Running Time Scheduled Min. bet. LA & Sherman Way	67	67	71	62
Scheduled Speed MPH.	20.5	20.5	19.4	22.3

ACTUAL OPERATOR'S HOURS AND WAGES

	March 1949		May 1949	
Regular	4,082 Hours	81.0%	4,160 Hours	80.7%
Overtime	959 Hours	19.0	993 Hours	19.3
Total	5,041 Hours	100.0%	5,153 Hours	100.0%
Wages per Hour	163.80¢		164.73¢	
Wages per Mile	14.74		15.50	

ESTIMATED "OUT-OF-POCKET" COSTS:

	March, 1949		May, 1949	
		Cents Per Mi.		Cents Per Mi.
Repairs	$3,334	5.95	$3,206	5.98
Tires	706	1.26	505	0.94
Depreciation	1,916	3.42	2,015	3.76
Inspecting & Servicing	1,860	3.32	1,779	3.32
Operators' Wages	8,257	14.74	9,149	17.08
Gasoline	3,250	5.80	2,915	5.44
Lubrication	127	.23	122	0.23
Taxes	1,110	1.98	1,712	3.20
Total	$20,560	36.70	$21,403	39.95

			April, 1949	
PASSENGER REVENUE:	$23,508	41.97	$22,775	41.29
ESTIMATED FULL COST:	$28,102	50.17	$28,630	51.90
ESTIMATED LOSS:	$ 4,594	8.20	$ 5,855	10.61

Bureau of Research
July 11, 1949

LOS ANGELES-NO.HOLLYWOOD-VAN NUYS MOTOR COACH LINE (86)

(Service Established August 4, 1947)

Date	Free Psgrs. (1)	Transfer Psgrs. (2)	Fare Psgrs. (3)	Total Revenue Passengers (4)	Coaches Assigned Base (5)	Coaches Assigned Peak (6)	Ratio Peak/ Base (7)	Coach Mileage (8)	Rev. Psgrs. Pickup/ Mile (9)	Revenue $ (10)	Revenue ¢ per Coach Mile (11)	Revenue ¢ per Passenger (12)
1947												
Aug.	745	556	27,683	28,239	3	8	2.67	21,810	1.29	6,268	28.74	22.20
Sep.	991	1,462	35,738	37,200	3	9	3.00	23,544	1.58	8,071	34.28	21.70
Oct.	1,370	1,037	49,853	50,890	3	10	3.33	27,382	1.86	10,143	37.04	19.93
Nov.	1,424	1,250	52,122	53,372	3	12	4.00	27,851	1.92	11,423	41.01	21.40
Dec.	1,494	1,700	61,936	63,636	3	12	4.00	33,142	1.92	12,714	38.36	19.98
Year 1947	6,024	6,005	227,332	233,337				133,729	1.74	48,619	36.36	20.84
1948												
Jan.	1,684	1,798	64,148	65,946	3	14	4.67	32,695	2.02	13,864	42.40	21.02
Feb.	1,575	3,905	60,843	64,748	3	15	5.00	30,856	2.10	13,085	42.41	20,21
Mar.	1,786	6,635	71,505	78,140	3	15	5.00	36,968	2.11	16,300	44.09	20.86
Apr.	1,687	6,666	69,457	76,123	3	15	5.00	36,493	2.09	15,879	43.51	20.86
May	1,859	7,545	65,020	72,565	3	15	5.00	36,636	1.98	15,137	41.32	20.86
June	2,232	9,094	71,030	80,124	3	15	5.00	43,233	1.85	16,714	38.66	20.86
July	2,310	8,382	73,704	82,086	6	18	3.00	42,945	1.91	17,123	39.87	20.86
Aug.	2,792	11,006	80,871	91,877	6	18	3.00	48,473	1.90	18,899	38.99	20.57
Sep.	2,543	11,731	80,005	91,736	6	18	3.00	47,308	1.94	18,870	39,89	20.57
Oct.	2,650	10,530	87,563	98,093	6	18	3.00	49,451	1.98	20,956	42.38	21.36
Nov.	2,618	14,233	84,185	98,418	6	18	3.00	48,792	2.02	20,051	41.09	20.37
Dec.	2,858	13,542	92,827	106,369	6	18	3.00	52,333	2.03	22,279	42.57	20.94
Year 1948	26,594	105,067	901,158	1,006,225				506,183	1.99	209,157	41.32	20.79
1949												
Jan.	2,734	12,534	85,856	98,390	6	18	3.00	48,997	2.01	20,694	42.24	21.03
Feb.	2,535	11,492	84,022	95,514	6	19	3.17	47,101	2.03	20,217	42.92	21.17
Mar.	3,541	14,004	97,779	111,783	6	20	3.33	56.013	2.00	23,508	41.97	21.03
Apr.	3,269	15,081	91,466	106,547	6	21	3.50	55,159	1.93	22,775	41.29	21.38
May	3,011	13,903	88,487	102,390	6	21	3.50	53,576	1.91	21,409	39.96	20.91

Bureau of Research
July 7, 1949

Pacific Electric Railway Company

ANALYSIS OF OPERATIONS

Line 52 - Los Angeles-Temple City-Arcadia Line

Route: From Los Angeles Main St. Station via Main St., Macy St., Mission Rd., Huntington Dr., Main St., Las Tunas Dr., Baldwin Ave., Duarte Rd., 1st Ave., to PE Station, Arcadia.

From Los Angeles Main St. Station via Main St., Macy St., Mission Rd., Huntington Dr., Main St., Las Tunas Dr., Live Oak Ave., to Mayflower Ave., South Arcadia.

Limited schedules from Los Angeles Main St. Station via Main St., Macy St., Mission Rd., Valley Blvd., Alhambra Ave., Mission Rd., Santa Anita St., Mission Dr., Las Tunas Dr., and regular route.

Return, reverse of above routes to Macy and Lyons Sts., thence Lyon St., Aliso St., Los Angeles St., 6th St., Maple Ave., and viaduct to Main St. Sta.

Route Length: Between Los Angeles and-

	Outbound	Inbound
Temple City	13.65 Miles	13.75 Miles
Arcadia	17.85	17.45
South Arcadia	16.45	16.35

Limited route 0.15 mile longer

Equipment Assigned: August 6, 1948

No. of Units	Class Equipment
20	2220 White
3	2300 White
5	3000 White

Base 10, Peak 28

Equipment Actually Used and Miles Operated August 1948

Class	Miles Operated	
1650	3465	4.20%
1910	41	.05
2000	113	.14
2025	646	.78
2220	34884	42.32
2300	889	1.08
3000	42398	51.43
Total	82436	100.00%

Miles per coach assigned - peak - 2940

Ratio, peak to base equipment requirements - 2.8

Revenue Passengers: Passengers Carried During a Typical Week

1948		Passengers	
Aug. 1	Sunday	3424	6.27%
2	Monday	9524	17.44
3	Tuesday	8527	15.61
4	Wednesday	8921	16.34
5	Thursday	8916	16.33
6	Friday	8683	15.90
7	Saturday	6612	12.11
	Total	54607	100.00%

Total Revenue Passengers Carried:

Transfer	7,282
Fare	227,206
Total	234,488

Passenger Revenue	$43,508.54
Revenue per Mile	52.78 cents
Revenue per Passenger	18.55 cents
Passengers per Mile	2.85
Revenue per Month per Coach	$ 1,554.00

Operating Assignments

	Scheduled Trips	
	To Los Angeles	From Los Angeles
Weekdays	99+6 doubles	104
Saturdays	74	74
Sundays	41	41

Scheduled Time	A.M.Peak	Day Base	P.M. Peak	Night Base
Arcadia	Limited	Regular	Limited	Regular
Minutes	53	62	58	56
Scheduled Speed MPH	19.9	17.1	18.6	18.9

Average Time to Attain Speeds in Operation

Speed	Time	Average Acceleration
0 to 20 MPH	9.5 sec.	2.1 MPH/Sec.
0 to 25 MPH	15.5 sec.	1.6 MPH/Sec.
0 to 30 MPH	19.1 Sec.	1.6 MPH/Sec.

(2200 Class Motor Coach)

Actual Operating Time - Tuesday - July 13, 1948
Values averaged from trips scheduled to
Leave LA 9:41AM; TC 10:48AM; LA 1:18PM; TC 2:21PM

	Number		Time		
	Per Mile	Per Trip	Per Stop	Per Trip	
Operating Time				48 Min. 23 Sec.	100.0%
Loading Stops	1.41	19.2	5.9 Sec.*	3 Min. 58 Sec.	8.2%
Unloading Stops	1.33	18.2	3.2 Sec.*	2 Min. 08 Sec.	4.4%
Traffic Delays	1.42	19.5	13.3 Sec.	4 Min. 19 Sec.	8.9%
Time in Motion				37 Min. 57 Sec.	78.5%
Passengers	2.96	40			
Total Stops	3.52	48.2	13.0 Sec.	10 Min. 25 Sec.	21.5%

*--Per Passenger

Analysis of Assignments in Effect October 1, 1948

Running Time	57,883	Hours	64.29%
Layover	10,411	"	11.56
Lunch	1,781	"	1.98
Other Dead Time	11,458	"	12.73
Deadhead Passengers.	6,628	"	7.36
Work as Directed ...	1,806	"	2.00
Premium	154	"	.17
Adjustment	83		.09
Total	90,037	Hours	100.00%

Operator's Wages and Hours - August, 1948:

Regular	6,464	Hours	85.81%
Overtime	1,069	"	14.19
Total	7,533	"	100.00%

Wages per Hours - $1.5051
Wages per Miles - .1375

Out-of-Pocket Costs, August, 1948:

Equipment Repairs	$2,346	2.85 cents per mile
Tires and Tubes	996	1.21 " " "
Depreciation	2,720	3.30 " " "
Inspecting and Servicing	2,753	3.34 " " "
Crew Wages	11,338	13.75 " " "
Gasoline	4,728	5.74 " " "
Lubrication	106	0.13 " " "
Taxes	2,770	3.36 " " "
Total -	$27,757	33.68 " " "

Income

Passenger Revenue	$43,508	52.78 " " "
Estimated Full Cost	$39,008	47.32 Cents per Mile
Net Income Estimated	4,500	5.46 " " "

Bureau of Research
October 13, 1948

LINE #52

PACIFIC ELECTRIC RAILWAY COMPANY

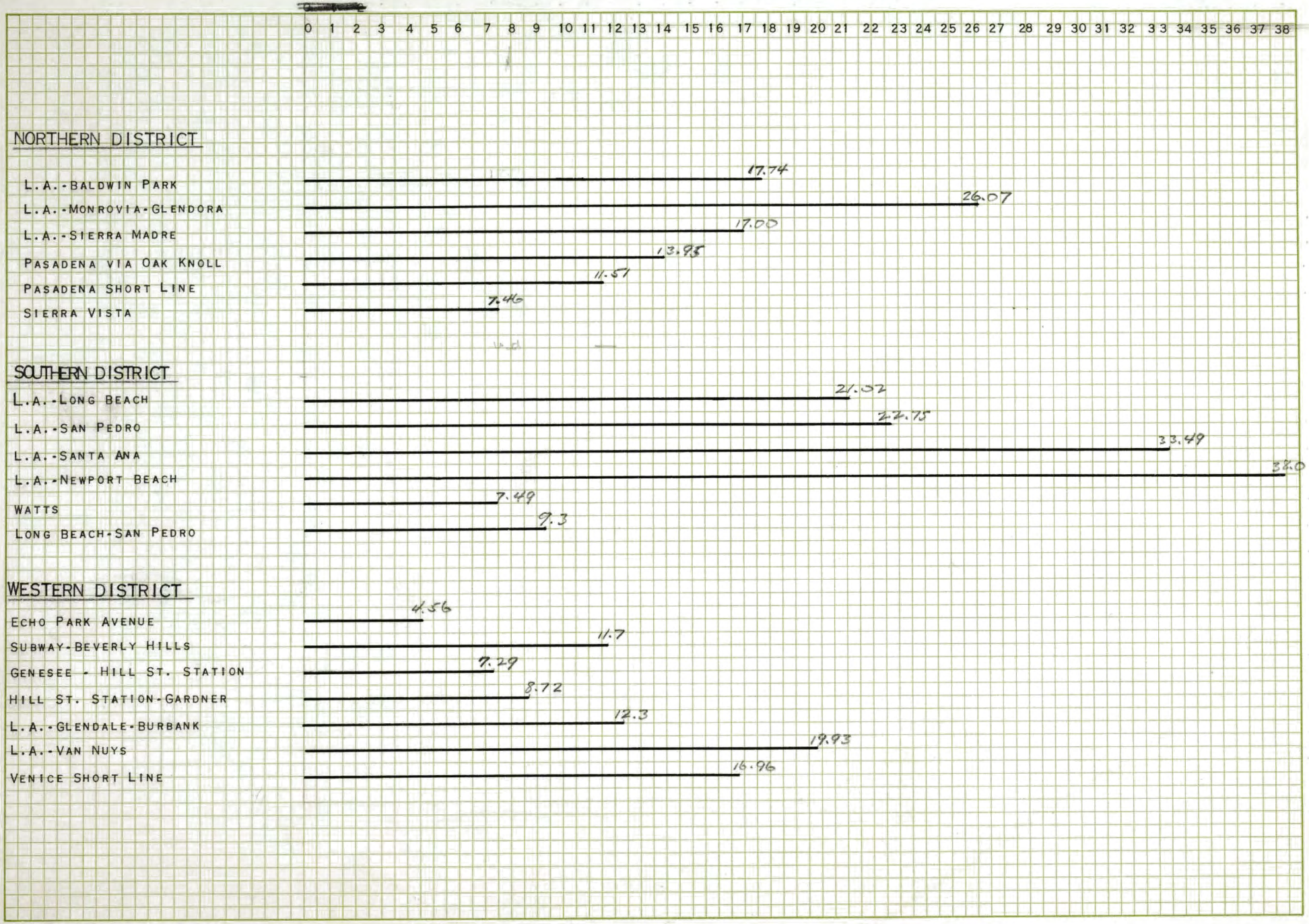
L.A.-TEMPLE CITY-ARCADIA MOTOR COACH LINE

COMPARISON OF SCHEDULES

Estimated Full Year of Operation

	February 28, 1947	December 2, 1947	October 1, 1948
Running Time	64.16%	65.04%	64.29%
Layover	13.13	10.36	11.56
Lunch	1.76	1.62	1.98
Other Dead Time	11.79	15.56	12.73
Deadhead Passenger	5.95	5.20	7.36
Work as Directed	3.13	2.12	2.00
Adjustment	.08	.08	.17
Premium	.00	.02	.09
Total	100.00%	100.00%	100.00%
Estimated Total Time for Year	91,720 Hrs.	84,400 Hrs.	90,040 Hrs.
Estimated Revenue Mileage		961,120 Miles	1,069,730 Miles
Estimated Deadhead Mileage		52,160 Miles	62,180 Miles

Bureau of Research
October 12, 1948



COSTS &
INCOME

ELECTRICAL ENERGY FURNISHED BY THE
SOUTHERN CALIFORNIA EDISON COMPANY

September 1949

Delivery Points	Kwhrs	%	Rates	Amount	Average Rate
Carson	2,896,800		250,000 Kwhrs at 1.34	$ 3,350.00	
Ripple	1,549,800		9,644,000 Kwhrs at .64	61,721.60	
Wabash	2,563,200				
Culver	2,118,600				
Pasadena	398,700				
La Fresa	234,900				
Barre	90,000				
Azusa	42,000				
Total	9,894,000	91.77		$65,071.60	.006577
San Bernardino	504,000		250,000 Kwhrs at 1.34	$ 3,350.00	
			254,000 Kwhrs at .64	1,625.60	
Total	504,000	4.68		$ 4,975.60	.009872
North Hollywood	381,600		250,000 Kwhrs at 1.34	$ 3,350.00	
			131,600 Kwhrs at .64	842.24	
Total	381,600	3.54		$ 4,192.24	.010986
Newport	1,360		All at 1.34	$ 18.22	
Brea	0				
Ocean Park	0				
Total	1,360	.01		$ 18.22	.0134
GRAND TOTAL	10,780,960	100%		$74,257.66	.006981

Engineering Department
October 7, 1949

Avg. rate - 1948 - .006408
Increase = .000573
= 8.94%

PACIFIC ELECTRIC RAILWAY COMPANY

LOCAL AND INTERURBAN RAIL LINES
SUMMARY OF OPERATING RESULTS - FULL COSTS

JUNE, 1949

	TOTAL			LOCAL			INTERURBAN		
	Amount	(Cents) Per Mile		Amount	(Cents) Per Mile		Amount	(Cents) Per Mile	
Railway Operating Revenue	$ 828,075	75.03		$ 441,132	67.82		$ 386,943	85.37	
Railway Operating Expenses	940,677	85.23		486,290	74.76		454,387	100.25	
NET REVENUE OR (LOSS) - RAILWAY OPERATIONS	($ 112,602)	(10.20)		($ 45,158)	(6.94)		($ 67,444)	(14.88)	
Taxes	65,350	5.92		32,090	4.93		33,260	7.34	
OPERATING INCOME OR (LOSS)	($ 177,952)	(16.12)		($ 77,248)	(11.87)		($ 100,704)	(22.22)	
			Percent of Total			Percent of Total			Percent of Total
Operating Expenses:									
Way and Structures	$ 104,404	9.46	11.10	$ 51,905	7.98	10.67	$ 52,499	11.58	11.55
Equipment	94,904	8.60	10.09	48,661	7.48	10.01	46,243	10.21	10.18
Power	94,660	8.58	10.06	51,457	7.91	10.58	43,203	9.53	9.51
Conducting Transportation	496,815	45.01	52.82	275,173	42.30	56.59	221,642	48.90	48.78
Traffic	6,364	.58	.68	3,460	.53	.71	2,904	.64	.64
General and Miscellaneous	143,530	13.00	15.25	55,634	8.56	11.44	87,896	19.39	19.34
Total Operating Expenses	$ 940,677	85.23	100.00	$ 486,290	74.76	100.00	$ 454,387	100.25	100.00
Taxes	65,350	5.92		32,090	4.93		33,260	7.34	
Total Operating Expenses & Taxes	$1,006,027	91.15		$ 518,380	79.69		$ 487,647	107.59	
Car Miles	1,103,727			650,467			453,260		

(RED FIGURES)

RESULTS FROM OPERATIONS - FULL COSTS

LOCAL AND INTERURBAN RAIL LINES

JUNE, 1949

REVENUES:		TOTAL		LOCAL		INTERURBAN	
No.	Account	Amount	(Cents) Per Mile	Amount	(Cents) Per Mile	Amount	(Cents) Per Mile
101	Passenger Revenue	$794,021	71.94	$432,369	66.47	$361,652	79.79
103	Parlor and Special Car Revenue	1,203	.11	-	-	1,203	.27
104	Mail Revenue	2,330	.21	163	.03	2,167	.48
106	Milk Revenue	-	-	-	-	-	-
110	Station and Car Privileges	9,198	.83	3,368	.51	5,830	1.29
111	Parcel Room Receipts	508	.05	50	.01	458	.10
114	Tel. and Tel. Receipts	-	-	-	-	-	-
115	Rent of Track & Facilities	-	-	-	-	-	-
116	Rent of Equipment	507	.05	-	-	507	.11
117	Rent of Bldgs. & Other Property	771	.07	236	.04	535	.12
118	Power	325	.03	-	-	325	.07
119	Miscellaneous	19,212	1.74	4,946	.76	14,266	3.14
	TOTAL OPERATING REVENUE	$828,075	75.03	$441,132	67.82	$386,943	85.37

PACIFIC ELECTRIC RAILWAY COMPANY

OPERATING EXPENSES SEGREGATED BETWEEN LOCAL AND INTERURBAN RAIL LINES

JUNE, 1949

	TOTAL		LOCAL		INTERURBAN	
	Amount	Cents Per Car Mile	Amount	Cents Per Car Mile	Amount	Cents Per Car Mile
WAY AND STRUCTURES:						
1. Superintendence	$ 10,997	1.00	$ 5,386	.83	$ 5,611	1.24
2. Ballast	91	.01	58	.01	33	.01
3. Ties	3,676	.33	733	.11	2,943	.65
4. Rails	255	.02	164	.03	91	.02
5. Rail Fastenings and Joints	(30)	-	(14)	-	(16)	-
6. Special Work	1,738	.16	932	.14	806	.18
8. Track and Roadway Labor	24,478	2.22	10,776	1.66	13,702	3.02
9. Small Tools and Roadway Expenses	1,195	.11	542	.08	653	.14
10. Paving	5,801	.53	5,289	.81	512	.11
11. Cleaning and Sanding Tracks	878	.08	620	.10	258	.06
13. Tunnels and Subways	268	.02	268	.04	-	-
15. Bridges, Trestles and Culverts	1,055	.09	401	.06	654	.14
16. Crossings, Fences and Signs	6,903	.62	2,906	.45	3,997	.88
17. Interlockers	5,045	.45	2,032	.31	3,013	.66
18. Communication Systems	719	.07	448	.07	271	.06
19. Misc. Way Expenses	329	.03	242	.04	87	.02
22. Distribution System	11,814	1.07	5,571	.86	6,243	1.38
23. Misc. Electric Line Expenses	299	.03	158	.02	141	.03
24. Buildings, Fixtures and Grounds	3,323	.30	1,980	.30	1,343	.30
25. Depreciation of Way and Structures	25,565	2.32	13,417	2.06	12,148	2.68
28-2 Retirements - Way and Structures	(13)	-	(4)	-	(9)	-
28-3 Dismantling Retired Way & Structures	18	-	-	-	18	-
TOTAL WAY AND STRUCTURES	$104,404	9.46	$ 51,905	7.98	$ 52,499	11.58

OPERATING EXPENSES SEGREGATED BETWEEN LOCAL AND INTERURBAN RAIL LINES

JUNE, 1949

	TOTAL		LOCAL		INTERURBAN	
	Amount	Cents Per Car Mile	Amount	Cents Per Car Mile	Amount	Cents Per Car Mile
EQUIPMENT:						
29. Superintendence	$ 2,091	.19	$ 996	.15	$ 1,095	.24
30. Passenger and Combination Cars	40,578	3.68	20,849	3.21	19,729	4.35
32. Service Equipment	282	.03	137	.02	145	.03
33. Electric Equipment of Cars	17,572	1.59	9,121	1.40	8,451	1.87
36. Shop Equipment	1,191	.11	613	.09	578	.13
37. Shop Expenses	10,371	.94	5,335	.82	5,036	1.11
38. Maintenance of Automotive & Misc. Equipment	1,547	.14	750	.12	797	.18
40. Depreciation of Equipment	21,267	1.92	10,855	1.67	10,412	2.30
44-3 Dismantling Retired Equipment	5	-	5	-	-	-
TOTAL EQUIPMENT	$ 94,904	8.60	$ 48,661	7.48	$ 46,243	10.21
POWER:						
50. Depreciation of Power Plants	$ 7,169	.65	$ 3,897	.60	$ 3,272	.72
Balance of Group	87,491	7.93	47,560	7.31	39,931	8.81
TOTAL POWER	$ 94,660	8.58	$ 51,457	7.91	$ 43,203	9.53
CONDUCTING TRANSPORTATION:						
63. Superintendence	$ 18,133	1.64	$ 10,426	1.60	$ 7,707	1.70
64. Pasgr. Condrs., M/M & Trainmen	331,644	30.05	206,874	31.80	124,770	27.53
66. Misc. Car Service Employees	5,137	.47	3,035	.47	2,102	.46
67. Misc. Car Service Expenses	6,634	.60	3,158	.49	3,476	.77
68. Station Employees	28,554	2.59	6,919	1.06	21,635	4.77
69. Station Expenses	19,680	1.78	5,540	.85	14,140	3.12
70. Car House Employees	72,370	6.56	31,907	4.91	40,463	8.93
71. Car House Expenses	691	.06	305	.05	386	.09
72. Operation of Signal & Interlock. Appr.	9,987	.90	4,403	.68	5,584	1.23
73. Operation of Communication Systems	716	.06	396	.06	320	.07
78. Other Transportation Expenses	3,269	.30	2,210	.33	1,059	.23
TOTAL CONDUCTING TRANSPORTATION	$496,815	45.01	$275,173	42.30	$221,642	48.90

OPERATING EXPENSES SEGREGATED BETWEEN LOCAL AND INTERURBAN RAIL LINES

JUNE, 1949

	TOTAL		LOCAL		INTERURBAN	
	Amount	Cents Per Car Mile	Amount	Cents Per Car Mile	Amount	Cents Per Car Mile
TRAFFIC:						
79. Superintendence	$ 3,669	.33	$ 1,995	.31	$ 1,674	.37
80. Advertising	2,695	.25	1,465	.22	1,230	.27
81. Parks, Resorts, and Attractions	-	-	-	-	-	-
82. Misc. Traffic Expenses	-	-	-	-	-	-
TOTAL TRAFFIC	$ 6,364	.58	$ 3,460	.53	$ 2,904	.64
GENERAL:						
83. Salaries & Expenses of General Officers	$ 4,052	.37	$ 2,190	.34	$ 1,862	.41
84. Salaries & Expenses of General Office Clerks	38,922	3.53	20,929	3.22	17,993	3.97
85. General Office Supplies & Expenses	3,587	.32	1,939	.30	1,648	.36
86. Law Expenses	2,508	.23	1,356	.21	1,152	.25
88. Pensions and Gratuities	1,894	.17	1,023	.16	871	.19
89. Misc. General Expenses	4,444	.40	2,402	.37	2,042	.45
90. Valuation Expense	-	-	-	-	-	-
91. Amortization of Franchises	39	-	6	-	33	.01
92. Injuries and Damages	62,432	5.66	15,444	2.37	46,988	10.37
93. Insurance	691	.06	373	.06	318	.07
94. Stationery and Printing	4,671	.42	2,539	.39	2,132	.47
95. Store Expenses	7,954	.72	4,299	.66	3,655	.81
96. Service Garage Expenses & Supplies	4,215	.38	2,064	.32	2,151	.47
97. Rent of Tracks and Facilities	682	.06	274	.04	408	.09
98. Rent of Equipment	7,439	.68	796	.12	6,643	1.47
TOTAL GENERAL	$143,530	13.00	$ 55,634	8.56	$ 87,896	19.39
GRAND TOTAL	$940,677	85.23	$486,290	74.76	$454,387	100.25
Car Miles	1,103,727		650,467		453,260	

TOTAL OPERATING EXPENSES - PASSENGER RAIL LINES

JUNE, 1949

Operating Expenses:	AMOUNT			PERCENTAGE	
	Direct	Allocated	TOTAL	Direct	Allocated
Way and Structures	$ 23,348	$ 81,056	$ 104,404	22.36	77.64
Equipment	70,025	24,880	94,905	73.78	26.22
Power	94,659	-	94,659	100.00	-
Conducting Transportation	412,001	84,814	496,815	82.93	17.07
Traffic	6,364	-	6,364	100.00	-
General & Miscellaneous	52,106	91,424	143,530	36.30	63.70
TOTAL	$ 658,503	$ 282,174	$ 940,677	70.00	30.00

Bureau of Research
September 8, 1949

PACIFIC ELECTRIC RAILWAY COMPANY

GASOLINE, DIESEL FUEL AND OIL CONSUMPTION IN MOTOR COACH REVENUE SERVICE

1949	Gallons Gasoline	Miles Per Gal.	Cost (Cents) Per Gal.	Gals. Diesel Fuel	Miles Per Gal.	Cost (Cents) Per Gal.	Gals. Oil-Gasoline Equipt.	Miles Per Gal.	Cost (Cents) Per Gal.	Gals. Oil-Diesel Equipt.	Miles Per Gal.	Cost (Cents) Per Gal.	Cost Per Mile (Cents) Gasoline	Cost Per Mile (Cents) Diesel
January	427,580	2.97	16.70	30,009	4.49	15.49	5,811	218.74	52.22	493	273.17	55.00	5.62	3.45
February	386,628	3.01	17.36	27,867	4.50	16.40	5,252	221.75	51.85	442	283.58	59.66	5.76	3.44
March	428,499	3.04	17.78	32,458	4.53	15.47	5,224	235.99	49.65	549	267.71	55.00	5.84	3.42
April	400,146	3.10	17.51	33,082	4.71	15.47	5,218	237.79	51.04	571	272.84	55.00	5.65	3.28
May	401,556	3.14	17.27	92,910	4.79	15.47	4,836	260.97	58.30	1,633	272.65	35.81	5.49	3.23
June	391,925	3.14	17.24	94,413	4.67	15.47	4,959	248.42	49.55	1,655	266.20	52.02	5.48	3.31

Bureau of Research
July 27, 1949

GASOLINE COST

January 1, 1943:

$ 0.0775 Gal. (Incl. 1½¢ Fed. Tax)
0.03 State Tax
Total: $ 0.1075 Gal.

November 1, 1946:

$ 0.0875 Gal. (Incl. 1½¢ Fed. Tax)
0.03 State Tax
Total: $ 0.1175 Gal.

July 1, 1947:

$ 0.0875 Gal. (Incl. 1½¢ Fed. Tax)
0.045 State Tax
Total: $ 0.1325 Gal.

November 1, 1947:

$ 0.1000 Gal. (Incl. 1½¢ Fed. Tax)
0.045 State Tax
Total: $ 0.1450 Gal.

November 7, 1947:

$ 0.1010 Gal. (Incl. 1½¢ Fed. Tax)
0.0450 State Tax
Total: $ 0.1460 Gal.

December 29, 1947:

$ 0.1190 Gal. (Incl. 1½¢ Fed. Tax)
0.045 State Tax
Total: $ 0.1640 Gal.

November 17, 1948:

$ 0.1210 Gal. (Incl. 1½¢ Fed. Tax)
0.045 State Tax
Total: $ 0.1660 Gal.

February 1, 1949:

$ 0.1310 Gal. (Incl. 1½¢ Fed. Tax)
0.045 State Tax
Total: $ 0.1760 Gal.

May 1, 1949:

$ 0.1260 Gal. (Incl. 1½¢ Fed. Tax)
0.045 State Tax
Total: $ 0.1710 Gal.

Bureau of Research,
July 29, 1949

DIESEL FUEL COST

January 1, 1943:

$ 0.0625 Gal.
2½% Sales Tax (State)
0.03 Use Tax (pd. State)
Total: $ 0.0941 Gal.

January 1, 1946:

$ 0.0500 Gal.
2½% Sales Tax
0.03 Use Tax (pd. State)
Total: $ 0.0813 Gal.

February 21, 1946:

$ 0.0575 Gal.
2½% Sales Tax
0.03 Use Tax (pd. State)
Total: $ 0.0889 Gal.

August 3, 1946:

$ 0.0675 Gal.
2½% Sales Tax
0.03 Use Tax (pd. State)
Total: $ 0.0992 Gal.

January 1, 1947:

$ 0.0725 Gal.
2½% Sales Tax
0.03 Use Tax (pd. State)
Total: $ 0.1043 Gal.

January 24, 1947:

$ 0.0750 Gal.
2½% Sales Tax
0.03 Use Tax (pd. State)
Total: $ 0.1068 Gal.

March 19, 1947:

$ 0.0820 Gal.
2½% Sales Tax
0.03 Use Tax (pd. State)
Total: $ 0.1141 Gal.

July 1, 1947:

$ 0.0820 Gal.
2½% Sales Tax (State)
0.045 Use Tax (pd. State)
Total: $ 0.1291 Gal.

November 7, 1947:

$ 0.0840 Gal.
2½% Sales Tax
0.045 Use Tax (pd. State)
Total: $ 0.1311 Gal.

December 29, 1947:

$ 0.0955 Gal.
2½% Sales Tax
0.045 Use Tax (pd. State)
Total: $ 0.1429 Gal.

January 1, 1948:

$ 0.1030 Gal.
2½% Sales Tax
0.045 Use Tax (pd. State)
Total: $ 0.1506 Gal.

November 22, 1948:

$ 0.1095 Gal.
2½% Sales Tax
0.045 Use Tax (pd. State)
Total: $ 0.1572 Gal.

January 1, 1949:

$ 0.1070 Gal.
2½% Sales Tax - State went to 3% July 1, 1949
0.045 Use Tax (pd. State)
Total: $ 0.1547 Gal.

Bureau of Research
July 29, 1949

PACIFIC ELECTRIC RAILWAY COMPANY
MOTOR COACH OPERATIONS -YEAR 1948-

		Amount	Cents Per Mile
201	Operating Revenues	$8,216,494.09	49.33
213	Operating Expenses	7,512,872.44	45.11
	Net Revenue from Operations	$ 703,621.65	4.22
215	Taxes	652,615.88	3.92
	Operating Income	$ 51,005.77	.30
	OPERATING REVENUES:		
101	Passenger Revenue	$7,642,135.95	45.88
103	Parlor, sleepg., dining & spec. Car Revenue	14,013.93	.08
104	Mail Revenue	13,850.91	.08
105	Express Revenue	25,706.00	.17
109	Misc. Transportation Revenue	18.00	—
110	Station & Car Privileges	88,705.05	.53
111	Parcel Room Receipts	8,349.29	.05
112	Storage	820.55	—
114	Telephone & Telegraph Service	529.66	—
115	Rent of Tracks & Facilities	184.00	—
116	Rent of Equipment	540.20	—
117	Rent of Buildings & Other Property	14,338.29	.09
119	Miscellaneous	407,302.26	2.45
	Total Operating Revenues	$8,216,494.09	49.33
	OPERATING EXPENSES:		
	I. WAY & STRUCTURES		
1	Superintendence	11,528.72	.07
16	Crossings, Fences & Signs	1,920.58	.01
18	Communication Systems	53.62	—
24	Buildings, Fixtures & Grounds	41,804.39	.25
25	Depreciation	27,325.65	.17
28-3	Dismantling retired W. & S.	622.05	—
	Total Way & Structures	$83,255.01	.50
	II. EQUIPMENT		
29	Superintendence	45,424.07	.27
36	Shop Equipment	9,784.06	.06
37	Shop Expenses	40,855.83	.25
38	Maintenance of automotive & misc. equipment	1,106,383.12	6.64
40	Depreciation of Equipment	559,241.02	3.36
44-3	Dismantling retired Equipment	5.71	—
	Total Equipment	$1,761,693.81	10.58
	IV. CONDUCTING TRANSPORTATION		
65	Superintendence	352,842.07	2.12
66	Misc. Car Service Employes	22.30	—
67	Misc. Car Service Expenses	40,558.30	.24
68	Station Employes	387,698.58	2.33
69	Station Expenses	288,169.04	1.73
70	Carhouse Employes	519,871.51	3.12
71	Carhouse Expenses	4,461.40	.03
73	Operation of Communication Systems	259.60	—
77	Loss & Damage	119.54	—
78	Other Transportation Expenses	3,240,225.72	19.45
	Total Conducting Transportation	$4,834,228.06	29.02
	V. TRAFFIC		
79	Superintendence	36,920.44	.22
80	Advertising	27,204.89	.17
	Total Traffic	$64,125.33	.39
	VI. GENERAL		
83	Salaries & Exp. of General Officers	25,266.73	.15
84	Salaries & Exp. of Genl. Office Clerks	275,297.32	1.65
85	Genl. Office Supplies & Expenses	20,937.14	.13
86	Law Expenses	22,583.06	.14
88	Pensions & Gratuities	11,217.78	.07
89	Misc. General Expenses	25,974.40	.16
91	Amortization of Franchises	23.76	—
92	Injuries & Damages	275,545.76	1.65
93	Insurance	16,073.21	.09
94	Stationery & Printing	34,176.61	.21
95	Store Expenses	60,542.32	.36
96	Service Garage Expenses & Supplies	1,932.14	.01
	Total General	$769,570.25	4.62
	TOTAL EXPENSES	$7,512,872.44	45.11

Repairs - #903194 5.42
Tires - 203189 1.22
Oprs - #2338639 14.03
Fuel-oil 880538 5.29
Other - 21049 .13

Bureau of Research,
July 28, 1949

PACIFIC ELECTRIC RAILWAY COMPANY
MOTOR COACH OPERATIONS — MAY, 1949

		Amount	Cents Per Mile
201	Operating Revenues	$791,857.37	46.60
213	Operating Expenses	763,557.52	44.93
	Net Revenue from Operations	$ 28,299.85	1.67
215	Taxes	57,769.75	3.40
	OPERATING INCOME OR (LOSS)	($ 29,469.90)	(1.73)
	OPERATING REVENUES:		
101	Passenger Revenue	$754,713.77	44.42
103	Parlor, sleeping, Dining, and Spec.Car R.	1,076.13	.06
104	Mail Revenue	417.48	.02
105	Express Revenue	2,173.38	.13
109	Misc. Transportation Revenue	264.11	.02
110	Station & Car Privileges	7,396.84	.44
111	Parcel Room Receipts	338.45	.02
112	Storage	58.40	--
117	Rent of Buildings & Other Property	1,037.78	.06
119	Miscellaneous	24,381.03	1.43
	Total Revenue	$791,857.37	46.60
	OPERATING EXPENSES:		
	I. WAY & STRUCT.		
1	Superintendence	970.74	.06
16	Crossings, Fences & Signs	62.12	--
24	Buildings, Fixtures & Grounds	6,096.13	.36
25	Depreciation	1,402.81	.08
	Total Way & Structures	$8,531.80	.50
	II. EQUIPMENT		
29	Superintendence	4,211.65	.25
36	Shop Equipment	1,362.27	.08
37	Shop Expenses	3,965.89	.23
38	Maintenance of automotive & misc. Equipt.	84,766.07	4.99
40	Depreciation of Equipment	63,965.81	3.76
44-3	Dismantling retired Equipment	29.59	--
	Total Equipment	$158,301.28	9.31
	IV. CONDUCTING TRANSPORTATION		
63	Superintendence	34,339.43	2.02
67	Misc. Car Service Expenses	4,767.87	.28
68	Station Employes	29,137.83	1.71
69	Station Expenses	17,654.64	1.04
70	Carhouse Employes	48,599.92	2.86
71	Carhouse Expenses	426.99	.03
73	Operation of Communication Systems	136.36	.01
78	Other Transportation Expenses	356,861.23	21.00
	Total Conducting Transportation	$491,924.27	28.95
	V. TRAFFIC		
79	Superintendence	3,746.61	.22
80	Advertising	3,047.61	.18
	Total Traffic	$6,794.22	.40
	VI. GENERAL		
83	Salaries & Expensesof Genl. Officers	3,271.38	.19
84	Salaries & Expenses of Genl.Off.Clerks	29,590.52	1.74
85	Genl. Office Supplies & Expenses	2,315.46	.14
86	Law Expenses	2,197.91	.13
88	Pensions & Gratuities	1,257.07	.07
89	Misc. Genl.Expenses	2,902.40	.17
91	Amortization of Franchises	2.97	--
92	Injuries & Damages	43,970.66	2.59
93	Insurance	1,656.65	.10
94	Stationery & Printing	4,763.80	.28
95	Store Expenses	5,750.59	.34
96	Service Garage Expenses & Supplies	326.54	.02
	Total General	$98,005.95	5.77
	TOTAL EXPENSES	$763,557.52	44.93

Repairs- #1 71177 4.194
Tires- 12767 .75 → 38 Maintenance of automotive & misc. Equipt.

Wages-Oper. # 263128 15.074
Fuel-oil 87110 5.13
Other 6643 0.80 → 78 Other Transportation Expenses

4-46—6M

PACIFIC ELECTRIC RAILWAY COMPANY

L-161-D

COMBINED

(Lines)

REVENUES, EXPENSES, TAXES AND STATISTICS -- MOTOR COACH OPERATIONS

Month of JUNE 1949 and 6 months ended JUNE 30, 1949 compared with same period last year

Acct. No.	SUMMARY OF INCOME	MONTH This Year	MONTH Increase—Black Decrease—Red	PERIOD This Year	PERIOD Increase—Black Decrease—Red	AVERAGE PER MILE (Cents)—This Year MONTH	AVERAGE PER MILE (Cents)—This Year PERIOD
201	Operating revenues	792 269 18	103 801 00	4 222 098 69	166 079 75	47.45	47.42
213	Operating expenses	723 539 29	124 947 32	4 090 963 59	440 269 33	43.33	45.95
	*Net revenue from operations	68 729 89	21 146 32	131 135 10	274 189 58	4.12	1.47
215	Taxes	66 754 01	55 427 88	325 240 61	18 749 62	4.00	3.65
	*Operating income	1 975 88	76 574 20	194 105 51IL	292 939 20	.12	2.18
	OPERATING REVENUES						
101	Passenger revenue	760 093 64	119 251 10	3 976 873 60	215 365 38		
104	Mail revenue	412 87	242 60	6 888 49	3 290 54		
105	Express revenue	2 116 44	126 88	12 135 40	556 86		
...	Other revenue	29 646 23	15 080 62	226 201 20	52 019 31		
	Total—Operating revenues	792 269 18	103 801 00	4 222 098 69	166 079 75	47.45	47.42
	OPERATING EXPENSES						
	I. Way and Structures	A 4 827 18	4 888 11	39 505 12	1 529 92	.29	.44
	II. Equipment						
38	Repairs to revenue equipment	80 189 23	10 693 34	486 882 82	59 654 96		
38	Tires and tubes	10 339 10	6 373 58	89 430 56	7 920 58		
40	Depreciation	65 068 82	20 406 20	327 615 43	58 025 51		
41	Equipment retired	-	-	30 41	26 14		
...	Other equipment expense	10 947 77	1 718 79	63 295 15	11 710 62		
	Total—Equipment	B 166 544 92	26 444 75	967 254 37	121 496 65	9.98	10.87
	IV. Conducting Transportation						
78	Wages of operators	261 943 99	71 800 50	1 352 225 66	223 985 85		
78	Fuel and oil	85 482 36	14 076 92	488 716 52	64 447 40		
...	Other transportation expense	125 127 84	4 560 32	781 658 38	21 313 36		
	Total—Conducting transportation	C 472 554 19	81 317 10	2 622 600 56	267 119 89	28.30	29.46
	V. Traffic	D 6 090 72	643 66	34 099 91	4 818 00	.36	.38
	VI. General and Miscellaneous						
92	Injuries and damages	25 287 08	9 972 70	141 931 43	5 370 53		
...	Other general and miscellaneous expenses	48 235 20	11 457 22	285 572 20	42 994 18		
	Total—General and miscellaneous expenses	E 73 522 28	21 429 92	427 503 63	48 364 71	4.40	4.80
...	VII. Transportation for investment—Credit	-	-	-	-	-	-
	GRAND TOTAL—Operating expenses	723 539 29	124 947 32	4 090 963 59	440 269 33	43.33	45.95
	TAXES						
	State	27 024 51	5 820 97	102 493 67	8 115 73		
	City and County	10 860 23	1 993 24	65 354 76	11 648 46		
	Federal	28 869 27	47 613 67	157 392 18	15 216 89		
	Total—Taxes	F 66 754 01	55 427 88	325 240 61	18 749 62	4.00	3.65
	STATISTICS						
	Average miles of route operated †	909.48	55.98	886.76	42.83		
	Bus coach miles operated ‡	# 1 669 622	299 225	8 904 097	692 423		
	Number of fare passengers carried	4 149 904	1 056 072	20 656 541	1 805 150		
	Gallons of gasoline used in revenue equipment	391 925	5 067	2 436 324	93 992		
	Gallons of diesel fuel used in revenue equipment	94 413	65 078	311 739	138 027		

Issued by Accounting Department,

Los Angeles, California, JULY 27, 1949

*If a loss the amount shall be shown in red.

†Month's figure represents actual miles operated at close of month.

‡Includes special and non-revenue miles.

IC—Increased credit
ID—Increased debit
IL—Increased loss
DC—Decreased credit
DD—Decreased debit
DL—Decreased loss

A - Way and Structures: Decrease due to decreased building maintenance, dismantling costs and adjustment this year of allocation on Subway Terminal Building and Tunnel.

B - Equipment: Increase due to increased repairs, shop expense and depreciation account more motor coaches in service as a result from separation of L.A.M.C. Lines as of 12:01 A.M., May 1, 1949; offset in part by adjustment of rate from Goodyear Tire and Rubber Company.

C - Conducting Transportation: Increase due to increased wage rate effective October 16, 1948, also inclusion of operators' wages of L.A.M.C. Lines, now operated exclusively by Pacific Electric Railway Company, increased fuel prices, increased motor coach operations and non-operating wage increase; offset in part by decreased agency force and decreased estimate of concession expenses.

D - Traffic: Increase due to increased motor coach pro-rate resulting from separation of L.A.M.C. Lines as of 12:01 A.M., May 1, 1949.

E - General and Miscellaneous: Increase due to adjustment of estimate of injury and damage claims, non-operating wage increase and increased motor coach pro-rate resulting from separation of L.A.M.C. Lines as of 12:01 A.M., May 1, 1949.

F - Taxes: Increase due to accrual this year of State Bank and Corporation tax resulting from 1948 taxable income, increased ad valorem taxes, franchise percentage gross receipts taxes, railroad retirement taxes and credit adjustment last year of R.R. Unemployment Insurance taxes account revised rate retroactive to January 1, 1948.

- Includes the following motor coach miles:

	Month	Period
Revenue (Chartered & others)	1649	7702
Non-Revenue (Chartered)	141	318
Non-Revenue (Coach)	18	94
	1808	8114

Pacific Electric Railway Company

PASSENGER REVENUE

	1945		
	Rail	Motor Coach	Total
Jan.	$1,080,792	$587,610	$1,668,402
Feb.	964,564	534,868	1,499,432
March	1,044,070	598,962	1,643,032
April	1,025,583	590,054	1,615,637
May	1,108,017	582,210	1,690,227
June	1,135,830	583,546	1,719,376
July	1,179,370	609,416	1,788,786
Aug.	1,124,450	587,839	1,712,289
Sept.	1,011,996	540,561	1,552,557
Oct.	1,061,133	559,917	1,621,050
Nov.	1,071,747	558,785	1,630,532
Dec.	1,125,444	577,516	1,702,960
	$12,932,996	$6,911,284	$19,844,280

	1946		
	Rail	Motor Coach	Total
Jan.	$1,164,164	$585,910	$1,750,074
Feb.	1,012,235	535,787	1,548,022
March	1,038,972	577,354	1,616,326
April	973,406	574,795	1,548,201
May	990,126	515,338	1,505,464
June	932,171	552,753	1,484,924
July	986,986	575,848	1,562,834
Aug.	1,005,032	585,339	1,590,371
Sept.	1,003,403	589,728	1,593,131
Oct.	971,786	586,144	1,557,930
Nov.	925,438	548,515	1,473,953
Dec.	983,608	586,992	1,570,600
	$11,987,327	$6,814,503	$18,801,830

	1947		
	Rail	Motor Coach	Total
Jan.	$ 995,322	$600,157	$1,595,479
Feb.	892,245	556,372	1,448,617
March	914,783	597,113	1,511,896
April	879,739	575,706	1,455,445
May	866,022	580,189	1,446,211
June	877,072	578,329	1,455,401
July	918,308	597,708	1,516,016
Aug.	910,391	592,640	1,503,031
Sept.	854,461	574,830	1,429,291
Oct.	835,186	595,053	1,430,239
Nov.	816,644	569,383	1,386,027
Dec.	824,725	585,516	1,410,241
	$10,584,898	$7,002,996	$17,587,894

	1948		
	Rail	Motor Coach	Total
Jan.	$ 874,121	$ 587,534	$ 1,461,655
Feb.	876,312	595,782	1,472,094
March	909,780	669,157	1,578,937
April	852,019	630,958	1,482,977
May	865,923	637,236	1,503,159
June	865,083	640,843	1,505,926
July	909,617	655,099	1,564,716
Aug.	907,549	656,265	1,563,814
Sept.	849,390	664,058	1,513,448
Oct.	837,069	643,524	1,480,593
Nov.	783,876	613,100	1,396,976
	$9,530,739	$6,993,556	$16,524,295

Pacific Electric Railway Company

REVENUE PASSENGERS

1945

	Rail Pasgrs.	Motor Coach Pasgrs.	Total Pasgrs.
Jan.	9,186,020	3,763,799	12,949,819
Feb.	8,413,713	3,467,453	11,881,166
March	9,374,399	3,923,950	13,298,349
April	8,991,375	3,837,293	12,828,668
May	9,544,163	4,007,474	13,551,637
June	9,394,598	3,930,005	13,324,603
July	9,586,293	4,050,945	13,637,238
Aug.	9,247,119	3,909,816	13,156,935
Sept.	8,482,917	3,602,297	12,085,214
Oct.	8,932,870	3,763,290	12,696,160
Nov.	8,892,156	3,715,856	12,608,012
Dec.	9,057,912	3,777,990	12,835,902
	109,103,535	45,750,168	154,853,703

1946

	Rail Pasgrs.	Motor Coach Pasgrs.	Total Pasgrs.
Jan.	9,405,245	3,899,795	13,305,040
Feb.	8,458,602	3,603,738	12,062,340
March	8,961,029	3,905,901	12,866,930
April	8,848,000	3,968,292	12,816,292
May	9,575,529	3,871,013	13,446,542
June	8,272,048	3,827,563	12,099,611
July	8,790,171	3,972,781	12,762,952
Aug.	8,660,045	3,851,768	12,511,813
Sept.	7,946,780	3,521,028	11,467,808
Oct.	8,254,091	3,744,702	11,998,793
Nov.	7,709,886	3,415,912	11,125,798
Dec.	8,200,289	3,659,720	11,860,009
	103,081,715	45,242,213	148,323,928

1947

	Rail Pasgrs.	Motor Coach Pasgrs.	Total Pasgrs.
Jan.	8,229,461	3,612,709	11,842,170
Feb.	7,445,690	3,350,839	10,796,529
March	7,913,973	3,615,328	11,529,301
April	7,590,352	3,488,280	11,078,632
May	7,564,292	3,534,331	11,098,623
June	7,396,006	3,473,333	10,869,339
July	7,620,461	3,586,902	11,207,363
Aug.	7,463,986	3,478,666	10,942,652
Sept.	7,172,362	3,408,916	10,581,278
Oct.	7,532,218	3,650,829	11,183,047
Nov.	7,014,127	3,380,201	10,394,328
Dec.	7,426,457	3,558,985	10,985,442
	90,369,385	42,139,319	132,508,704

1948

	Rail Pasgrs.	Motor Coach Pasgrs.	Total Pasgrs.
Jan.	7,387,749	3,506,813	10,894,562
Feb.	6,349,041	3,145,632	9,494,673
March	6,496,181	3,482,693	9,978,874
April	6,197,040	3,317,248	9,514,288
May	6,259,342	3,341,881	9,601,223
June	6,160,056	3,330,695	9,490,751
July	6,274,128	3,367,577	9,641,705
Aug.	6,182,215	3,338,775	9,520,990
Sept.	5,928,909	3,351,787	9,280,696
Oct.	5,991,197	3,403,380	9,394,577
Nov.	5,847,322	3,316,381	9,163,703
	69,073,180	36,902,862	105,976,042

"Revenue Passengers" include Fare and Transfer Passengers.

Pacific Electric Railway Company

FREIGHT REVENUE

	1945	1946	1947	1948
January	$1,314,105	$723,113	$1,046,947	$1,025,367
February	1,259,951	695,119	995,394	919,880
March	1,428,694	795,624	1,137,184	1,183,082
April	1,213,984	786,736	1,093,002	987,938
May	1,306,022	684,042	1,117,131	914,513
June	1,350,429	774,896	998,138	1,051,799
July	1,238,781	817,009	1,012,775	1,079,824
August	1,135,089	857,235	965,431	996,784
September	859,489	898,844	1,006,135	997,651
October	714,151	978,236	1,009,231	1,061,591
November	388,242	816,289	926,834	
December	529,677	922,031	951,607	
Total	$12,738,614	$9,749,174	$12,259,809	$10,218,429

STATISTICAL DATA

PACIFIC ELECTRIC RAILWAY COMPANY

	Year 1947
Revenue Miles - Rail	15,765,586
Revenue Miles - Motor Coach	16,223,059
Revenue (Fare) Passengers - Rail	82,251,465
Revenue (Fare) Passengers - Motor Coach	40,061,202
Transfer Passengers - Rail	8,137,920
Transfer Passengers - Motor Coach	2,078,117
Total (Fare, Transfer & Free) Passengers - Rail	93,464,163
Total (Fare, Transfer & Free) Passengers - Motor Coach	42,934,954
Total Revenue and Transfer Passengers -rail and coach	132,508,704
Total All Passengers - Rail and Motor Coach	136,399,117
Operating Revenue Per Mile - Rail	67.14¢
Operating Revenue Per Mile - Motor Coach	43.17¢
Operating Expenses (incl.Taxes) Per Mile - Rail	93.16¢
Operating Expenses (incl. Taxes) Per Mile - Motor Coach	46.82¢
Ratio of Transfer Passgrs. to Revenue Passengers - Rail	9.90%
Ratio of Transfer Passgrs. to Revenue Passengers - Coach	5.19%
Revenue Passengers Per Mile Operated - Rail	5.22
Revenue Passengers Per Mile Operated - Motor Coach	2.47
Transfer Passengers Per Mile Operated - Rail	.52
Transfer Passengers Per Mile Operated - Motor Coach	.14
Total (All) Passengers Per Mile Operated - Rail	5.93
Total (All) Passengers Per Mile Operated - Motor Coach	2.65
Ratio of Operating Expenses (incl. Taxes) to Operating Revenue - Rail	130.42%
Ratio of Operating Expenses (incl. Taxes) to Operating Revenue - Motor Coach	99.42%
Ratio of Operating Expenses (incl. Taxes) to Operating Revenue - Rail and Motor Coach	117.71%

Bureau of Research,
May 10, 1948

PACIFIC ELECTRIC RAILWAY COMPANY

COMPARATIVE STATEMENT OF MOTOR COACH COSTS & OPERATING STATISTICS
YEARS 1946, 1947 AND 1948

	Year 1946	Year 1947	Year 1948
Rout Miles (average)	656.02	772.18	853.14
Coach Miles	15,803,993	16,251,948	16,632,022
Revenue Passengers	45,242,213	42,139,319	40,352,729
Passenger Pick-Up Per Mile	2.86	2.59	2.43
Average Fare Per Passenger (cents)	15.06	16.62	18.94
Operators' Hours	1,469,506	1,515,511	1,520,134
Operators' Wages	$ 1,840,407	$ 2,114,704	$ 2,338,639
Operators' Wages ¢ per Mile	11.65	13.01	14.06
Operators' Aver. Wages Per Hour (cents)	125.24	139.54	153.84
Equipment Maintenance	$ 822,568	$ 837,065	$ 884,074
Equipment Maintenance ¢ Per Mile	5.21	5.15	5.32
Tires & Tubes	$ 170,966	$ 181,852	$ 200,074
Tires & Tubes ¢ Per Miles	1.08	1.12	1.20
Depreciation	522,991	499,610	558,852
Depreciation ¢ Per Mile	3.31	3.07	3.36
Inspecting & Servicing	$ 421,961	$ 494,809	$ 555,508
Inspecting & Servicing ¢ per Mile	2.67	3.05	3.34
Fuel Cost	$ 501,730	$ 614,173	$ 836,815
Fuel Cost ¢ Per Mile	3.17	3.78	5.03
Oil	$ 36,816	33,704	33,543
Oil ¢ Per Mile	.23	.21	.20
Taxes (Operating)	$ 424,957	$ 514,353	$ 544,442
Taxes ¢ Per Mile	2.69	3.16	3.27
Total Passenger Revenue	$ 6,814,502	$ 7,002,996	$ 7,642,136
Out-of-Pocket Cost	$ 4,742,396	$ 5,290,270	$ 5,842,643
Net Operating Revenue (Out-of-Pkt Basis)	$ 2,072,106	$ 1,712,726	$ 1,799,493
Revenue Per Coach Mile ¢	43.12	43.09	45.95
Out-of-Pocket Cost Per Mile ¢	30.01	32.55	35.13
Net Oper.Rev.Per Mile ¢ (Out-of-Pkt. Basis)	13.11	10.54	10.82
Total Oper. Expenses (Incl.All Taxes)	$ 6,693,929	$ 7,595,735	$ 8,165,488
Out-of-Pocket Cost (Incl.Optg. Taxes)	$ 4,742,396	$ 5,290,270	$ 5,842,643
Administrative & Other Expense	$ 1,951,533	$ 2,140,160	$ 2,322,845
Out-of-Pocket Cost (% of Total)	70.85	69.65	71.55
Admin. & Other Expense (% of Total)	29.15	28.18	28.45
Total Operating Revenue	$ 7,556,746	$ 7,668,976	$ 8,216,494
Total Operating Expense (Incl. all Taxes)	$ 6,693,929	$ 7,595,735	$ 8,165,488
Net Operating Income	$ 862,817	$ 73,241	$ 51,006
Operating Revenue ¢ Per Mile	47.82	47.19	49.40
Operating Expense (Incl. All Taxes ¢ Per Mile	42.36	46.74	49.09
Net Operating Income ¢ per Mile	5.46	.45	.31
Number of Units (Incl. Extras as of December) Peak	293	348	383
Base	141	143	155
Owned	324	388	402
Ratio - Peak - Base	2.08	2.43	2.47

Bureau of Research
April 4, 1949

PERCENTAGES OF OPERATING REVENUES & EXPENSES

YEAR 1948

	GRAND TOTAL	% OF TOTAL	P.E. FREIGHT	HARBOR BELT LINE	TOTAL PASSENGERS	RAIL LINES LOCAL	RAIL LINES INTERURBAN	P.E. MOTOR COACH	L.A. MOTOR COACH	P.E. BLDG.
Operating Revenues	$34,313,462		$12,332,023	$ 42,887	$21,553,713	$5,674,787	$5,326,754	$8,216,494	$2,335,678	$384,840
% of Opr.Rev..	100.00		35.94	.12	62.81	16.54	15.52	23.95	6.80	1.13
Operating Expenses	31,024,043		8,649,160	321,433	21,909,164	6,147,634	6,406,175	7,512,872	1,842,483	144,286
Net Revenue ..	$ 3,289,419		$ 3,682,863	($278,546)	($ 355,451)	($ 472,847)	($1,079,421)	$ 703,622	$ 493,195	$240,554
Taxes	2,410,815		735,918	26,773	1,618,786	398,177	413,076	652,616	154,917	29,339
OPERATING INCOME OR(LOSS)	$ 878,604		$ 2,946,945	($305,319)	($ 1,974,237)	($ 871,024)	($1,492,497)	$ 51,006	$ 338,278	$211,215

DETAIL OF OPERATING EXPENSES & TAXES

I. WAY & STRUCTURES	$ 3,047,706	9.11	$ 1,402,487	$ 53,754	$ 1,560,716	$ 660,060	$ 804,121	$ 83,255	$ 13,280	$ 30,749
% of W. & S...	100.00		46.02	1.76	51.21	21.66	26.38	2.73	.44	1.01
II. EQUIPMENT.	4,924,806	14.73	848,335	6,255	4,070,216	707,192	922,437	1,761,694	678,893	--
% of Equipt...	100.00		17.23	.13	82.64	14.36	18.73	35.77	13.78	--
III. POWER ...	1,461,809	4.37	205,641	--	1,256,168	654,106	602,062	--	--	
% of Power ...	100.00		14.07		85.93	44.75	41.18			
IV. CONDUCTING TRANSPORTATION	16,713,338	49.99	4,318,795	199,234	12,195,309	3,326,276	3,124,760	4,834,228	910,045	--
% of Conducting Transportation	100.00		25.84	1.19	72.97	19.90	18.70	28.92	5.45	

(RED FIGURES)

	GRAND TOTAL	% OF TOTAL	P.E. FREIGHT	HARBOR BELT LINE	TOTAL PASSENGERS	RAIL LINES LOCAL	RAIL LINES INTERURBAN	P.E. MOTOR COACH	L.A. MOTOR COACH	P.E. BLDG.
V. TRAFFIC.....	$ 283,214	.85	$ 125,000	$ --	$ 158,214	$ 46,100	$ 44,477	$ 64,126	$ 3,511	$ --
% of Traffic ..	100.00		44.14		55.86	16.28	15.70	22.64	1.24	
VI. GENERAL ...	4,593,170	13.74	1,748,902	62,190	2,668,541	753,900	908,318	769,570	236,753	113,537
% of General ..	100.00		38.07	1.36	58.10	16.41	19.78	16.75	5.16	2.47
TOTAL OPERATING EXPENSES	31,024,043		8,649,160	321,433	21,909,164	6,147,634	6,406,175	7,512,873	1,842,482	144,286
% of Total Opr. Expenses	100.00		27.88	1.04	70.62	19.82	20.64	24.22	5.94	.46
TAXES	2,410,816	7.21	735,918	26,773	1,618,786	398,177	413,076	652,616	154,917	29,339
% of Taxes	100.00		30.53	1.11	67.15	16.52	17.13	27.07	6.43	1.21
TOTAL EXPENSES & TAXES	$33,434,859		$9,385,078	$ 348,206	$23,527,950	$6,545,811	$6,819,251	$8,165,489	$1,997,399	$173,625
% of Total Expenses & Taxes		100.00	28.07	1.04	70.37	19.58	20.40	24.42	5.97	.52

(RED FIGURES)

Bureau of Research
March 12, 1949

Pacific Electric Railway Company

REVENUE AND EXPENSES OF RAIL AND MOTOR COACH LINES

YEAR 1948

R A I L L I N E S:

Line:	Miles Operated	TOTAL REVENUE Amount	TOTAL REVENUE Cents Per Mile	EXPENSES & TAXES Amount	EXPENSES & TAXES Cents Per Mile	NET Amount	NET Cents Per Mile
INTERURBAN RAIL LINES:							
Pasadena Oak Knoll	551,690	$ 405,182	73.44	$ 591,284	107.18	$ (186,102)	(33.74)
Pasadena Short Line	489,133	456,374	93.30	530,761	108.51	(74,387)	(15.21)
L. A.-El M.-Baldwin Park	594,939	393,040	66.06	698,461	117.40	(305,421)	(51.34)
L. A.-Monrovia-Glendora	847,013	636,381	75.13	908,434	107.25	(272,053)	(32.12)
L. A.-Sierra Madre	143,068	97,772	68.34	180,864	126.42	(83,092)	(58.08)
L. A.-Long Beach	1,477,084	1,480,779	100.25	1,517,024	102.70	(36,245)	(2.45)
L. A.-San Pedro	1,096,159	1,028,375	93.82	1,180,566	107.70	(152,191)	(13.88)
Long Beach-San Pedro	241,356	161,237	66.80	238,170	98.68	(76,933)	(31.88)
L. A.-Santa Ana	723,015	536,553	74.21	824,559	114.04	(288,006)	(39.83)
Santa Monica Air Line	11,748	4,866	41.42	17,908	152.43	(13,042)	(111.01)
L. A.-Newport Beach	40,375	26,566	65.80	50,147	124.20	(23,581)	(58.40)
L. A. & L. B. S. S. Service	65,852	94,534	143.56	68,941	104.69	25,593	38.86
Other (Charter, Shop Train, etc.)	14,126	5,095	36.07	12,132	85.88	(7,037)	(49.81)
Total Interurban Rail Lines	6,295,558	$5,326,754	84.61	$6,819,251	108.32	($1,492,497)	(23.71)
LOCAL RAIL LINES:							
Watts-Sierra Vista	1,342,295	$ 944,650	70.37	$1,057,698	78.80	$ (113,048)	(8.43)
Sub.-S. M. Blvd.-W. Hwd.-San Fern. Valley	1,783,006	1,153,084	64.67	1,408,976	79.02	(255,892)	(14.35)
L. A.-Glendale-Burbank	1,278,795	877,901	68.65	981,128	76.72	(103,227)	(8.07)
Venice Short Line	1,261,588	784,912	62.22	959,002	76.02	(174,090)	(13.80)
Sub.-Hwd. Blvd.-San Vicente Blvd.	2,591,328	1,914,240	73.87	2,139,007	82.54	(224,767)	(8.67)
Total Local Rail Lines	8,257,012	$ 5,674,787	68.73	$ 6,545,811	79.28	($ 871,024)	(10.55)
TOTAL ALL RAIL LINES	14,552,570	$11,001,541	75.60	$13,365,062	91.84	($2,363,521)	(16.24)

(RED FIGURES)

Line:	Miles Operated	*TOTAL REVENUE Amount	*TOTAL REVENUE Cents Per Mile	EXPENSES & TAXES Amount	EXPENSES & TAXES Cents Per Mile	NET Amount	NET Cents Per Mile
MOTOR COACH LINES:							
Pasadena-Alhambra-S.P. Station	22,840	$ 9,632	42.17	$ 15,002	65.68	$ (5,370)	(23.51)
Garfield-Highland Park	293,063	117,367	40.05	156,569	53.43	(39,202)	(13.38)
Alhambra-Temple City	1,002,465	538,133	53.68	488,446	48.72	49,687	4.96
Long Beach-Huntington Park	765,588	485,696	63.44	383,694	50.12	102,002	13.32
L.A.-Balboa	581,804	214,679	36.90	286,286	49.21	(71,607)	(12.31)
L.A.-Sunland	940,574	478,834	50.91	469,942	49.96	8,892	.95
L.A.-Santa Ana	1,785,330	919,913	51.53	898,702	50.34	21,211	1.19
Long Beach-Riverside	340,901	166,835	48.94	141,590	41.53	25,245	7.41
Long Beach-Pasadena	372,411	169,140	45.42	166,295	44.65	2,845	.76
Riverside-Arlington	722,792	296,760	41.06	318,524	44.07	(21,764)	(3.01)
L.A.-El M.-Pomon.-S. B.-Riverside	4,049,083	2,157,852	53.29	1,913,772	47.26	244,080	6.03
Pasadena-Pomona	74,032	26,386	35.64	33,336	45.03	(6,950)	(9.39)
San Marino-Sierra Madre	40,957	12,409	30.30	20,341	49.66	(7,932)	(19.37)
L.A.-Santa Monica	1,809,073	952,459	52.65	920,765	50.90	31,694	1.75
L.A.-Beverly-Sunset Blvd.	159,934	56,679	35.44	77,070	48.19	(20,391)	(12.75)
Western-Franklin	151,388	84,943	56.11	83,824	55.37	1,119	.74
L.A.-Redondo Beach	1,426,078	627,165	43.98	759,446	53.25	(132,281)	(9.28)
Emery Park	49,516	15,009	30.31	22,718	45.88	(7,709)	(15.57)
Hollywood-Ventura Blvd.	550,040	238,795	43.41	252,481	45.90	(13,686)	(2.49)
North Hollywood	209,336	72,590	34.68	100,377	47.95	(27,787)	(13.27)
Van Nuys-Canoga Park	130,128	44,709	34.36	53,782	41.33	(9,073)	(6.97)
Van Nuys-San Fernando	94,366	31,084	32.94	40,870	43.31	(9,786)	(10.37)
Van Nuys-Birmingham Hospital	88,496	38,883	43.94	44,062	49.79	(5,179)	(5.85)
L.A.-No. Hwd.-Van Nuys	506.183	226,617	44.77	258,582	51.08	(31,965)	(6.31)
No. Hwd.-Studio City - S. O.	30,762	7,638	24.83	12,951	42.10	(5,313)	(17.27)
Hollywood-Bev. Hills-University	434,882	226,287	52.03	246,061	56.58	(19,774)	(4.55)
Total	16,632,022	$8,216,494	49.40	$8,165,488	49.09	$ 51,006	.31

*--Includes "Other Revenues" allocated on car-mile basis.

(RED FIGURES)

Pacific Electric Railway Company

REVENUE AND EXPENSES OF RAIL AND MOTOR COACH LINES

JANUARY TO JUNE, INCLUSIVE, 1948

RAIL LINES:

Line:	Miles Operated	*TOTAL REVENUE Amount	*TOTAL REVENUE Cents Per Mile	OPERATING EXPENSES & TAXES Amount	OPERATING EXPENSES & TAXES Cents Per Mile	NET Amount	NET Cents Per Mile
INTERURBAN RAIL LINES:							
Pasadena Oak Knoll	300,367	$206,522	68.15	$318,437	106.01	($111,915)	(37.26)
Pasadena Short Line	259,474	228,051	87.89	280,806	108.22	(52,755)	(20.33)
L.A.-El Monte-Baldwin Park	302,796	185,251	61.18	352,915	116.55	(167,664)	(55.37)
L.A.-Monrovia-Glendora	463,522	366,617	79.09	497,641	107.36	(131,024)	(28.27)
L.A.-Sierra Madre	87,447	56,641	64.77	107,082	122.45	(50,441)	(57.68)
L.A.-Long Beach	719,638	747,817	103.91	769,954	106.99	(22,137)	(3.08)
L.A.-San Pedro	561,195	525,945	93.72	610,643	108.81	(84,698)	(15.09)
Long Beach-San Pedro	128,155	85,034	66.35	144,196	112.51	(59,162)	(46.16)
L.A.-Santa Ana	369,037	256,262	69.44	436,978	118.41	(180,716)	(48.97)
L.A.-Santa Monica via Air Line	5,836	2,280	39.06	9,220	157.98	(6,940)	(118.92)
L.A.-Newport Beach	18,403	12,491	67.87	23,017	125.07	(10,526)	(57.20)
L.A. & Long Beach Steamship Service	23,201	32,662	140.77	26,657	114.89	6,005	25.88
Others (Shop train, etc.)	6,394	429	--	25,247	--	(24,818)	--
Total Interurban Rail Lines	3,245,465	$2,706,002	83.37	$3,602,793	111.01	($896,791)	(27.64)
LOCAL RAIL LINES:							
Watts-Sierra Vista	684,456	$471,785	68.93	$493,997	72.17	($22,212)	(3.24)
Subway-S. Monica Blvd.-W.Hwd.-SFV	913,246	575,706	63.04	674,879	73.90	(99,173)	(10.86)
L.A.-Glendale-Burbank	636,048	435,800	68.52	439,692	69.13	(3,892)	(.61)
Venice Short Line	625,264	385,555	61.66	452,571	72.38	(67,016)	(10.72)
Subway-Hollywood Blvd.-San Vicente	1,331,038	956,521	71.86	1,029,396	77.34	(72,875)	(5.48)
Total Local Rail Lines	4,190,052	$2,825,367	67.43	$3,090,535	73.76	($265,168)	(6.33)
TOTAL ALL RAIL LINES	7,435,517	$5,531,369	74.39	$6,693,328	90.02	($1,161,959)	(15.63)

* Includes "Other Revenues" allocated on car-mile basis.

(RED FIGURES)

Line:	Miles Operated	*TOTAL REVENUE Amount	*TOTAL REVENUE Cents Per Mile	OPERATING EXPENSES & TAXES Amount	OPERATING EXPENSES & TAXES Cents Per Mile	NET Amount	NET Cents Per Mile
MOTOR COACH LINES:							
Pasadena-Alhambra S.P Station	10,815	$ 4,590	42.44	$ 7,181	66.40	($2,591)	(23.96)
Garfield-Highland Park	147,181	58,536	39.77	80,380	54.61	(21,844)	(14.84)
Alhambra-Temple City	490,054	262,842	53.64	229,977	46.93	32,865	6.71
Long Beach-Huntington Park	386,889	246,412	63.69	191,142	49.40	55,270	14.29
L.A.-Balboa	281,977	104,559	37.08	127,000	45.04	(22,441)	(7.96)
L.A.-Sunland	468,442	234,836	50.13	224,644	47.96	10,192	2.17
L.A.-Santa Ana	892,696	459,262	51.45	447,233	50.10	12,029	1.35
Long Beach-Riverside	169,746	83,275	49.06	68,109	40.12	15,166	8.94
Long Beach-Pasadena	172,177	82,975	48.19	75,470	43.83	7,505	4.36
Riverside-Arlington	385,774	155,990	40.44	167,836	43.51	(11,846)	(3.07)
L.A.-El Monte-Pomona-S.Berndo-Riverside	991,705	1,070,633	53.75	919,795	46.18	150,838	7.57
Pasadena-Pomona	37,648	13,292	35.31	16,354	43.44	(3,062)	(8.13)
San Marino-Sierra Madre	4,026	1,333	33.11	2,090	51.91	(757)	(18.80)
L.A.-Santa Monica via Bev. Hills	896,873	467,133	52.08	451,172	50.31	15,961	1.77
L.A.-Beverly-Sunset Blvds.	75,276	25,935	34.45	35,971	47.79	(10,036)	(13.34)
Hollywood-Beverly Hills-University	223,965	113,803	50.81	126,348	56.41	(12,545)	(5.60)
Western and Franklin	75,242	43,149	57.35	43,181	57.39	(32)	(.04)
L.A.-Redondo Beach	715,641	310,467	43.38	369,625	51.65	(59,158)	(8.27)
Emery Park	25,281	7,651	30.26	11,410	45.13	(3,759)	(14.87)
Hollywood-Ventura Blvd.	275,185	116,378	42.29	123,194	44.77	(6,816)	(2.48)
North Hollywood	104,479	35,825	34.29	52,212	49.97	(16,387)	(15.68)
Van Nuys-Canoga Park	64,747	22,919	35.40	27,837	42.99	(4,918)	(7.59)
Van Nuys-San Fernando	45,355	15,933	35.13	21,269	46.89	(5,336)	(11.76)
Van Nuys-Birmingham Hospital	44,088	19,509	44.25	23,472	53.24	(3,963)	(8.99)
L.A.-North Hollywood-Van Nuys	216,881	98,782	45.55	114,284	52.69	(15,502)	(7.14)
Total	8,202,143	$4,056,019	49.45	$3,957,186	48.25	98,833	1.20

* - Includes "Other Revenues" allocated on car-mile basis.

(RED FIGURES)

Pacific Electric Railway Co.

Rail Operating Costs
Year-1948

	Line	Car Miles	Ton Miles	Way and Structures	Equipment	Power	Conducting Transportation: Trainmen's Wages	Conducting Transportation: Other	Conducting Transportation: Total	Traffic	General	Total Operating Cost	Cost Per Car Mile	
	Local Lines													
25	Watts-Sierra Vista	1342248	41720198	.03934 $ 52801.89	.06686 $ 89740.27	.07741 $ 103901.84	.31525 $ 423145.27	.10710 $ 143755.81	.42235 $ 566901.08	.00558 $ 7497.15	.09146 $ 122761.30	$ 943604.13	$ .70300	25
28	Subway-W. Holly'd-Van Nuys	1783006	55264370	.07855 140054.29	.06674 118996.16	.07736 137932.23	.28053 500191.15	.10516 187508.70	.38569 687699.85	.00559 9964.33	.09139 162946.58	1257593.44	.70532	28
29	Subway-Glendale-Burbank	1273017	28495253	.06640 84524.88	.06643 84570.61	.06835 87011.75	.28272 359903.38	.10444 132953.88	.38716 492857.26	.00558 7100.90	.09168 116720.14	872186.14	.68560	29
30	Subway-Venice Short Line	1261563	44095182	.06943 87592.78	.07324 92398.89	.07304 92146.02	.25486 321522.00	.10762 135769.15	.36248 457291.15	.00560 7063.39	.09132 115208.13	851700.36	.67511	30
32	Subway-Hollywood Blvd	784945	24326415	.07807 61281.62	.06660 52277.09	.07735 60716.53	.33238 260901.01	.10831 85019.53	.44069 345920.54	.00559 4383.55	.09113 71532.64	596111.97	.75943	32
32	Hill St.-Echo Park Ave.	301199	5722781	.04613 13893.60	.04967 14961.37	.04741 14279.93	.28000 84335.16	.10674 32152.13	.38674 116487.29	.00560 1686.33	.09160 27588.83	188891.35	.62715	32
32	Holly'd Blvd.-San Vicente	1504816	46651156	.07549 113605.70	.06662 100256.21	.07736 116416.46	.33241 500236.04	.10558 158883.22	.43799 659119.26	.00558 8404.28	.09113 137141.54	1134943.45	.75417	32
		— 8250854	— 246275955	$ .06711 $ 553754.16	$ .06705 $ 553200.60	$ .07422 $ 612404.16	$ .29697 $2450234.01	$ .10618 $ 876042.42	$ .40315 $3326276.43	$ .00559 $ 46100.53	$ .09137 $ 753899.76	— $5845636.84	— $ .70849	
Other	Depreciation-Retirements	—	—	106305.26	153990.90	41700.92	—	—	—	—	—	301991.08	.03660	
	Total Local Lines	— 8250854	— 246275955	$ .08000 $ 660060.02	$ .08571 $ 707191.50	$ .07927 $ 654105.68	$ .29697 $2450234.01	$ .10618 $ 876042.42	$ .40315 $3326276.43	$ .00559 $ 46100.53	$ .09137 $ 753899.76	— $6147633.92	— $ .74509	
	Interurban Lines													
1	Pasadena Oak Knoll	551690	26409979	.08759 $ 48322.06	.09550 $ 52683.60	.07950 $ 43857.93	.29228 $ 161248.15	.22981 $ 126785.95	.52209 $ 288034.10	.00704 $ 3886.32	.14390 $ 79389.47	$516173.48	$ .93562	1
2	Pasadena Short Line	489013	23635812	.08421 41179.01	.10745 52544.88	.08029 39260.37	.29581 144656.58	.23032 112630.20	.52613 257286.78	.00706 3450.39	.14411 70472.19	464193.62	.94925	2
3	El Monte-Baldwin Park	594939	32109588	.07777 46270.21	.17992 107040.31	.08949 53238.88	.31091 184975.84	.22921 136366.62	.54012 321342.46	.00705 4193.20	.14343 85333.23	617418.29	1.03778	3
4	Monrovia-Glendora	847013	40879574	.08756 74168.46	.09257 78404.68	.08013 67875.75	.29261 247848.30	.23037 195122.71	.52298 442971.01	.00704 5962.29	.14405 122010.01	791392.20	.93433	4
5	Sierra Madre	142703	6850756	.10964 15646.50	.08791 12545.08	.07978 11384.27	.45140 64416.60	.25192 35948.83	.70332 100365.43	.00694 990.81	.14120 20150.30	161082.39	1.12879	5
6	L.A.-Long Beach	1477084	86324040	.07263 107277.56	.13670 201914.87	.09681 142993.17	.20393 301130.52	.22673 334897.15	.43466 642028.27	.00709 10480.30	.14491 214046.44	1318140.61	.89280	6
7-8	L.A.-San Pedro	1156848	65438312	.06287 72729.01	.13641 157803.79	.09657 111718.81	.23834 275728.88	.23005 266126.13	.46839 541855.01	.00708 8192.39	.14474 167442.88	1059741.89	.91606	7-8
9-10	Long Beach-San Pedro	245593	12255552	.15288 37545.37	.13187 32387.29	.08270 20311.54	.32957 80939.79	.12831 31513.25	.45788 112453.04	.00706 1732.77	.14410 35389.81	239819.77	.97649	9-10
11	L.A.-Santa Ana	722977	40629782	.10769 77859.07	.13986 101118.44	.09318 67364.99	.28096 203130.14	.23137 167275.33	.51233 370405.47	.00709 5121.75	.14453 104492.49	726362.21	1.00468	11
12	L.A.-Santa Monica Air Line	11748	484277	.00941 110.56	.09546 1121.45	.06832 802.62	.67232 7898.38	.39186 4603.56	1.06418 12501.94	.00709 83.34	.14471 1700.12	16320.03	1.38917	12
17	L.A.-Newport	40375	2175462	.02718 1097.41	.17804 7188.45	.08912 3598.05	.27615 11149.44	.38883 15699.23	.66498 26848.67	.00712 287.59	.14541 5870.97	44891.14	1.11185	17
		— 6279983	— 337193194	$ .08315 $ 522205.17	$ .12815 $ 804752.84	$ .08955 $ 562406.38	$ .26897 $1689122.62	$ .22722 $1426969.56	$ .49619 $3116092.18	$ .00707 $ 44381.15	$ .14432 $ 906297.91	— $5956135.63	— $ .94843	
Other	Shop Train	8888	526149	—	$ 1283.07	$ 870.90	$ 5732.01	$ 1794.43	$ 7526.44	$ 61.30	$ 1255.91	$ 10997.62	1.23735	
	Codes 10-116-117-Other	5238	282348	$ 31830.47	684.35	464.35	—	1140.19	1140.19	34.13	764.94	34918.43	—	
	Codes 301 302 (P.E. Bldg & Club)	—	—	1223.87	—	—	—	—	—	—	—	1223.87	—	
	Depreciation-Retirements	—	—	242861.50	115716.74	38321.18	—	—	—	—	—	396899.42	.06306	
	Total "Other"	14126	808497	$ 281915.84	$ 117684.16	$ 39656.43	$ 5732.01	$ 2934.62	$ 8666.63	$ 95.43	$ 2020.85	$ 450039.34		
	Total Interurban Lines	— 6294109	— 338001691	$ .12776 $ 804121.01	$ .14655 $ 922437.00	$ .09565 $ 602062.81	$ .26928 $1694854.63	$ .22718 $1429904.18	$ .49646 $3124758.81	$ .00707 $ 44476.58	$ .14431 $ 908318.76	— $6406174.97	— $1.01780	
	Grand Total Passenger	— 14544963	— 584277646	$ .10067 $1464181.03	$ .11204 $1629628.50	$ .08636 $1256168.49	$ .28498 $4145088.64	$ .15854 $2305946.60	$ .44352 $6451035.24	$ .00623 $ 90577.11	$ .11428 $1662218.52	— $12553808.89	— $ .86310	
	Freight	— 9464568	— 446818642	$ .14818 $1402486.90	$ .08963 $ 848335.40	$ .02173 $ 205640.77	$ .10955 $1036840.64	$ .34676 $3281954.24	$ .45631 $4318794.88	$ .01321 $ 125000.02	$ .18478 $1748902.34	— $8649160.31	— $ .91384	
	Total Costs	— 24009531	— 1031096288	$ .11940 $2866667.93	$ .10321 $2477963.90	$ .06088 $1461809.26	$ .21583 $5181929.28	$ .23273 $5587900.84	$ .44856 $10769830.12	$ .00898 $ 215577.13	$ .14207 $3411120.86	— $21202969.20	— $ .88310	

Note: Car Mileages Do Not Include Motor Coach In Lieu of Rail.

Bureau of Research - April 13, 1949.

PACIFIC ELECTRIC RAILWAY CO.

1.2.11

PASSENGER

RAIL OPERATING COSTS — TAXES — REVENUE

YEAR 1948

	Line	Car Miles	Ton Miles	Operating Expenses Amount	Operating Expenses Cost Per C.M.	Depreciation, Retirements, etc. Amount	Depreciation, Retirements, etc. Cost Per C.M.	Taxes Amount	Taxes Cost Per C.M.	Total Expenses Amount	Total Expenses Cost Per C.M.	Account 101 Passenger Revenue Amount	Account 101 Passenger Revenue Rev. Per C.M.	
						LOCAL LINES								
25	Watts-Sierra Vista	1342248	41720798	$ 943604.13	$ .70300	$ 49046.88	$ .03654	$ 65041.01	$ .04846	$ 1057698.02	$ .78800	$ 922331.77	$ .68715	25
28	Subway-W Holly'd-Van Nuys	1783006	55264370	1251593.44	.70532	65115.71	.03652	86767.17	.04838	1408976.32	.79022	1123450.52	.63009	28
29	Subway-Glendale-Burbank	1273017	28495253	872786.14	.68560	46817.02	.03682	61464.34	.04829	981127.50	.77071	856640.65	.67292	29
30	Subway-Venice Short Line	1261563	44095182	851700.36	.67511	46588.26	.03693	60713.24	.04813	959001.86	.76017	763940.29	.60555	30
32	Subway-Hollywood Blvd.	784945	24326415	596111.97	.75943	28546.53	.03636	37192.26	.04815	662450.76	.84394			32
32	Hill St.- Echo Park Ave.	301199	5122781	188897.35	.62715	11079.24	.03678	14456.42	.04800	214433.01	.71193	1871170.67	.72218	32
32	Holly'd Blvd-San Vicente	1504876	46651156	1134943.45	.75417	54743.44	.03638	77436.57	.04814	1262123.46	.83869			32
		2,591,020	76,700,352	1,913,952.17	.74100	94,369.21	.03642	124,685.25	.04812	2,133,007.23	.82554			
	Total Local Lines	8250834	246275955	$5845636.84	$ .70849	$ 301997.08	$ .03660	$ 398177.01	$ .04826	$6545810.93	$ .79335	$5537533.90	$ .67115	
						INTERURBAN LINES								
1	Pasadena Oak Knoll	551690	26409919	$ 516173.48	$ .93562	$ 35157.90	$ .06373	$ 36150.73	$ .06553	$ 587482.11	$ 1.06488	$ 363595.33	$ .65906	1
2	Pasadena Short Line	489013	23635812	464193.62	.94925	31076.63	.06355	32117.34	.06567	527387.59	1.07847	419476.36	.85780	2
3	El Monte - Baldwin Park	594939	32109588	611418.29	1.03178	37716.82	.06340	39225.43	.06593	694360.54	1.16711	348184.47	.58524	3
4	Monrovia-Glendora	841013	40879574	791392.20	.93433	54097.81	.06387	57106.85	.06742	902596.86	1.06562	572531.42	.67594	4
5	Sierra Madre	142703	6850756	161082.39	1.12879	9069.36	.06356	9725.64	.06815	179877.39	1.26050	86973.16	.60947	5
6	L.A.-Long Beach	1477084	86324040	1318740.61	.89280	92270.30	.06247	95829.66	.06488	1506840.57	1.02015	1369374.22	.92708	6
7-8	L.A.- San Pedro	1156848	65438372	1059741.89	.91606	71928.69	.06218	75250.53	.06504	1206921.11	1.04328	1031102.08	.89130	7-8
9-10	Long Beach-San Pedro	245593	12255552	239819.77	.97649	15206.01	.06192	16057.57	.06538	271083.35	1.10379	147230.24	.59949	9-10
11	L.A.- Santa Ana	722977	40629782	726362.21	1.00468	45850.01	.06342	47362.71	.06551	819574.93	1.13361	482035.19	.66674	11
12	L.A.-Santa Monica Air Line	11748	484277	16320.03	1.38917	742.51	.06320	763.33	.06498	17825.87	1.51735	3966.06	.33759	12
17	L.A.-Newport	40315	2175467	44891.14	1.11385	2425.46	.06008	2553.44	.06334	49870.04	1.23717	23534.51	.58390	17
Other	Shop Train	8888	526149	10997.62	1.23735	544.12	.06122	590.50	.06644	12132.24	1.36501	—	—	
	Codes 10-116-117-Other	5238	282348	34918.43	—	194.18	—	342.15	—	35454.76	—	—	—	
	Codes 301-302 (P.E. Bldg & Club)	—	—	1223.87	—	619.62	—	—	—	1843.49	—	—	—	
	Total Interurban Lines	6294109	338101691	$6009215.55	$ .95474	$ 396899.42	$ .06306	$ 413075.88	$ .06563	$6819250.85	$ 1.08343	$4848003.04	$ .77024	
	Grand Total Passenger	14544963	584277646	$11854912.39	$ .81505	$ 698896.50	$ .04805	$ 811252.89	$ .05578	$13365061.78	$ .91888	$10385536.94	$ .71403	

NOTE: CAR MILEAGES DO NOT INCLUDE MOTOR COACH IN LIEU OF RAIL.

BUREAU OF RESEARCH - APRIL 13, 1949.

PACIFIC ELECTRIC RAILWAY COMPANY

LOCAL AND INTERURBAN RAIL LINES
SUMMARY OF OPERATING RESULTS - FULL COSTS

JANUARY, 1949

	TOTAL			LOCAL			INTERURBAN		
	Amount	(Cents) Per Mile		Amount	(Cents) Per Mile		Amount	(Cents) Per Mile	
Railway Operating Revenue	$ 864,057	74.56		$ 446,049	67.67		$ 418,008	83.64	
Railway Operating Expenses	997,776	86.10		507,586	77.00		490,190	98.08	
NET REVENUE OR (LOSS) - RAILWAY OPERATIONS	$ (133,719)	(11.54)		$ (61,537)	(9.33)		$ (72,182)	(14.44)	
Taxes	75,412	6.51		37,238	5.65		38,174	7.64	
OPERATING INCOME OR (LOSS)	$ (209,131)	(18.05)		$ (98,775)	(14.98)		$ (110,356)	(22.08)	
			Percent of Total			Percent of Total			Percent of Total
Operating Expenses:									
Way and Structures	$ 102,064	8.81	10.23	$ 51,658	7.84	10.18	$ 50,406	10.09	10.28
Equipment	116,442	10.05	11.67	62,538	9.49	12.32	53,904	10.79	11.00
Power	104,951	9.06	10.52	54,312	8.24	10.70	50,639	10.13	10.33
Conducting Transportation	542,437	46.81	54.36	279,273	42.37	55.02	263,164	52.66	53.69
Traffic	8,389	.72	.84	4,145	.62	.82	4,244	.84	.87
General and Miscellaneous	123,493	10.65	12.38	55,660	8.44	10.96	67,833	13.57	13.83
Total Operating Expenses	$ 997,776	86.10	100.00	$ 507,586	77.00	100.00	$ 490,190	98.08	100.00
Taxes	75,412	6.51		37,238	5.65		38,174	7.64	
Total Operating Expenses & Taxes	$1,073,188	92.61		$ 544,824	82.65		$ 528,364	105.72	
Car Miles	1,158,922			659,163			499,759		

(RED FIGURES)

RESULTS FROM OPERATIONS - FULL COSTS

LOCAL AND INTERURBAN RAIL LINES

JANUARY, 1949

REVENUES:		TOTAL		LOCAL		INTERURBAN	
No.	Account	Amount	(Cents) Per Mile	Amount	(Cents) Per Mile	Amount	(Cents) Per Mile
101	Passenger Revenue	$ 812,139	70.08	$ 435,053	66.00	$ 377,086	75.45
103	Parlor and Special Car Revenue	389	.03	-	-	389	.08
104	Mail Revenue	2,572	.22	386	.06	2,186	.44
106	Milk Revenue	-	-	-	-	-	-
110	Station and Car Privileges	7,738	.67	3,086	.47	4,652	.93
111	Parcel Room Receipts	486	.04	41	.01	445	.09
114	Tel. and Tel. Receipts	-	-	-	-	-	-
115	Rent of Track and Facilities	-	-	-	-	-	-
116	Rent of Equipment	551	.05	-	-	551	.11
117	Rent of Bldgs. & Other Property	671	.06	166	.03	505	.10
118	Power	493	.04	-	-	493	.10
119	Miscellaneous	39,018	3.37	7,317	1.10	31,701	6.34
	TOTAL OPERATING REVENUE	$ 864,057	74.56	$ 446,049	67.67	$ 418,008	83.64

PACIFIC ELECTRIC RAILWAY COMPANY

OPERATING EXPENSES SEGREGATED BETWEEN LOCAL AND INTERURBAN RAIL LINES

JANUARY, 1949

	TOTAL		LOCAL		INTERURBAN	
	Amount	Cents Per Car Mile	Amount	Cents Per Car Mile	Amount	Cents Per Car Mile
WAY AND STRUCTURES:						
1. Superintendence	$ 12,858	1.11	$ 7,250	1.10	$ 5,608	1.12
2. Ballast	415	.04	402	.06	13	-
3. Ties	2,056	.18	508	.08	1,548	.31
4. Rails	(5,888)	(.51)	(6,008)	(.91)	120	.02
5. Rail Fastenings and Joints	30	-	14	-	16	-
6. Special Work	1,418	.12	585	.09	833	.17
8. Track and Roadway Labor	29,408	2.54	15,215	2.31	14,193	2.84
9. Small Tools and Roadway Expenses	657	.06	367	.06	290	.06
10. Paving	5,170	.45	3,782	.57	1,388	.28
11. Cleaning and Sanding Tracks	1,236	.11	763	.12	473	.09
13. Tunnels and Subways	1,034	.09	1,034	.16	-	-
15. Bridges, Trestles and Culverts	1,646	.14	139	.02	1,507	.30
16. Crossings, Fences and Signs	3,569	.31	1,533	.23	2,036	.41
17. Interlockers	4,053	.35	1,844	.28	2,209	.44
18. Communication Systems	1,446	.12	765	.12	681	.14
19. Misc. Way Expenses	387	.03	483	.07	(96)	(.02)
22. Distribution System	9,300	.80	5,009	.76	4,291	.86
23. Misc. Electric Line Expenses	216	.02	55	.01	161	.03
24. Buildings, Fixtures and Grounds	5,417	.47	2,173	.33	3,244	.65
25. Depreciation of Way and Structures	25,810	2.23	13,681	2.07	12,129	2.43
28-2 Retirements - Way and Structures	7	-	453	.07	(446)	(.09)
28-3 Dismantling Retired Way & Structures.	1,819	.15	1,611	.24	208	.05
TOTAL WAY AND STRUCTURES	$102,064	8.81	$ 51,658	7.84	$ 50,406	10.09

OPERATING EXPENSES SEGREGATED BETWEEN LOCAL AND INTERURBAN RAIL LINES

JANUARY, 1949

	TOTAL		LOCAL		INTERURBAN	
	Amount	Cents Per Car Mile	Amount	Cents Per Car Mile	Amount	Cents Per Car Mile
EQUIPMENT:						
29. Superintendence	$ 2,756	.24	$ 1,341	.20	$ 1,415	.28
30. Passenger and Combination Cars	48,673	4.20	27,283	4.14	21,390	4.28
32. Service Equipment	616	.05	324	.05	292	.06
33. Electric Equipment of Cars	21,852	1.89	11,356	1.72	10,496	2.10
36. Shop Equipment	2,249	.19	1,230	.19	1,019	.20
37. Shop Expenses	15,983	1.38	8,744	1.33	7,239	1.45
38. Maintenance of Automotive & Misc. Equipt.	2,111	.18	1,100	.17	1,011	.21
40. Depreciation of Equipment	21,903	1.89	11,003	1.67	10,900	2.18
44-3 Dismantling Retired Equipment	299	.03	157	.02	142	.03
TOTAL EQUIPMENT	$116,442	10.05	$ 62,538	9.49	$ 53,904	10.79
POWER:						
50. Depreciation of Power Plants	$ 7,114	.61	$ 3,682	.56	$ 3,432	.69
Balance of Group	97,837	8.45	50,630	7.68	47,207	9.44
TOTAL POWER	$104,951	9.06	$ 54,312	8.24	$ 50,639	10.13
CONDUCTING TRANSPORTATION:						
63. Superintendence	$ 21,195	1.83	$ 11,281	1.71	$ 9,914	1.98
64. Passenger Conductors, Motormen & Trainmen	352,022	30.37	207,989	31.55	144,033	28.82
66. Misc. Car Service Employees	6,300	.54	3,587	.54	2,713	.54
67. Misc. Car Service Expenses	7,288	.63	3,244	.49	4,044	.81
68. Station Employees	34,973	3.02	7,083	1.08	27,890	5.58
69. Station Expenses	28,451	2.46	4,988	.76	23,463	4.70
70. Car House Employees	77,890	6.72	32,809	4.98	45,081	9.02
71. Car House Expenses	937	.08	395	.06	542	.11
72. Operation of Signal & Interlocking Appr.	9,822	.85	5,593	.85	4,229	.85
73. Operation of Communication Systems	524	.05	270	.04	254	.05
78. Other Transporation Expenses	3,035	.26	2,034	.31	1,001	.20
TOTAL CONDUCTING TRANSPORTATION	$542,437	46.81	$279,273	42.37	$ 263,164	52.66

OPERATING EXPENSES SEGREGATED BETWEEN LOCAL AND INTERURBAN RAIL LINES

JANUARY, 1949

	TOTAL		LOCAL		INTERURBAN	
	Amount	Cents Per Car Mile	Amount	Cents Per Car Mile	Amount	Cents Per Car Mile
TRAFFIC:						
79. Superintendence	$ 3,930	.34	$ 2,104	.32	$ 1,826	.37
80. Advertising	3,812	.33	2,041	.30	1,771	.35
81. Parks, Resorts and Attractions	-	-	-	-	-	-
82. Misc. Traffic Expenses	647	.05	-	-	647	.12
TOTAL TRAFFIC	$ 8,389	.72	$ 4,145	.62	$ 4,244	.84
GENERAL:						
83. Salaries & Expenses of General Officers	$ 4,798	.41	$ 2,515	.38	$ 2,283	.46
84. Salaries & Expenses of General Office Clerks	40,775	3.52	21,283	3.23	19,492	3.90
85. General Office Supplies & Expenses	4,650	.40	2,438	.37	2,212	.44
86. Law Expenses	3,896	.34	2,043	.31	1,853	.37
88. Pensions and Gratuities	3,914	.34	2,052	.31	1,862	.37
89. Misc. General Expenses	3,414	.29	1,790	.27	1,624	.32
90. Valuation Expense	-	-	-	-	-	-
91. Amortization of Franchises	69	-	6	-	63	.01
92. Injuries and Damages	38,053	3.28	14,123	2.14	23,930	4.79
93. Insurance	(2,879)	(.25)	(1,510)	(.23)	(1,369)	(.27)
94. Stationery and Printing	5,295	.46	2,823	.43	2,472	.50
95. Store Expenses	8,956	.77	4,695	.71	4,261	.85
96. Service Garage Expenses & Supplies	4,437	.38	2,332	.36	2,105	.42
97. Rent of Tracks and Facilities	676	.06	274	.04	402	.08
98. Rent of Equipment	7,439	.65	796	.12	6,643	1.33
TOTAL GENERAL	$123,493	10.65	$ 55,660	8.44	$ 67,833	13.57
GRAND TOTAL	$997,776	86.10	$507,586	77.00	$490,190	98.08
CAR MILES	1,158,922		659,163		499,759	

TOTAL OPERATING EXPENSES-PASSENGER RAIL LINES

JANUARY, 1949

Operating Expenses:	AMOUNT			PERCENTAGE	
	Direct	Allocated	Total	Direct	Allocated
Way and Structures	$ 32,819	$ 69,245	$102,064	32.16	67.84
Equipment	82,509	33,933	116,442	70.86	29.14
Power	104,951	-	104,951	100.00	-
Conducting Transportation	437,268	105,169	542,437	80.61	19.39
Traffic	8,389	-	8,389	100.00	-
General and Miscellaneous	29,989	93,504	123,493	24.28	75.72
TOTAL	$ 695,925	$ 301,851	$997,776	69.75	30.25

Bureau of Research
April 30, 1949

PACIFIC ELECTRIC RAILWAY COMPANY

LOCAL AND INTERURBAN RAIL LINES

SUMMARY OF OPERATING RESULTS - FULL COSTS

YEAR - 1947

	TOTAL			LOCAL			INTERURBAN		
	Amount	(Cents) Per Mile		Amount	(Cents) Per Mile		Amount	(Cents) Per Mile	
Railway Operating Revenue	$11,261,628	71.38		$ 5,718,516	64.44		$ 5,543,112	80.29	
Railway Operating Expenses	13,596,142	86.17		6,095,057	68.68		7,501,035	108.65	
NET REVENUE OR (LOSS) - RAILWAY OPERATIONS	$(2,334,514)	(14.79)		$ (376,541)	(4.24)		$(1,957,973)	(28.36)	
Taxes	$ 1,091,675	6.92		$ 499,376	5.63		$ 592,299	8.58	
OPERATING INCOME OR (LOSS)	$(3,426,189)	(21.71)		$ (875,917)	(9.87)		$(2,550,272)	(36.94)	
			Percent Of Total			Percent Of Total			Percent Of Total
Operating Expenses:									
Way & Structures	$ 2,068,405	13.11	15.21	$ 811,145	9.14	13.30	$ 1,257,260	18.21	16.76
Equipment	1,827,855	11.59	13.44	673,809	7.59	11.06	1,154,046	16.72	15.39
Power	1,307,004	8.28	9.61	680,135	7.66	11.16	626,369	9.08	8.36
Conducting Transportation	6,586,751	41.75	48.45	3,112,017	35.07	51.06	3,474,734	50.33	46.32
Traffic	90,288	.57	.67	45,178	.51	.74	45,110	.65	.60
General	1,715,839	10.87	12.62	772,773	8.71	12.68	943,066	13.66	12.57
Total Operating Expenses	$13,596,142	86.17	100.00	$6,095,057	68.68	100.00	$ 7,501,085	108.65	100.00
Taxes	$ 1,091,675	6.92		499,376	5.63		592,299	8.58	
Total Operating Expenses & Taxes	$14,687,817	93.09		$6,594,433	74.31		$ 8,093,384	117.23	
Car Miles	15,777,618			8,873,487			6,904,131		

(RED FIGURES)

RESULTS FROM OPERATIONS - FULL COSTS

LOCAL AND INTERURBAN RAIL LINES

YEAR - 1947

REVENUES:		TOTAL		LOCAL		INTERURBAN	
		Amount	(Cents) Per Mile	Amount	(Cents) Per Mile	Amount	(Cents) Per Mile
No.	Account						
101	Passenger Revenue	$10,584,897	67.09	$ 5,583,246	62.92	$ 5,001,651	72.44
103.	Parlor & Special Car Revenue	862	.01	--	--	862	.01
104	Mail Revenue	33,109	.21	--	--	33,109	.48
106	Milk Revenue	187	.—	--	--	187	.01
110	Station & Car Privileges	101,354	.64	45,485	.51	55,869	.81
111	Parcel Room Receipts	13,225	.08	--	--	13,225	.19
114	Tel. & Tel. Receipts	1,831	.01	47	--	1,784	.03
115	Rent of Track & Facilities	848	.01	827	.01	21	--
116	Rent of Equipment	5,641	.04	--	--	5,641	.08
117	Rent of Bldgs & Other Property.	13,481	.09	4,325	.05	9,156	.13
118	Power	4,175	.02	--	--	4,175	.06
119	Miscellaneous	$ 502,018	3.18	84,586	.95	417,432	6.05
TOTAL OPERATING REVENUE		$11,261,628	71.38	$ 5,718,516	64.44	$ 5,543,112	80.29

OPERATING EXPENSES SEGREGATED BETWEEN LOCAL AND INTERURBAN RAIL LINES

YEAR - 1947

	TOTAL		LOCAL		INTERURBAN	
	Amount	Cents Per Car Mile	Amount	Cents Per Car Mile	Amount	Cents Per Car Mile
WAY & STRUCTURES:						
1. Superintendence	$ 155,966	.99	$ 69,657	.79	$ 86,309	1.25
2. Ballast	9,294	.06	5,788	.07	3,506	.05
3. Ties	85,001	.54	32,932	.37	52,069	.75
4. Rails	(11,992)	(.08)	(5,958)	(.07)	(6,034)	(.09)
5. Rail Fastenings & Joints	14,240	.09	6,651	.07	7,589	.11
6. Special Work	32,551	.21	6,075	.07	26,476	.38
8. Track & Roadway Labor	451,448	2.86	219,382	2.47	232,066	3.36
9. Small Tools & Roadway Expenses	23,595	.15	8,287	.09	15,308	.22
10. Paving	140,036	.89	85,595	.96	54,441	.79
11. Cleaning & Sanding Tracks	18,140	.11	9,750	.11	8,390	.12
13. Tunnels & Subways	1,944	.01	1,944	.02	--	--
15. Bridges, Trestles & Culverts	23,580	.15	6,692	.08	16,888	.24
16. Crossings, Fences & Signs	57,905	.37	23,217	.26	34,688	.50
17. Interlockers	83,727	.53	31,670	.36	52,057	.75
18. Communication Systems	12,702	.08	5,485	.06	7,217	.11
19. Miscellaneous Way Expenses	38,513	.24	25,331	.29	13,182	.19
22. Distribution System	153,640	.97	81,671	.92	71,969	1.05
23. Miscellaneous Electric Line Expenses	5,448	.03	2,497	.03	2,951	.05
24. Buildings, Fixtures & Grounds	100,215	.64	41,621	.47	58,594	.85
25. Depreciation of Way & Structures	288,637	1.83	35,853	.40	252,784	3.66
28-2 Retirements - Way & Structures	262,699	1.67	68,294	.77	194,405	2.82
28-3 Dismantling Retired Way & Structures	121,116	.77	48,711	.55	72,405	1.05
TOTAL WAY & STRUCTURES	$2,068,405	13.11	$811,145	9.14	$1,257,260	18.21

OPERATING EXPENSES SEGREGATED BETWEEN LOCAL AND INTERURBAN RAIL LINES

YEAR - 1947

		TOTAL		LOCAL		INTERURBAN	
		Amount	Cents Per Car Mile	Amount	Cents Per Car Mile	Amount	Cents Per Car Mile
EQUIPMENT:							
29.	Superintendence	$ 30,543	.19	$ 10,695	.12	$ 19,848	.29
30.	Passenger & Combination Cars	920,196	5.83	297,515	3.35	622,681	9.02
32.	Service Equipment	13,188	.08	5,355	.06	7,833	.11
33.	Electric Equipment of Cars	310,946	1.97	109,456	1.23	201,490	2.92
36.	Shop Equipment	40,674	.26	13,876	.16	26,798	.39
37.	Shop Expenses	199,579	1.27	68,323	.77	131,256	1.90
38.	Maintenance of Automotive & Miscellaneous Equipment	40,981	.26	18,080	.20	22,901	.33
40.	Depreciation of Equipment	264,872	1.68	150,509	1.70	114,363	1.66
44-3	Dismantling Retired Equipment	6,876	.05	--	--	6,876	.10
	TOTAL EQUIPMENT	$1,827,855	11.57	673,809	7.59	$1,154,046	16.72
POWER:							
50.	Depreciation of Power Plants	$ 73,074	.46	$ 38,031	.43	$ 35,043	.51
	Balance of Group	1,233,930	7.82	642,104	7.23	591,826	8.57
	TOTAL POWER	$1,307,004	8.28	$ 680,135	7.66	$ 626,869	9.08
CONDUCTING TRANSPORTATION:							
63.	Superintendence	$ 235,724	1.49	$ 115,904	1.31	$ 119,820	1.74
64.	Passenger Conductors, Motormen & Trainmen	4,222,117	26.76	2,288,416	25.79	1,933,701	28.01
66.	Misc. Car Service Employees	50,781	.32	28,623	.32	22,158	.32
67.	Misc. Car Service Expenses	116,836	.74	45,333	.51	71,503	1.04
68.	Station Employees	415,836	2.64	86,995	.98	328,841	4.76
69.	Station Expenses	359,520	2.28	75,866	.85	283,654	4.11
70.	Car House Employees	1,044,297	6.62	385,634	4.35	658,663	9.54
71.	Car House Expenses	11,623	.07	4,289	.05	7,334	.11
72.	Operation of Signal & Interlocking Apparatus	90,032	.57	50,740	.57	39,292	.57
73.	Operation of Communication Systems	7,230	.05	3,407	.04	3,823	.06
78.	Other Transportation Expenses	32,755	.21	26,810	.30	5,945	.09
	TOTAL CONDUCTING TRANSPORTATION	$6,586,751	41.75	$3,112,017	35.07	$3,474,734	50.35

18.52

OPERATING EXPENSES SEGREGATED BETWEEN LOCAL AND INTERURBAN RAIL LINES

YEAR - 1947

		TOTAL		LOCAL		INTERURBAN	
		Amount	Cents Per Car Mile	Amount	Cents Per Car Mile	Amount	Cents Per Car Mile
TRAFFIC:							
79.	Superintendence	$ 47,660	.30	$ 25,151	.28	$ 22,509	.33
80.	Advertising	38,020	.24	20,027	.23	17,993	.26
81.	Parks, Resorts & Attractions	--	--	--	--	--	--
82.	Miscellaneous Traffic Expenses	4,608	.03	--	--	4,608	.06
	TOTAL TRAFFIC	$ 90,288	.57	$ 45,178	.51	$ 45,110	.65
GENERAL:							
83.	Salaries & Expenses of General Officers	$ 42,766	.27	19,039	.21	$ 23,727	.34
84.	Salaries & Expenses of General Office Clerks	501,574	3.18	218,090	2.46	283,484	4.11
85.	General Office Supplies & Expenses.	40,043	.25	17,841	.20	22,202	.32
86.	Law Expenses	38,379	.24	17,084	.19	21,295	.31
88.	Pensions & Gratuities	25,088	.16	11,154	.13	13,934	.20
89.	Miscellaneous General Expenses	34,459	.22	15,387	.17	19,072	.28
90.	Valuation Expense	1,694	.01	1,155	.01	539	.01
91.	Amortization of Franchises	1,174	.01	1,174	.01	--	--
92.	Injuries and Damages	589,800	3.74	241,856	2.73	347,944	5.04
93.	Insurance	16,053	.10	7,133	.08	8,920	.13
94.	Stationery & Printing	84,489	.54	38,157	.43	46,332	.67
95.	Store Expenses	111,731	.71	49,728	.56	62,003	.90
96.	Service Garage Expenses & Supplies.	54,347	.34	26,312	.30	28,035	.40
97.	Rent of Tracks & Facilities	10,851	.07	9,537	.11	1,314	.02
98.	Rent of Equipment	163,391	1.03	99,126	1.12	64,265	.93
	TOTAL GENERAL	$1,715,839	10.87	$ 772,773	8.71	$ 943,066	13.66
GRAND TOTAL		$13,596,142	86.17	$ 6,095,057	68.68	$7,501,085	108.65
	CAR MILES	15,777,618		8,873,487		6,904,131	

TOTAL OPERATING EXPENSES - PASSENGER RAIL LINES

YEAR - 1947

Operating Expenses:	AMOUNT			PERCENTAGE	
	Direct	Allocated	Total	Direct	Allocated
Way & Structures	$ 617,055	$1,451,350	$ 2,068,405	29.83	70.17
Equipment	1,379,425	448,430	1,827,855	75.47	24.53
Power	--	1,307,004	1,307,004	--	100.00
Conducting Transportation	5,943,852	642,899	6,586,751	90.24	9.76
Traffic	90,288	--	90,288	100.00	--
General & Miscellaneous	630,844	1,084,995	1,715,839	36.77	63.23
TOTAL	$8,661,464	$4,934,678	$13,596,142	63.71	36.29

Bureau of Research,
March 6, 1948.

18 ¢/# Rubber

55 ¢/# Rayon

Aver. preceding 6 mo.

mileage guarantee

50 000		new
37 000		recap

Aver 50,000 chg @ ½ bus rate

95 Transmission

85 Substation
78 Distribution
60 Average

---

10 Delivery Permits
3 Emergency

95
85
475
760
8075
81
78
648
567
.6318

48 Substations including 7 portable
17 Permanent
24 Auto

Pacific Gas and Electric Company
San Francisco, California

REVISED CAL. P.U.C. SHEET No. 1507-E
Canceling Revised Cal. P.U.C. Sheet No. 1491-E

SCHEDULE P-9
RAILWAY SERVICE

Description of Service:
This schedule is applicable to electrical energy used for motive power and lighting incidental to railway operation.

Territory:
The entire territory served by the Company.

Rate (A):
Quantity rate applicable only to customers receiving service as of February 1, 1939:

	Alternating Current	Direct Current
First 300 kwh. per month per kw. of maximum demand	0.85¢ per kwh.	1.15¢ per kwh.
All over 300 kwh. per month per kw. of maximum demand	0.75¢ per kwh.	1.00¢ per kwh.
Monthly Minimum Charge:		
Per kw. of maximum demand	$1.75	$2.50

Rate (B):
Load factor type of rate applicable to all service other than that rendered under Rate (A):

Demand Charge:	Alternating Current
First 200 kw. of maximum demand	$1.50 per kw.
Next 300 kw. of maximum demand	1.25 per kw.
All over 500 kw. of maximum demand	1.10 per kw.

Energy Charge (to be added to Demand Charges):	Base Rates	Effective Rates
First 150 kwh. per kw. per month	.50¢ per kwh.	.56¢ per kwh.
Next 150 kwh. per kw. per month	.45¢ per kwh.	.51¢ per kwh.
All over 300 kwh. per kw. per month	.40¢ per kwh.	.46¢ per kwh.

Special Conditions:

(a) Availability of Service: This schedule applies to direct current at trolley voltage delivered to railway feeders (Rate A) or to alternating current at distribution or transmission line voltage delivered to railway substations and used principally for the propulsion of cars and trains, (Rates A & B). Energy delivered at such points and voltages may also be used for lighting and power purposes incidental to railway operations, but energy delivered at separate points for shops, stations, etc., will be billed at the regular rates applicable to such uses. This schedule also applies to service to cable street railways and trolley coach operation.

(b) Maximum Demand: "Maximum Demand," as used in this schedule, means the average load for the thirty-minute interval in which the consumption of energy is greater than in any other thirty-minute interval during the month, but demands created on Sundays, legal holidays, afternoon on Saturdays, between eleven o'clock any evening and six o'clock the following morning, or as the result of interruptions in the power company's service, will not be considered.

(c) Points of Delivery: When service is supplied at more than one point of delivery the maximum simultaneous demand will be used; when both alternating and direct current are supplied, the charges for direct current service will be based on the maximum simultaneous direct current demand and the charges for alternating current will be based on the difference between maximum simultaneous direct current demand and the maximum simultaneous combined direct and alternating current demand.

(d) Rate Option: A customer under Rate (A) may at any time elect to transfer to Rate (B), and may during the first twelve months after the effective date of this tariff elect again to return to Rate (A), but thereafter no transfers from Rate (B) to Rate (A) shall be permitted.

(e) Fuel Clause: The above energy charge in effect at any time under Rate (B) will vary with the market price of fuel oil as regularly quoted or "posted" by the Standard Oil Company of California f. o. b. its Richmond refinery and shall be determined from the above base rates by adding or deducting, respectively, 0.005¢ for each full 10¢ that such price of oil is above or below $1.00 per barrel.

When a change in the price of fuel oil occurs, the Company shall submit to the Public Utilities Commission, within a period of fifteen (15) days, an Advice Letter and appropriate tariff schedules setting forth the new effective rates and accompanied by an affidavit of such change in the price of fuel oil. The new rate shall be effective on all regular meter readings taken on and after the thirtieth (30th) day following such change in the price of fuel oil.

The above effective rates are based on a posted price of fuel oil of $2.20 per barrel.

(f) Extensions for New Service: No new extensions to existing customers served under Rate (A) will be made for A.C. service except as to territory now served. No extensions will be made for D.C. service except where such are of a minor nature and can be served from existing substations. Extensions will be made for A.C. service under Rate (B) for new customers and extensions into new service areas. In unusual circumstances when the application of this provision appears unjust to either party, either or both may submit the matter to the Public Utilities Commission for special ruling.

Advice No. 52-E

Issued by
W. G. B. Euler
Vice-President and General Manager

Date Filed January 9, 1948
Effective January 26, 1948
Resolution No.

ELECTRICAL ENERGY FURNISHED BY THE
SOUTHERN CALIFORNIA EDISON COMPANY

March 1949

Delivery Points	Kwhrs	%	Rates	Amount	Average Rate
Carson	3,453,600		250,000 Kwhrs at 1.3	$ 3,250.00	
Ripple	1,881,450		11,418,650 Kwhrs at .6	68,511.90	
Wabash	2,448,000				
Culver	2,405,700				
Pasadena	365,400				
La Fresa	351,900				
Barre	408,600				
Azusa	354,000				
Total	11,668,650	93.17		$71,761.90	.006150
Bernardino	379,200		250,000 Kwhrs at 1.3	$ 3,250.00	
			129,200 Kwhrs at .6	775.20	
Total	379,200	3.03		$ 4,025.20	.010615
North Hollywood	474,660		250,000 Kwhrs at 1.3	$ 3,250.00	
			224,660 Kwhrs at .6	1,347.96	
Total	474,660	3.79		$ 4,597.96	.009687
Newport	1,040		All at 1.3	$ 13.52	
Brea	0			0	
Ocean Park	0			0	
Total	1,040	.01		$ 13.52	.013
GRAND TOTAL	12,523,550	100%		$80,398.58	.006420

Los Angeles, California
May 10, 1949

MEMORANDUM:

Re: Pacific Electric Power Contract

Los Angeles Transit Lines have signed contract with Southern California Edison Company agreeing to an increase of .04 cents per Kw-hr. to present rate,- i.e. -

Rate with increase - 1st 250,000 Kw.hrs. @		1.34 cents
	Present Rate	1.3 cents
Rate with increase for remainder @		.64 cents
	Present Rate	.60 cents

Similar increase is to be applied to Pacific Electric, which will increase monthly bill approximately $5,000 based on 1948 power load.

Los Angeles, California
May 10, 1949

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PACIFIC ELECTRIC RAILWAY COMPANY
PASSENGER RAIL LINES
TRAINMEN'S WAGES AND HOURS, CENTS PER HOUR AND CENTS PER MILE
JULY, 1949

FORM R-1

LINES:	HOURS 1948	HOURS 1949	WAGES 1948	WAGES 1949	MILEAGE 1948	MILEAGE 1949	WAGES Cents Per Hour 1948	1949	Incr./ (Decr.)	% Incr./ (Decr.)	WAGES Cents Per Mile 1948	1949	Incr./ (Decr.)	% Incr./ (Decr.)
INTERURBAN RAIL LINES:														
Pasadena via Oak Knoll	10,751	8,423	$ 13,856	$ 12,186	42,687	40,272	128.88	144.68	15.80	12.26	32.46	30.26	(2.20)	(6.78)
Pasadena via Short Line	7,476	7,626	9,765	10,961	38,796	37,225	130.62	143.73	13.11	10.04	25.17	29.45	4.28	17.00
L.A.-Covina	11,201	8,487	14,679	12,422	45,540	38,857	131.05	146.37	15.32	11.69	32.23	31.97	(.26)	(.81)
L.A.-Monrovia-Glendora	13,533	18,232	18,014	26,976	62,949	79,552	133.11	147.96	14.85	11.16	28.62	33.91	5.29	18.48
L.A.-Sierra Madre	3,378	2,204	4,490	3,459	8,973	8,343	132.92	156.94	24.02	18.07	50.04	41.46	(8.58)	(17.15)
L.A.-Long Beach	21,970	16,091	28,811	22,883	135,852	107,774	131.14	142.21	11.07	8.44	21.21	21.23	.02	.09
L.A.-San Pedro	18,748	14,753	24,865	21,230	106,674	84,760	132.63	143.90	11.27	8.50	23.31	25.05	1.74	7.46
Long Beach-San Pedro	4,906	-	6,338	-	22,220	-	129.19	- Line converted to MC			28.52	- Line converted to MC		
L.A.-Santa Ana	12,592	9,357	17,045	13,854	59,816	47,186	135.36	148.06	12.70	9.38	28.50	29.36	.86	3.02
L.A.-S.Monica via Air Line	417	376	623	618	998	960	149.40	164.36	14.96	10.01	62.42	64.38	1.96	3.14
L.A.-Newport	859	895	1,211	1,381	4,616	4,376	140.98	154.30	13.32	9.45	26.23	31.56	5.33	20.32
Torrance Shop Train	699	575	953	860	773	1,737	136.34	149.57	13.23	9.70	123.29	49.51	(73.78)	(59.84)
TOTAL INTERURBAN LINES	106,530	87,019	$140,650	$126,830	529,894	451,042	132.03	145.75	13.72	10.39	26.54	28.12	1.58	5.95
LOCAL RAIL LINES:														
Watts-Sierra Vista	25,148	26,108	$ 33,102	$ 37,461	109,077	102,287	131.63	143.48	11.85	9.00	30.35	36.62	6.27	20.66
Subw.-S.Mon.Blvd.-W.Hwd.-San Fernando Valley	29,192	29,810	40,453	44,513	147,010	139,679	138.58	149.32	10.74	7.75	27.52	31.87	4.35	15.81
L.A.-Glendale-Burbank	21,970	22,549	29,641	32,927	104,355	105,850	134.92	146.02	11.10	8.23	28.40	31.11	2.71	9.54
Venice Short Line	20,109	19,039	26,830	27,347	111,248	105,800	133.42	143.64	10.22	7.66	24.12	25.85	1.73	7.17
Subw.-Hwd.Blvd.-S.V. Blvd	50,888	46,233	69,036	67,574	212,325	202,195	135.66	146.16	10.50	7.74	32.51	33.42	.91	2.80
TOTAL LOCAL LINES	147,307	143,739	$199,062	$209,822	684,015	655,811	135.13	145.97	10.84	8.02	29.10	31.99	2.89	9.93
TOTAL ALL RAIL LINES	253,837	230,758	$339,712	$336,652	1,213,909	1,106,853	133.83	145.89	12.06	9.01	27.98	30.42	2.44	8.72

(RED FIGURES)

Bureau of Research
September 12, 1949

PACIFIC ELECTRIC RAILWAY COMPANY
MOTOR COACH LINES
MOTOR COACH OPERATORS' HOURS, WAGES, CENTS PER HOUR, AND CENTS PER MILE
JULY, 1949

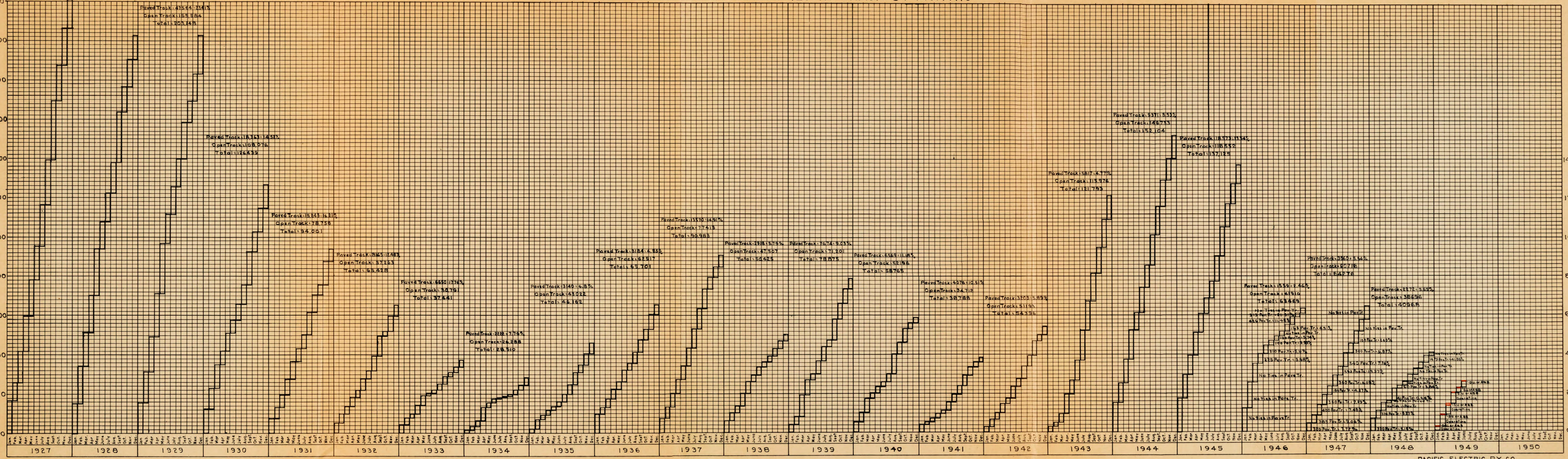
FORM R-2

LINE:	HOURS 1948	HOURS 1949	WAGES 1948	WAGES 1949	MILEAGE 1948	MILEAGE 1949	WAGES Cents Per Hour 1948	1949	Incr./ (Decr.)	% Incr./ (Decr.)	WAGES Cents Per Mile 1948	1949	Incr./ (Decr.)	% Incr./ (Decr.)
Pasadena-Alhambra S.P.	430	447	$ 699	$ 700	2,025	2,097	162.56	156.60	(5.96)	(3.67)	34.52	33.38	(1.14)	(3.30)
Garfield Avenue	2,862	2,939	4,081	4,466	24,755	23,438	142.59	151.96	9.37	6.57	16.49	19.05	2.56	15.52
L.A.-Temple City	7,380	8,269	11,090	12,986	80,644	75,062	150.27	157.04	6.77	4.51	13.75	17.30	3.55	25.82
Long Beach-Huntington Park.	6,658	7,213	10,265	11,206	65,235	64,986	154.18	155.36	1.18	.77	15.74	17.24	1.50	9.53
L.A.-Balboa	4,595	3,757	7,276	6,014	52,744	45,567	158.35	160.07	1.72	1.01	13.79	13.19	(.60)	(4.35)
L.A.-Sunland	7,807	8,807	12,212	13,625	78,353	77,163	156.42	154.71	(1.71)	(1.09)	15.59	17.66	2.07	13.28
L.A.-Santa Ana	12,960	15,016	19,893	23,354	149,621	146,353	153.50	155.53	2.03	1.32	13.30	15.96	2.66	20.00
Long Beach-Riverside	1,574	1,326	2,264	2,022	29,906	27,493	143.84	152.49	8.65	6.01	7.57	7.35	(.22)	(2.91)
Long Beach-Pasadena	1,800	2,496	2,782	3,840	30,259	34,568	154.56	153.85	(.71)	(.46)	9.19	11.11	1.92	20.89
Riverside-Arlington	3,834	3,820	5,762	5,998	56,416	53,287	150.29	157.02	6.73	4.48	10.21	11.26	1.05	10.28
L.A.-El M.-Pomona-S.B.-Riv.	25,258	25,978	38,006	40,189	337,585	309,571	150.47	154.70	4.23	2.81	11.26	12.98	1.72	15.28
Pasadena-Pomona	380	322	556	505	6,100	5,866	146.32	156.83	10.51	7.18	9.11	8.61	(.50)	(5.49)
San Marino-Sierra Madre ...	699	850	1,029	1,331	6,322	6,186	147.21	156.59	9.38	6.37	16.28	21.52	5.24	32.19
Long Beach-San Pedro	-	2,766	-	4,292	-	29,026	-	155.17	155.17	100.00	-	14.79	14.79	100.00
L.A.-Santa Monica	15,796	17,625	23,343	27,138	156,963	158,834	147.78	153.97	6.19	4.19	14.87	17.09	2.22	14.93
Beverly-Sunset Blvds.....	994	1,233	1,396	1,916	13,664	13,765	140.44	155.39	14.95	10.65	10.22	13.92	3.70	36.20
Hwd.-Bev. Hills-University.	4,327	3,811	6,377	6,059	37,028	26,734	147.38	158.99	11.61	7.88	17.22	22.66	5.44	31.59
Western & Franklin	1,705	1,269	2,637	1,933	12,821	9,488	154.66	152.32	(2.34)	(1.51)	20.57	20.37	(.20)	(.97)
L.A.-Redondo Beach	11,680	14,444	17,901	22,892	119,709	116,460	153.26	158.49	5.23	3.41	14.95	19.66	4.71	31.51
Emery Park	418	411	708	606	3,879	3,730	169.38	147.45	(21.93)	(12.95)	18.25	16.25	(2.00)	(10.96)
Hollywood-Ventura Blvd.....	3,649	3,717	5,281	5,759	46,061	45,094	144.72	154.94	10.22	7.06	11.47	12.77	1.30	11.33
North Hollywood	1,652	1,785	2,684	2,790	17,748	16,351	162.47	156.30	(6.17)	(3.80)	15.12	17.06	1.94	12.83
Van Nuys-Canoga Park	795	715	1,341	1,151	10,791	10,843	168.68	160.98	(7.70)	(4.56)	12.43	10.62	(1.81)	(14.56)
Van Nuys-San Fernando	611	742	878	1,133	8,192	7,594	143.70	152.70	9.00	6.26	10.72	14.92	4.20	39.18
Van Nuys-Birmingham Hosp...	662	728	1,160	1,173	7,192	7,108	175.23	161.13	(14.10)	(8.05)	16.13	16.50	.37	2.29
L.A.-No.Hwd.-V.N.-via Riv.Dr.	3,872	5,489	5,792	8,649	42,945	52,044	149.59	157.57	7.98	5.35	13.49	16.62	3.13	23.20
No.Hwd.-Studio City-Sherm.Oaks	220	459	306	756	3,870	4,895	139.09	164.71	25.62	18.42	7.91	15.44	7.53	95.20
Wilshire Blvd.....	-	17,803	-	26,954	-	155,489	-	151,41	151.41	100.00	-	17.33	17.33	100.00
Sunset Blvd.....	-	11,205	-	17,151	-	88,939	-	153.07	153.07	100.00	-	19.28	19.28	100.00
Fairfax Avenue	-	3,991	-	6,049	-	31,252	-	151.57	151.57	100.00	-	19.36	19.36	100.00
Chartered Coaches	141	27	216	* 40	1,573	2,340	153.19	148.15	(5.04)	(3.29)	13.73	1.71	(12.02)	(87.55)
TOTAL	122,759	169,460	$185,935	$262,677	1,402,401	1,651,623	151.46	155.01	3.55	2.34	13.26	15.90	2.64	19.91

Bureau of Research
August 25, 1949

NOTE: 1949 data includes allocated "Miscellaneous Motor Coach Hours." *-Adjustment to be made in August account.

CUMULATIVE TOTAL CROSSTIES IN TRACK BY MONTHS



PACIFIC ELECTRIC RY. CO.
OFFICE OF CHIEF ENGINEER
REVISED JAN. 1947

C.E.G. 617-d


LOS ANGELES
TRANSIT LINES

L. A. T. L. LINES

COST OF MOTOR COACH OPERATIONS

	Cents Per Mile				
	July 1948	August 1948	September 1948	October 1948	November 1948
Maintenance of Equipment.....	9.59	9.26	8.16	7.53	8.63
Conducting Transportation ...	21.61	20.52	21.73	21.15	21.39
Traffic Promotion	.73	.22	.25	.37	.33
Insurance & Safety	3.46	3.53	3.57	3.57	3.68
General & Administration	3.66	3.98	3.20	3.32	3.48
Depreciation	5.00	5.03	5.02	4.98	5.14
Taxes - Licenses	4.09	4.19	4.21	4.17	4.19
Operating Rents	—	—	—	—	—
Total	48.14	46.73	46.14	45.09	46.84
Mechanical Expenses:					
Supervision, Garages	.60	.65	.70	.62	.60
Repairs to Shop Equipment ...	.03	.05	.08	.06	.08
Repairs to Service Equipment.	.02	.01	.02	.09	.07
Repairs to Buildings	.06	.15	.13	.07	.17
Lights, Water, etc.	.10	.09	.12	.12	.11
Other Shop Expenses	.93	.87	.88	.80	.85
Repairs to Equipment	5.57	5.57	4.05	3.75	4.79
Servicing	1.31	1.32	1.18	1.17	.99
Tires & Tubes	.97	.55	1.00	.85	.97
Total	9.59	9.26	8.16	7.53	8.63
Transportation Expenses:					
Operators' Wages	16.55	16.44	16.44	16.12	16.59
Fuel & Oil	2.19	1.76	2.54	2.32	2.00
All Others	2.87	2.32	2.75	2.71	2.80
Total	21.61	20.52	21.73	21.15	21.39

Bureau of Research
February 1, 1949

LOS ANGELES TRANSIT LINES
MONTHLY MAINTENANCE REPORT (COACH)
March 1949 and year to date

TYPE	MAKE OR MODEL	MONTH YEAR	MILEAGE	REGULAR MAINTENANCE - ACCOUNT 4140				WRECKS - ACCOUNT 4142				SPECIAL WORK ORDERS - ACCOUNT 4140				GRAND TOTAL - ACCOUNT 4140 - 4142			
				LABOR	MATERIAL	TOTAL	C.P.M.	LABOR	MATERIAL	TOTAL	C.P.M.	LABOR	MATERIAL	TOTAL	C.P.M.	LABOR	MATERIAL	TOTAL	C.P.M.
50	Mack	Month	123,218	$2,462	$1,027	$3,489	2.83	$296	$22	$319	.26					$2,759	$1,049	$3,808	3.09
		Year	360,627	$6,651	$1,852	$8,504	2.36	$343	$22	$366	.09					$6,995	$1,874	$8,870	2.45
60	Yellow	Month	60,262	$2,866	$1,769	$4,635	7.69	$21		$21	.04					$2,887	$1,769	$4,657	7.73
		Year	167,570	$8,061	$5,602	$13,663	8.15	$187	$90	$277	.17					$8,248	$5,692	$13,941	8.32
61	Yellow	Month	175,698	$8,934	$4,944	$13,879	7.90	$83	*$106*	*$23*	*.01*					$9,017	$4,837	$13,855	7.89
		Year	484,097	$27,071	$14,876	$41,948	8.67	$633	$226	$859	.17					$27,704	$15,103	$42,807	8.84
62	Yellow	Month	155,736	$7,633	$3,469	$11,103	7.13	$55	$90	$146	.09					$7,688	$3,560	$11,249	7.22
		Year	456,433	$19,298	$10,893	$30,192	6.61	$167	$63	$230	.05					$19,465	$10,957	$30,422	6.66
63	GMC	Month	277,687	$11,979	$5,451	$17,430	6.28	$319	$48	$367	.13					$12,298	$5,499	$17,798	6.41
		Year	785,338	$32,738	$13,981	$46,719	5.95	$931	$426	$1,357	.17					$33,669	$14,407	$48,076	6.12
64	GMC	Month																	
		Year	27,168	$752	$422	$1,175	4.33									$752	$422	$1,175	4.33
65	Yellow	Month	56,485	$1,739	$771	$2,510	4.45	$236	$84	$321	.56					$1,976	$856	$2,832	5.01
		Year	166,086	$5,727	$2,682	$8,409	5.06	$902	$353	$1,256	.76					$6,629	$3,036	$9,665	5.82
66	GMC	Month	176,511	$3,222	$778	$4,001	2.27	$121	$4	$125	.07					$3,343	$783	$4,126	2.34
		Year	498,658	$9,656	$2,627	$12,283	2.46	$570	$60	$630	.13					$10,226	$2,687	$12,914	2.59
67	GMC	Month	272,928	$4,707	$1,839	$6,546	2.40	$193	$134	$327	.12					$4,900	$1,973	$6,873	2.52
		Year	780,647	$13,619	$6,377	$19,997	2.56	$393	$156	$550	.07					$14,013	$6,534	$20,547	2.63
68	Yellow	Month	13,719	$401	$371	$772	5.63									$401	$371	$772	5.63
		Year	39,503	$1,360	$725	$2,086	5.28	$79	$36	$116	.29					$1,440	$761	$2,202	5.57
69	GMC	Month	70,493	$735	$61	$796	1.13		$2	$2	-					$735	$63	$799	1.13
		Year	194,670	$2,090	$540	$2,630	1.35	$63	$26	$89	.05					$2,154	$566	$2,720	1.40
Fleet Chgs. (W.O. 1036)		Month			$2,035	$2,035	.15										$2,035	$2,035	.15
		Year			$5,667	$5,667	.14										$5,667	$5,667	.14
Misc. Automotive Chgs. (W.O. 1044)		Month		$116	$47	$164	.01									$116	$47	$164	.01
		Year		$304	$207	$512	.01									$304	$207	$512	.01
Fare Boxes (W.O. 1051)		Month		$532	*$36*	$495	.04									$532	*$36*	$495	.04
		Year		$1,678	$82	$1,760	.04									$1,678	$82	$1,760	.04
Delayed Chgs. on Coaches abandoned		Month		$33	$17	$50	-		*$38*	*$38*	-					$33	*$20*	$12	-
		Year		$33	*$1,040*	*$1,006*	*.03*		*$38*	*$38*						$33	*$1,078*	*$1,044*	.03
TOTAL		Month	1,382,737	$45,363	$22,548	$67,912	4.91	$1,328	$241	$1,570	.11					$46,692	$22,790	$69,482	5.02
		Year	3,960,797	$129,045	$65,498	$194,543	4 91	$4,272	$1,424	$5,696	.14					$133,317	$66,922	$200,240	5.05

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(Stated in dollars only)

LOS ANGELES TRANSIT LINES

MONTHLY MAINTENANCE REPORT (TROLLEY COACHES)

March 1949 and year to date

TYPE	MONTH YEAR	MILEAGE	BODY A/C 30-C			MISC A/C 30-M			PAINTING A/C 30-P			TRUCKS A/C 30-T			BODY - WRECKS A/C 30-X		
			LABOR	MATERIAL	TOTAL	LABOR	MATERIAL	TOTAL	LABOR	MATERIAL	TOTAL	LABOR	MATERIAL	TOTAL	LABOR	MATERIAL	TOTAL
80	Month	80,193	$1,019	$137	$1,157	$132	$26	$159	$107	$54	$161	$612	$1,020	$1,632	$100	$21	$122
	CPM		1.27	.17	1.44	.16	.03	.19	.13	.07	.20	.79	1.27	2.06	.12	.03	.15
	Year	247,870	$3,485	$477	$3,963	$452	$145	$597	$439	$143	$582	$1,645	$2,970	$4,616	$280	$58	$338
	CPM		1.41	.19	1.60	.18	.06	.24	.18	.06	.24	.66	1.20	1.86	.11	.03	.14
90	Month	101,004	$704	$62	$766	$82	$33	$116	$45	$21	$67	$405	$1,132	$1,538	$202	$36	$238
	CPM		.70	.06	.76	.08	.03	.11	.04	.02	.06	.40	1.12	1.52	.20	.04	.24
	Year	278,397	$2,316	*$97*	$2,218	$446	$125	$571	$163	$57	$221	$1,306	$3,317	$4,623	$532	*$55*	$476
	CPM		.83	*.04*	.79	.16	.04	.20	.06	.04	.10	*.47*	1.19	1.66	*.19*	*.02*	.17
91	Month	78,169	$494	$64	$559	$37	$53	$90	$31	$6	$38	$448	$822	$1,271	$91	$36	$127
	CPM		.63	.08	.71	.05	.07	.12	.04	-	.04	.57	1.06	1.63	.12	.04	.16
	Year	220,378	$1,291	$244	$1,536	$204	$98	$303	$57	$16	$73	$1,105	$2,117	$3,223	$290	$70	$361
	CPM		.59	.11	.70	.09	.04	.13	.03	-	.03	.50	.96	1.46	.13	.03	.16
Fleet Charges (W.O. 1020)	Month						$21	$21									
	CPM						.01	.01									
	Year						$126	$126									
	CPM						.02	.02									
Misc. Charges (W.O. 1044)	Month					$37		$37									
	CPM					.01		.01									
	Year					$37		$37									
	CPM					-		-									
Fare Boxes (W.O. 1051)	Month					$102		$102									
	CPM					.04		.04									
	Year					$317	$20	$337									
	CPM					.04	-	.04									
TOTAL	Month	259,366	$2,218	$264	$2,483	$392	$135	$527	$184	$82	$267	$1,466	$2,975*	$4,442	$394	$93	$487
	CPM		.86	.10	.96	.15	.05	.20	.07	.03	.10	.57	1.14	1.71	.15	.04	.19
	Year	746,645	$7,093	$625	$7,718	$1,457	$515	$1,973	$660	$217	$877	$4,057	$8,405**	$12,463	$1,103	$73	$1,176
	CPM		.95	.08	1.03	.19	.07	.26	.08	.03	.11	.54	1.13	1.67	.15	.01	.16

* NOTE - This amount includes $2,721.80 Tire Mileage

** NOTE - This amount includes accumulated Tire Mileage

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(Stated in dollars only)

LOS ANGELES TRANSIT LINES

MONTHLY MAINTENANCE REPORT (TROLLEY COACHES)

March 1949 and year to date

TYPE	MONTH YEAR	CONTROLLERS & MISC A/C 33-C (33) LABOR	MATERIAL	TOTAL	MOTOR A/C 33-M LABOR	MATERIAL	TOTAL	ELECTRICAL - WRECK A/C 33-X LABOR	MATERIAL	TOTAL	SPECIAL WORK ORDERS A/C 30-33 LABOR	MATERIAL	TOTAL	GRAND TOTAL ACCOUNTS 30 - 33 LABOR	MATERIAL	TOTAL
80	Month	$564	$118	$683	$17	-	$17							$2,554	$1,379	$3,934
	CPM	.70	.15	.85	.02		.02							3.19	1.72	4.91
	Year	$1,233	$210	$1,443	$35		$35							$7,571	$4,005	$11,576
	CPM	.50	.08	.58	.01		.01							3.05	1.62	4.67
90	Month	$583	$81	$665	$9	-	$9							$2,033	$1,367	$3,400
	CPM	.58	.08	.66	.01		.01							2.01	1.35	3.36
	Year	$1,500	$230	$1,730	$33	-	$33							$6,298	$3,577	$9,876
	CPM	.54	.08	.62	.01		.01							2.26	1.29	3.55
91	Month	$479	$100	$580	$9	-	$9							$1,592	$1,083	$2,676
	CPM	.62	.13	.75	.01		.01							2.04	1.38	3.42
	Year	$1,157	$154	$1,312	$13		$13							$4,121	$2,702	$6,823
	CPM	.53	.09	.62	-		-							1.87	1.23	3.10
Fleet Charges (W.O. 1020)	Month														$21	$21
	CPM														.01	.01
	Year														$126	$126
	CPM														.02	.02
Misc. Charges (W.O. 1044)	Month	$1		$1										$38	-	$38
	CPM													.01		.01
	Year	$1		$1										$38	-	$38
	CPM													-		-
Fare Boxes (W.O. 1051)	Month													$102		$102
	CPM													.04	-	.04
	Year													$317	$20	$337
	CPM													.04	-	.04
TOTAL	Month	$1,629	$300	$1,930	$35	-	$35							$6,321	$3,852	$10,174
	CPM	.63	.12	.75	.01		.01							2.44	1.48	3.92
	Year	$3,892	$595	$4,488	$82		$82							$18,347	$10,432	$28,780
	CPM	.52	.08	.60	.01		.01							2.45	1.40	3.85

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LOS ANGELES TRANSIT LINES
MONTHLY MAINTENANCE REPORT
Rail Passenger Cars
March 1949 and year to date

TYPE	MONTH YEAR	MILEAGE	BODY A/C 30-C			MISC A/C 30 M (30)			PAINTING A/C 30 P			TRUCKS A/C 30 T			BODY - WRECKS A/C 30 X		
			LABOR	MATERIAL	TOTAL	LABOR	MATERIAL	TOTAL	LABOR	MATERIAL	TOTAL	LABOR	MATERIAL	TOTAL	LABOR	MATERIAL	TOTAL
B	Month	194,116	$2,242	$584	$2,827	$467	$51	$519	$316	$4	$320	$2,127	$533	$2,660	$201	$22	$223
	CPM		1.16	.30	1.46	.24	.03	.27	.16	-	.16	1.10	.27	1.37	.10	.01	.11
	Year	672,096	$6,965	$1,273	$8,238	$1,305	$57	$1,362	$1,485	$267	$1,753	$6,499	$1,703	$8,202	$620	$114	$734
	CPM		1.05	.19	1.24	.19	.01	.20	.22	.04	.26	.96	.25	1.21	.09	.02	.11
H	Month	893,388	$14,578	$3,815	$18,394	$728	$91	$819	$4,935	$1,434	$6,369	$8,175	$2,002	$10,177	$1,796	*$451*	$1,345
	CPM		1.64	.42	2.06	.08	.01	.09	.55	.16	.71	.91	.22	1.13	.20	*.05*	.15
	Year	2,485,499	$45,363	$11,402	$56,766	$2,143	$150	$2,293	$12,999	$3,311	$16,310	$23,514	$7,543	$31,057	$4,409	*$134*	$4,275
	CPM		1.82	.46	2.28	.09	-	.09	.52	.13	.65	.94	.30	1.24	.18	*.01*	.17
P	Month	459,571	$3,301	$1,018	$4,320	$248	$270	$518	$547	$73	$621	$4,380	$3,394	$7,775	$459	*$87*	$372
	CPM		.72	.22	.94	.05	.06	.11	.12	.01	.13	.95	.75	1.70	.10	*.02*	.08
	Year	1,318,756	$9,791	$3,085	$12,876	$856	$909	$1,766	$1,620	$364	$1,984	$12,110	$7,168	$19,279	$1,454	$75	$1,530
	CPM		.74	.23	.97	.07	.07	.14	.12	.03	.15	.92	.54	1.46	.11	-	.11
Misc. Charges (W.O. 1044)	Month					$337	$512	$850									
	CPM					.02	.04	.06									
	Year					$1,139	$1,343	$2,483									
	CPM					.03	.03	.06									
Fleet Charges (W.O. 1032)	Month						$1,019	$1,019									
	CPM						.07	.07									
	Year						$1,734	$1,734									
	CPM						.04	.04									
Fenders (W.O. 1050)	Month					$290	$10	$300									
	CPM					.02	-	.02									
	Year					$1,085	$195	$1,280									
	CPM					.02	-	.02									
Fare Boxes (W.O. 1051)	Month					$584	$50	$635									
	CPM					.04	-	.04									
	Year					$1,855	$127	$1,982									
	CPM					.04	-	.04									
Delayed Charges on Cars abandoned	Month																
	CPM																
	Year																
	CPM																
TOTAL	Month	1,547,075	$20,123	$5,418	$25,541	$2,656	$2,005	$4,662	$5,799	$1,511	$7,310	$14,683	$5,929	$20,612	$2,457	*$516*	$1,940
	CPM		1.30	.35	1.65	.17	.13	.30	.37	.10	.47	.95	.38	1.33	.16	*.03*	.13
	Year	4,476,351	$62,119	$15,761	$77,881	$8,384	$4,517	$12,902	$16,106	$3,942	$20,048	$42,124	$16,414	$58,539	$6,484	$54	$6,539
	CPM		1.39	.35	1.74	.19	.10	.29	.36	.09	.45	.94	.37	1.31	.14	-	.14

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LOS ANGELES TRANSIT LINES
MONTHLY MAINTENANCE REPORT
Rail Passenger Cars
March 1949 and year to date

TYPE	MONTH YEAR	CONTROLLERS & MISC A/C 33-C			MOTORS A/C 33-M			ELECTRICAL - WRECK A/C 33-X			SPECIAL WORK ORDERS A/C 30-33			GRAND TOTAL ACCOUNTS 30 - 33		
		LABOR	MATERIAL	TOTAL	LABOR	MATERIAL	TOTAL	LABOR	MATERIAL	TOTAL	LABOR	MATERIAL	TOTAL	LABOR	MATERIAL	TOTAL
B	Month	$1,077	$341	$1,419	$1,964	$669	$2,634	$17		$17				$8,414	$2,207	$10,622
	CPM	.55	.19	.74	1.01	.34	1.35	.01		.01				4.33	1.14	5.47
	Year	$2,673	$647	$3,320	$5,707	$2,038	$7,745	$37		$37				$25,293	$6,100	$31,394
	CPM	.40	.09	.49	.85	.31	1.16	-		-				3.76	.91	4.67
H	Month	$4,666	$1,015	$5,682	$5,055	$1,596	$6,651	$26		$27				$39,963	$9,503	$49,467
	CPM	.52	.11	.63	.57	.19	.76	-		-				4.47	1.06	5.53
	Year	$10,961	$3,901	$14,862	$11,761	$4,535	$16,296	$171	$5	$176				$111,325	$30,714	$142,039
	CPM	.45	.16	.61	.47	.19	.66	.01	-	.01				4.48	1.23	5.71
P	Month	$3,135	$1,811	$4,947	$213	$421	$635							$12,287	$6,901	$19,189
	CPM	.68	.39	1.07	.05	.09	.14							2.67	1.50	4.17
	Year	$8,845	$3,487	$12,332	$713	$683	$1,396							$35,392	$15,773	$51,165
	CPM	.67	.27	.94	.05	.05	.10							2.68	1.19	3.87
Misc. Charges (W.O. 1044)	Month	$105	$1,136	$1,242										$442	$1,649	$2,092
	CPM	.01	.07	.08										.03	.11	.14
	Year	$315	$3,235	$3,551										$1,455	$4,579	$6,035
	CPM	-	.07	.07										.03	.10	.13
Fleet Charges (W.O. 1032)	Month														$1,019	$1,019
	CPM														.07	.07
	Year		$5	$5											$1,740	$1,740
	CPM														.04	.04
Fenders (W.O. 1050)	Month													$290	$10	$300
	CPM													.02	-	.02
	Year													$1,085	$195	$1,280
	CPM													.02	-	.02
Fare Boxes (W.O. 1051)	Month													$584	$50	$635
	CPM													.04	-	.04
	Year													$1,855	$127	$1,982
	CPM													.04	-	.04
Delayed Charges on Cars abandoned	Month															
	CPM															
	Year															
	CPM															
TOTAL	Month	$8,985	$4,305	$13,290	$7,233	$2,687	$9,921	$44		$45				$61,982	$21,342	$83,325
	CPM	.58	.28	.86	.47	.17	.64	.01		.01				4.01	1.38	5.39
	Year	$22,796	$11,276	$34,073	$18,181	$7,257	$25,439	$208	$5	$213				$176,406	$59,230	$235,637
	CPM	.51	.25	.76	.41	.16	.57	-	-	-				3.94	1.32	5.26

LATL - 4/29/49

1234 - Figures in *ITALICS* signify figures in red

(Stated in dollars only)

LOS ANGELES MOTOR COACH LINES

MONTHLY MAINTENANCE REPORT

March 1949 and year to date

TYPE	MAKE OR MODEL	MONTH YEAR	MILEAGE	REGULAR MAINTENANCE - ACCOUNT 4140				WRECKS - ACCOUNT 4142				SPECIAL WORK ORDERS - ACCOUNT 4140				GRAND TOTAL - ACCOUNTS 4140 - 4142			
				LABOR	MATERIAL	TOTAL	C. P. M.	LABOR	MATERIAL	TOTAL	C. P. M.	LABOR	MATERIAL	TOTAL	C. P. M.	LABOR	MATERIAL	TOTAL	C. P. M.
33	White	Month	133,512	$4,729	$6,053	$10,782	8.07		$1,938	$1,938	1.45					$4,729	$7,991	$12,721	9.52
		Year	394,160	$13,721	$14,680	$28,402	7.21	$16	$1,729	$1,745	.44					$13,738	$16,410	$30,148	7.65
34	White	Month	7,389	$32	$74	$106	1.44									$32	$74	$106	1.44
		Year	20,055	$126	$283	$409	2.04									$126	$283	$409	2.04
42	Yellow	Month	136,932	$3,538	$14,434	$17,973	13.13	$47	*$17*	$30	.02					$3,586	$14,417	$18,004	13.15
		Year	383,821	$9,535	$47,944	$57,480	14.97	$158	$403	$562	.15					$9,694	$48,348	$58,042	15.12
43	Yellow	Month	198,872	$3,628	$14,569	$18,197	9.15	$110	$639	$750	.37					$3,739	$15,208	$18,948	9.52
		Year	572,902	$10,530	$36,315	$46,846	8.17	$172	$785	$958	.17					$10,703	$37,100	$47,804	8.34
44	Yellow	Month	159,763	$2,333	$4,140	$6,473	4.05	$49	$107	$157	.10					$2,383	$4,247	$6,630	4.15
		Year	370,979	$6,292	$10,629	$16,922	4.56	$100	$344	$444	.12					$6,393	$10,974	$17,367	4.68
45	GMC	Month	140,076	$1,821	$3,103	$4,924	3.52	$6	-	$6	-					$1,828	$3,103	$4,931	3.52
		Year	480,251	$5,877	$10,240	$16,117	3.36	$79	*$199*	*$120*	*.03*					$5,956	$10,040	$15,997	3.33
Fare Boxes		Month			$299	$299	.04										$299	$299	.04
		Year			$753	$753	.03										$753	$753	.03
Delayed Charges on Coaches abandoned		Month																	
		Year																	
TOTAL		Month	776,544	$16,083	$42,673	$58,757	7.57	$215	$2,668	$2,884	.37					$16,299	$45,342	$61,642	7.94
		Year	2,222,168	$46,084	$120,848	$166,933	7.51	$527	$3,062	$3,590	.16					$46,612	$123,911	$170,523	7.67

LATL - 4/28/49

1234 - Figures in *ITALICS* signify figures in red

(Stated in dollars only)

LOS ANGELES TRANSIT LINES

C O M P O S I T E

An Analysis of Daily Ex. Sat. & Sun. Operation As of 12-5-48

	No. of Lines	1-Way Track Miles	1-Way Route Miles	Pass. Carried Daily	Miles Scheduled Daily	No. of 1-Way Trips	Seats to Pass.	Seats Avail-able	Equipment Base	Equipment Peak	% of Peak to Base	Monthly CPM
RAIL	12	105.8	136.7		55,779	4,238		216,687	263	539	204	
T.C.	2	-	19.3		9,033	867		39,015	49	98	200	
M.C.	34	-	182.6		48,833	6,378		258,951	181	456	252	
GRAND TOTAL	48	105.8	338.6		113,645	11,483		514,653	493	1,093	222	

Schedule Statistical Department
December 10, 1948

Copies made by
Bureau of Research
February 3, 1949

LOS ANGELES TRANSIT LINES

RAIL LINES

AN Analysis of Daily Except Sat. & Sun. Operation As of 12-5-48

Line	1-Way Track Miles	1-Way Route Miles	Pass. Carried Daily	Miles Scheduled Daily	No. of Seats	No. of 1-Way Trips	Ratio Seats to Pass.	No. of Seats Avail -able	Base Cars	Peak Cars	% of Peak to Base Cars	Monthly Cents Per Mile
F	9.3	13.2		3,971	48	263		12,624	22	34	154	
J	10.4	12.4		6,155	61	431		26,291	30	54	180	
N	3.9	4.6		1,684	44	292		12,848	10	28	280	
P	9.0	10.1		7,145	61	606		36,966	37	75	201	
R	7.6	8.4		3,249	55	336		18,480	19	31	162	
S	9.7	12.9		6,280	48	428		20,544	27	61	226	
V	10.6	10.9		4,143	48	396		19,008	17	36	212	
W	11.2	14.4		4,979	48	286		13,728	22	44	200	
5	16.3	21.1		8,624	48	349		16,752	37	77	208	
7	6.2	9.4		4,069	48	368		17,664	17	40	235	
8	4.9	8.4		2,576	46	265		12,190	13	28	216	
9	6.7	10.9		2,904	44	218		9,592	12	31	258	
TOTAL	105.8	136.7		55,779	599	4,238		216,687	263	539	204	

TROLLEY COACH LINES

2		10.5		3,525	45	311		13,995	18	37	205	
3		8.8		5,508	45	556		25,020	31	61	197	
TOTAL		19.3		9,033	90	867		39,015	49	98	200	

LOS ANGELES TRANSIT LINES

M O T O R C O A C H L I N E S

An Analysis of Daily Except Saturday & Sunday Operation
as of 12-5-48

Line	1-Way Route Miles	Pass. Carried Daily	Miles Scheduled Daily	No. of Seats	No. of 1-Way Trips	Ratio Seats to Pass.	No. of Seats Avail--able	Base Coaches	Peak Coaches	% of Peak to Base Coaches	Monthly Cents Per Mile
4	15.1		5,720	45	418		18,810	20	57	284	
11	13.6		7,566	45	583		26,235	26	79	304	
18	6.2		1,480	36	225		8,100	5	13	260	
25	11.2		3,805	45	378		17,010	15	36	240	
27	4.1		569	36	171		6,156	3	4	133	
30	1.4		351	32	224		7,168	2	3	150	
31	.7		146	32	194		6,208	1	1	100	
32	.9		139	32	144		4,608	1	1	100	
34	3.4		54	32	12		384	-	1	-	
35	.6		121	32	192		6,144	1	1	100	
40	1.1		447	45	286		12,870	3	4	133	
41	4.8		1,397	45	266		11,970	7	14	200	
42	1.9		246	36	118		4,248	1	2	200	
43	2.8		303	36	104		3,744	2	2	100	
44	10.2		5,420	45	503		22,635	21	59	280	
45	2.9		297	36	91		3,276	1	2	200	
46	3.6		618	32	149		4,768	2	4	200	
47	11.6		3,933	45	330		14,850	13	38	292	
49	8.3		2,723	45	142		6,390	8	33	413	
50	14.9		4,947	45	305		13,725	15	45	300	
51	8.1		794	45	93		4,185	3	4	133	
52	6.5		925	36	144		5,184	3	6	200	
53	1.8		203	36	124		4,464	1	1	100	
54	8.8		1,618	45	182		8,190	6	10	167	
55	6.4		1,226	45	193		8,685	5	8	160	
57	5.7		915	36	135		4,860	3	6	200	
58	3.4		464	40	95		3,800	2	5	250	
59	2.7		346	36	117		4,212	2	2	100	
60	3.0		278	36	47		1,692	2	2	100	
61	1.4		143	36	98		3,528	1	1	100	
62	5.2		614	36	114		4,104	3	3	100	
63	4.2		814	32	167		5,344	3	5	167	
67	3.8		125	36	14		504	-	3	-	
68	2.3		86	45	20		900	-	1	-	
TOTAL	182.6		48,833	1,317	6,378		258,951	181	456	252	

WAGE RATES

PACIFIC ELECTRIC RAILWAY CO.

COMPARISON OF WAGE RATES - SELECTED CLASSIFICATIONS

CLASSIFICATION OPERATING	1941 Rate	1949 Rate	% Increase	(1) Proposed Rate	% Increase (Over 1941)
Conductor	$0.70 hr	$1.37 hr	95.71		
Motorman	0.70	1.37	95.71		
Motor Coach Opr.	0.75	1.47	96.00		
NON-OPERATING					
Track Foreman (Sect)	0.7020 hr	1.20 hr	70.94	1.51	115.10
Track Laborer	0.37	.91	145.95	1.162	214.05
Signalman	.78	1.38	76.92	1.726	121.28
Lineman	.78	1.39	78.21	1.738	122.82
Carman	.78	1.39	78.21	1.738	122.82
Auto Repairer	.69	1.32	91.30	1.654	139.71
Electrician	.78	1.39	78.21	1.738	122.82

(1941 Rates based on rates in effect 1-15-41)

(1) Emergency board recommendations - 20 % Incr. in existing rates - 40 hour week effective 9-1-49 and 7¢ per hour retroactive to Oct. 1, 1948 - Non-operating classifications only

Note:
In addition to above wage rate increases, employes enjoy approximately 9% of present payroll value for fringe increases granted subsequent to 1941 such as more liberal vacation rules, increased overtime allowances, additional travel time allowances, etc.

10.00
6
60.00
3.36
63.36

.56
6
3.36

10.56

10.00
6
60.00
2.80
62.80

40
7
2.80

500,000 passgr
132,000 fat.

$ 620,756 7 ¢/hr
495,580 40 hr wk
$ 1,116,336

Non	Opr	1/1/46 –	16¢
"	"	5/22/46	2½¢
"	"	9/1/47	15½¢
"	"	10/1/48	7¢

Opr.	1/1/46	16¢
"	5/22/46	2½¢
Bkpr.	9/1/47	8½¢
"	10/1/47	7¢
F.t.	11/1/47	15½¢
Opr.	10/16/48	10¢

Office – General Staff
Exempt positions @ 6% increase
Min. 30 hrs.

Ecl. Rus.

A-14

PASSENGER SERVICE RATES OF PAY
(Effective October 16, 1948)

Classification And Service Period	Minimum Basic Eight Hour Day	Straight Time Hourly Rate	Time and One-Half Overtime Hourly Rate
Conductors and Motormen			
Local and Interurban Rail Service			
First Six Months	$ 10.64	$ 1.33	$ 1.995
Thereafter	10.96	1.37	2.055
Single Track Rail Service			
First Six Months	11.04	1.38	2.07
Thereafter	11.36	1.42	2.13
One-Man Car and Motor Coach Operators			
First Six Months	11.44	1.43	2.145
Thereafter	11.76	1.47	2.205
Line Car and Box Motor			
First Six Months	11.44	1.43	2.145
Thereafter	11.76	1.47	2.205
Switchtenders	10.52	1.315	1.9725

FREIGHT SERVICE RATES OF PAY
(Effective October 16, 1948)

SCHEDULE A:

		Minimum Basic Eight Hour Day	Straight Time Hourly Rate	Time and One-Half Overtime Hourly Rate
Footboard Yardmasters	(1)	$ 13.31	$ 1.665	$ 2.495
Conductors (Foremen)	(1)	12.91	1.615	2.42
Brakemen	(1)	12.06	1.5075	2.2625

(1) - Effective October 16, 1948, the daily earnings minima for Footboard Yardmasters, Freight Conductors (Yard Foremen) and Freight Brakemen in freight service from straight time and overtime for each date service is performed shall be not less than the following:

Footboard Yardmasters	$13.51
Freight Conductors (Yard Foremen)	13.11
Freight Brakemen (Switchmen)	12.26

NOTE 1: Starting time of shift governs date service is performed. For the purposes of this rule, a crew on a twelve midnight to 8:00 A.M. shift will be considered as having performed service on the date previous to that on which the work terminated.

NOTE 2: Cannon ball allowances provided under Article 32 of current Agreement between the parties signatory hereto are not to be used in making up the daily earnings minima set forth above.

SCHEDULE B:

RATES OF PAY FOR FREIGHT MOTORMEN AND/OR ENGINEERS OPERATING STEAM, GASOLINE, DIESEL-ELECTRIC, GAS-ELECTRIC, OIL-ELECTRIC, ELECTRIC OR OTHER MOTIVE POWER.

Weight On Drivers (Pounds)	Rate Per Day	Straight Time Hourly Rate	Time and One-Half Overtime Hourly Rate
Less than 140,000	$ 12.97	$ 1.6225	$ 2.4325
140,000 - 200,000	13.40	1.675	2.5125
200,000 - 250,000	13.57	1.6975	2.545
250,000 - 300,000	13.72	1.715	2.5725
300,000 - 350,000	13.87	1.735	2.60
350,000 - 400,000	14.08	1.76	2.64
400,000 - 450,000	14.29	1.7875	2.68
450,000 - 500,000	14.50	1.8125	2.72
500,000 - 550,000	14.71	1.84	2.76
550,000 - 600,000*	14.89	1.8625	2.7925

* - Add 18¢ per day (2.25¢ per straight time hour and 3.375¢ per time and one-half overtime hour) for each additional 50,000 pounds, or fraction thereof.

SCHEDULE C:

RATES OF PAY FOR FIREMEN ON STEAM LOCOMOTIVES AND HELPERS ON GASOLINE, DIESEL-ELECTRIC, GAS-ELECTRIC OR OIL-ELECTRIC (NOT INCLUDING ELECTRIC).

Weight On Drivers (Pounds)	Rate Per Day	Straight Time Hourly Rate	Time and One-Half Overtime Hourly Rate
Less than 140,000	$ 11.29	$ 1.4125	$ 2.1175
140,000 - 200,000	11.42	1.4275	2.1425
200,000 - 250,000	11.59	1.45	2.175
250,000 - 300,000	11.76	1.47	2.205
300,000 - 350,000	12.03	1.505	2.255
350,000 - 400,000	12.11	1.515	2.27
400,000 - 450,000	12.27	1.535	2.30
450,000 - 500,000	12.43	1.555	2.33
500,000 - 550,000	12.59	1.575	2.36
550,000 - 600,000*	12.75	1.595	2.39

* - Add 16¢ per day (2¢ per straight time hour and 3¢ per time and one-half overtime hour) for each additional 50,000 pounds, or fraction thereof.

The classification of "Helper" refers to the second man on gasoline, diesel-electric, oil-electric and gas-electric freight locomotives.

SCHEDULE D:

RATES OF PAY FOR FREIGHT TROLLEYMEN ON ELECTRIC LOCOMOTIVES, NOT INCLUDING GASOLINE, DIESEL-ELECTRIC, GAS-ELECTRIC, OR OIL-ELECTRIC.

Weight On Drivers (Pounds)	Rate Per Day	Straight Time Hourly Rate	Time and One-Half Overtime Hourly Rate
Less than 140,000	$ 11.29	$ 1.4125	$ 2.1175
140,000 - 200,000	11.36	1.42	2.13
200,000 - 250,000	11.53	1.4425	2.1625
250,000 - 300,000	11.70	1.4625	2.195
300,000 - 350,000	11.95	1.495	2.24
350,000 - 400,000	12.03	1.505	2.255
400,000 - 450,000	12.18	1.5225	2.285
450,000 - 500,000	12.34	1.5425	2.315
500,000 - 550,000	12.49	1.5625	2.3425
550,000 - 600,000*	12.65	1.5825	2.3725

* - Add 15¢ and 16¢ per day alternately (1.875¢ and 2¢ per straight time hour alternately and 2.8125¢ and 3¢ per time and one-half overtime hour alternately) for each additional 50,000 pounds, or fraction thereof.

RATES OF PAY FOR YARDMASTERS
(Effective October 16, 1948)

MONTHLY:

General Yardmasters	$ 443.20
Yardmasters	423.20

DAILY:

General Yardmasters	$ 16.99
Yardmasters	16.22

HOURLY:

General Yardmasters	$ 2.125
Yardmasters	2.0275

RAILS
RETIRED

Engr. Dept.
D.V. 130
506

PACIFIC ELECTRIC RAILWAY COMPANY

MAINLINE MILEAGE RETIRED BY P.E. RY., JAN. 1, 1928 - DEC. 31, 1947

	Four Trks.	Three Trks.	Double Tr.	Single Tr.	E.S.T.
1928			.149	4.226	4.524
1929	(Max) 12/31/29 1216.988		4.175	1.302	9.652
1930			.027	1.539	1.593
1931			.009	8.239	8.257
1932			.223	4.565	5.011
1933			.451	-	.902
1934		.015	.467	2.335	3.314
1935			7.180	.234	14.594
1936			4.030	6.775	14.835
1937			.206	3.914	4.326
1938			1.580	6.842	10.002
1939			-	3.173	3.173
1940			19.592	34.537	73.721
1941			30.634	63.070	124.338
1942			.515	13.997	15.027
1943			1.475	5.746	8.696
1944			.046	.265	.357
1945			.438	.701	1.577
1946			5.911	3.334	15.156
1947			2.373	3.221	7.967
TOTAL		.015	79.481	168.015	327.022

The above figures exclude the Santa Monica Air Line.

Figures for Airline are as follows:

		Four Trks.	Three Trks.	Double Tr.	Single Tr.	E.S.T.
1933					2.172	2.172
1934					.024	.024
1935					.592	.592
1947					.070	.070
	TOTAL				2.858	2.858
	GRAND TOTAL		.015	79.481	170.873	329.880

MAINLINE MILEAGE RETIRED - JAN. 1, 1928 to DEC. 31, 1947

		Four Tr.	Three Tr.	Double Tr.	Single Tr.	E.S.T.
1928						
2-28	Teague-Covina-San Dimas Line Removed				.039	.039
	Monrovia Line- Remove pt. of S.T. at end of line ..				.052	.052
	Walker-Whittier Line - Replace D.T. with S.T...				.162	.162
7-28	Pine Ave.,L.B.-Track shortened			.014		.028
	Pacific Ave. Loop-L.B. Track shortened			.016		.032
8-28	Magnolia Ave.,L.B.- Remove line from Ocean to 14th & Pine			.119	1.303	1.541
9-28	Owensmouth- D.T. converted to S.T. & S & S				.437	.437
10-28	Clifton - End of line remove				.035	.035
12-28	Remove Ontario-Upland Line 8th St. to S.P. Xing ...				2.198	2.198
1929						
2-29	Annandale - Transfer to non op. mileage			.473	.290	1.236
	California St. Pasadena - Transfer to non op.			.694	.007	1.395
	Broadway & Redondo Curve shortened - L.B.....			.023		.046
	Fourteenth St.- S.P. Transfer to non op.			.034	.400	.468
4-29	Corona - Grand Blvd. Remove Pt. M.L.				.109	.109
10-29	Rialto- Remove M.L.- 1st St. to San Berdou Ave.				.404	.404
11-29	Gardena-San Pedro - Shortened on acct of relocation Watts-Redondo Line			.051	.092	.102
	Hawthorne-El Nido- Shortened on acct of relocation-Watts-Redondo L.			1.835	.092	.092
	Watts-Redondo Line-Berry to El Nido Rem.D.T.			1.065	.092	2.138
	Watts-Redondo-Hermosella to Bridgedale Rem.D.T.			1.835		3.670

MAINLINE MILEAGE RETIRED - JAN. 1, 1928 to DEC. 31, 1947

		Four Tr.	Three Tr.	Double Tr.	Single Tr.	E.S.T.
1930						
1-30	Riverside Market Str. Remove T.O.				.031	.031
2-30	Rio Vista D.T. converted to S.T.				.436	.436
4-30	Santa Monica Third Str. Remove line				1.052	1.052
8-30	Colorado & Raymond- Remove NW & SE curve connections			.020	.020	.060
10-30	Elysion Park Montana Str. D.T. shortened			.007	-	.014
1931						
1-31	Val.Sec.35 Retired Huntington Bch to Santa Ana				6.686	6.686
6-31	Smiley Heights - Rem. Tracks				.183	.183
11-31	Long Beach E. Seventh Str. Line Remove track			.009		.018
12-31	Val.Sec.35-Rapollo to Greenville- abandon				1.370	1.370
1932						
2-32	San Pedro Abandon end-S.P. Main Line				.077	.077
	Point Fermin Abandon end of line				.273	.273
4-32	Mendocino Str. Abandon Line				1.168	1.168
	Abandon Santa Ana Orange Line			.200	3.047	3.447
5-32	Vineyard Venice Short Line- M.L. T.O moved			.023		.046
1933						
6-33	7th & Main-L.A. Remove T.O.			.022		.044
	Newport-San Gabriel River Remove track			.429		.858
12-33	Airline - Abandon track				2.172	2.172
1934						
6-34	3rd Str. & Mt. Vernon				.034	.034
	Ocean Ave. S.M. Airline...				.024	.024
12-34	Citrus Ave., Redlands				.006	.006
	San Bernardino - Redlands			.129		.258
	Sierra Madre				.009	.009

D.V. 130/506

MAINLINE MILEAGE RETIRED -JAN. 1, 1928 to DEC. 31, 1947

		Four Tr.	Three Tr.	Double Tr.	Single Tr.	E.S.T.
12-34	Sixth & Main Terminal....			.077	.131	.285
	Seventh Str., L.A.			.026		.052
	Daisy Ave., L.B. -.....			.002	.022	.026
	Seventh Str., L.B.			.020		.040
	San Pedro Main				.074	.074
	Point Firmin			.213	2.059	2.485
	Glendale		.015	.015		.045
1935						
2-35	South Pasadena Line			6.517	.067	13.101
4-35	Airline - Rem. track				.083	.083
5-35	Glendale- Richardson Conn. track				.167	.167
6-35	Airline- Santa Monica Remove M.L.				.125	.125
12-35	Long Beach Pine Ave.- 7th to 14th- Remove			.614		1.228
	Redondo - Opal & Catalina			.049		.098
	Airline-Ocean to 4th- S.M.				.384	.384
1936						
6-36	Corona- Remove track				.006	.006
	Riverside-Arlington Line- Rem. 14th & Main to Jurupa				1.743	1.743
	L.B. 14th & Amer. Shorten T.O.				.006	.006
	Seaside Park Line Pico Str. Remove track			.021		.042
9-36	Redlands Clay Str. to end- Abandon			.272	1.351	1.895
	Redlands- Citrus Ave., Remove line				.156	.156
	Redlands- Oak Canon- Remove line				.657	.657
	Redlands- Smiley Heights- Remove Line				1.751	1.751

D.V. 130/506

MAINLINE MILEAGE RETIRED - JAN. 1, 1928 to DEC. 31, 1947

		Four Tr.	Three Tr.	Double Tr.	Single Tr.	E.S.T.
1936						
9-36	L.A.-Seventh Str. Main Str. to L.A. Yards- Remove 3rd rail			.089		.178
	Lagoon Line-Remove Center Str. to Del Rey			2.095	.158	4.348
12-36	Corona Line-Riverside Main Str. Ret.			.936	.150	2.022
	Colorado Str.Line- Rem.Lamanda Park to end				.515	.515
	San Berdou-Riverside-Market Str. Jct. to 1st & Main			.426	.222	1.074
	Lagoon- Venice to Del Rey..			.191		.382
1937						
3-37	La Habra- Olindo			.177		.354
	Arden Jct. M.L. track			.029		.058
6-37	Corona Bet. Larchwood & Beechwood				.101	.101
	Hawthorne-El Nido Line-Abandon Line				3.750	3.750
	Hawthorne- Rem. East leg of wye				.055	.055
12-37	No. of Jurupa Riverside - Shorten track				.008	.008
1938					.291	.291
3-38	Bandini Str.-S.Pedro-Rem.Trk 5th Str. San Pedro- Remove line			.026	.661	.713
	Pt. Fermin- San Pedro- Rem. line			.506	.055	1.067
1938						
6-38	Whittier- Phil. Str.- Re.Line				.629	.629
9-38	3rd & Mountain Ave.-Rem.tracks in 3rd Str.				.077	.077
12-38	Covina Line- Single Track- San Gabriel River Bridge				.340	.340
	Abandon Mt. Lowe Line			1.048	4.789	6.885
1939						
3-39	Rivas- Remove pt. 1 B track				.075	.075
	Aero- Remove pt. O.B. track				.430	.430
	Eaton Wash - 1 B				.019	.019
	2nd Str. Santa Ana- Remove S.P. connection				.021	.021

MAINLINE MILEAGE RETIRED - JAN. 1, 1928 to DEC. 31, 1947

		Four Tr.	Three Tr.	Double Tr.	Single Tr.	E.S.T.
1939						
3-39	Vermont Heights Line- Rem. Delta to Strawberry				2.393	2.393
6-39	Weston- Removal track				.152	.152
	Alla Track changes				.083	.083
1940						
3-40	Walker to El Ranchito				2.387	2.387
6-40	Aliso Str. viaduct Tr. chang.			.405		.810
	Santa Fe Spring - Tr. changes				.035	.035
	Whittier changes on acct Single Tracking				1.271	1.271
12-40	Raymond Ave. Curve Conn...			.818	.018	1.018
	Raymond Ave.-Line Chestnut to Bellevue			.818	.020	1.656
	Riverside- Rialto Line ...				8.850	8.850
	Redlands Third Str. to old race track - Sgl. tr. ...				1.995	1.995
	La Habra Line- Abandon Yorba Linda to Stern				1.439	1.439
	Alamitos Bay Line- Ocean & Pacific to 1st & Pine ...			.772	1.538	3.082
	Pacific Ave. Loop Ocean to 7th			.151		.302
	Pine Ave. Ocean to Seventh			.666	.080	1.412
	Redondo Ave. Ocean to 10th			1.557		3.114
	Seventh Str. Pine to Redondo			2.314		4.628
	Ocean Park Ave. to Naples Jct.			3.043	2.324	8.410
	Newport- 21st to Balboa ...			.282	1.640	2.204
	Whittier Line- S.Tr. Laguna to Rio Hondo				.903	.903
	L.A.-San Pedro St.to 5th & Central - Remove			.511		1.022
	Abandon Franklin [illegible] Line			[illegible]	[illegible]	[illegible]

MAINLINE MILEAGE RETIRED - JAN. 1, 1928 to DEC. 31, 1947

		Four Tr.	Three Tr.	Double Tr.	Single Tr.	E.S.T.
1940						
12-40	Abandon Franklin Ave. Line			2.209	.041	4.459
	Abandon Owensmouth Line...			.878	8.331	10.087
	Abandon pt. San Fernando Line				3.138	3.138
	Abandon Venice Freight Branch			.327	.461	1.115
	Abandon Westgate Line			5.659	.066	11.384
1941						
1-41	Abandon Altadena Line- Chestnut & Mariposa to Lake			4.027		8.054
	Abandon-Colorado Str.Line- Lake to Lamanda Park			1.781		3.562
	Abandon- Lake Ave.Line- Colorado to Mariposo			2.231	.705	5.167
	Abandon- Lincoln Ave. Line- Fair Oaks to Montana			2.296		4.592
	Market Str. Riverside- Remove Houghton to 9th				.167	.167
	Whittier Line Single track- Rio Hondo to El Ranchito..				.592	.592
	Cahuenga Pass- Tr. changes.			.018		.036
3-41	Daisy Ave. Line- Remove State Str. to 32nd Str.			.251	1.511	2.013
	Redondo Beach- Rem. all tracks			.172	.973	1.317
	Watts- Redondo Line- Remove Arlington to Clifton			5.505	1.612	12.622
	Del Rey line- Remove Alla to Redondo			9.984	.074	20.042
6-41	Brea - Single track				.195	.195
9-41	California Str. Line			.361	.396	1.118
	Arrowhead- Single track at 17th Str.				.078	.078
	Alamitos Bay line- Remove 1st & Ocean to Newport conn.				.728	.728

MAINLINE MILEAGE RETIRED - JAN. 1, 1928 to DEC. 31, 1947

		Four Tr.	Three Tr.	Double Tr.	Single Tr.	E.S.T.
1941 9-41	Arden Jnct. Relocation ...				.003	.003
12-41	Alhambra Line- Morengo to Temple City			2.304	3.865	8.473
	Garvey Ave. Line- Park Ave. to 5th Str.			1.256	.147	2.659
	Pomona-Upland-Pomona Jnct. to No. Pomona			.359	1.543	2.261
	Huntington Beach- Sgl tr.				.093	.093
	Newport Line- S.T. from Nieto Ave. to Huntington Beach				9.137	9.137
	San Pedro- 4th to 8th Str.			.002		.004
	Santa Ana Line ST -Watts to S.A. River				18.712	18.712
	Torrance- Cabrillo Ave. Remove tracks				1.030	1.030
12-41	Watts-Redondo Line- Centralia to Gardena S.T....				2.675	2.675
	Whittier Line- S.T.- Slauson to L.A. River				5.377	5.377
	Del Rey Line- Sgl. Tr. Overland Ave. to Alla				2.498	2.498
	Sawtelle Line				9.735	9.735
	Venice Frt. Branch-Trolleyway to Windward			.087		.174
	W. 16th Line. S.T.-Spaulding Ave. to Sherman Jct.				1.224	1.224
1942 3-42	Monrovia Line-Glendora Remove			.038	.038	.114
	San Berdou-Colton Line- Abandon			.199	3.963	4.361
	San Berdou-Riverside Line- Abandon				.057	.057
	Daisy Ave. Line - Add removal State Str.				.040	.040
	Watts-Redondo Line-Gardena			.022		.044

MAINLINE MILEAGE RETIRED - JAN. 1, 1928 to DEC. 31, 1947

		Four Tr.	Three Tr.	Double tr.	Single Tr.	E.S.T.
1942						
3-42	Whittier Line- Edgewater..				.207	.207
6-42	L.B.-Wilmington Line-LB & E. Wilmington changes..			.018		.036
	Airline- Clement Jct.- Changes			.003		.006
9-42	Covina-San Dimas Line- Teague ST				.154	.154
12-42	Covina-San Dimas Teague ..				.618	.618
	S.P. Duarte Branch- Sgl.Tr. Arcadia to Monrovia				2.597	2.597
	Pomona-Upland- No. Pomona to Montello				.117	.117
	Patton Line				.524	.524
	Redlands Line- Marigold S.T.				.077	.077
	Riverside Line- Palmyrita ST				.102	.102
	Gardena-San Pedro S.T.				.115	.115
	Hawthorne-El Segundo S.T...				.149	.149
	La Habra-Fullerton S.T.....				.249	.249
	La Habra-Fullerton S.T.....				.227	.227
	Newport Line S.T. Atlantic to Nieto				2.828	2.828
	S.A.-H.B. Line- Bristol & Armstrong				.148	.148
	Watts-Redondo Line- Delta to W. Athens				.017	.017
	Watts-Redondo Line-Moneta.			.235		.470
	Long Bch-Redondo Ave.....				.166	.166
	Newport Line- L.B. to East Wilmington				1.604	1.604
1943						
3-43	Newport Line S.T.-Calif. to Orange Ave.				.532	.532
6-43	San Berdou- 3rd & D- Remove west leg of wye				.020	.020

MAINLINE MILEAGE RETIRED- JAN. 1, 1928 to DEC. 31, 1947

		Four Tr.	Three Tr.	Double Tr.	Single Tr.	E.S.T.
1943						
6-43	San B'do-3rd & D conn. to S.P. depot				.212	.212
	San B'do- 3rd at S.P. depot			.737	.017	.017
9-43	Abandonments-acct of Aliso Str.via.			.737		1.474
12-43	Glendora Line S.T.- Rivas & Azusa				.055	.055
	San B'do-Riverside Line- Remove S.A. River to Riverside				4.350	4.350
	Ionia-Hawthorne Line-Cypave.				.148	.148
	Santa Ana Line-Correction-Removal 2nd Tr.....				+.171	+.171
	Whittier- Remove tracks ...			.738	.451	1.927
	Ballona Creek- Del Rey Line				.115	.115
	Arden Jct.				.017	.017
1944						
3-44	Corona-Jefferson & Madison ST				.141	.141
	San B'do-Highland Ave. S.T..				.058	.058
6-44	6th & San Pedro- Curve Conn.			.046		.092
12-44	Adams & Corona			.047	.047	.047
	Hollywood & Highland- Conn. Curve				.019	.019
1945						
6-45	3rd Str. Redlands-Line- Remove				.695	.695
	Riverside Line- So. of Rialto Ave. Shorten				.005	.005
12-45	Greenville			.438	.876	.876
	S.A.-H.B. Line-Greenville ..				.001	.001
1946						
3-46	Alla- Remove track			.407		.814
12-46	Covina Line-Abandon Baldwin Park to Barranca			4.318		8.636
	Covina Line- Barranca to Lone-Hill			.291	2.975	3.557
	Gardena-San Pedro Line-Ocean Ave. S.T.				.138	.138

MAINLINE MILEAGE RETIRED- JAN.1, 1928 to DEC. 31, 1947

		Four Tr.	Three Tr.	Double Tr.	Single Tr.	E.S.T.
1946						
12-46	La Habra Line Pillsbury ST				.126	.126
	E. Broadway Line- Abandon			.895	.095	1.885
1947						
3-47	San Dimas Line- Ruddock				.217	.217
	Seaside Park Line- Pico to Mendocino ST				.508	.508
	Abandon pt. San Fernando Line			.332	1.675	2.339
6-47	Vineland ST - M.L.				.036	.036
	Bassett				.169	.169
	East 6th Str.			.226		.452
7-47	La Bolsa				.373	.373
9-47	Airline - 4th & Santa Monica				.070	.070
10-47	East 6th Str. Line			.121	.243	.485
	Glendale Line - 6th & Main to Beverly			1.358		2.716
	6th & Hill- Curve conn....			.019		.038
11-47	Glendale Line - 6th & Main to Beverly			.317		.634
	Grand Total		.015	79.481	170.873	329.880

STATEMENT XII

PACIFIC ELECTRIC RAILWAY COMPANY
MECHANICAL DEPARTMENT
File: 234.06

STATEMENT SHOWING THE COMPARATIVE REPAIR COST AND OPERATING EFFICIENCIES OF THE PRINCIPAL TYPES OF MOTOR COACHES

JANUARY 1, 1948 to DECEMBER 31, 1948 incl.

	Type of Coach	Period prior to Jan. 1, 1948 No. in Service	Total Mileage	Period Jan. 1, to Dec.31, 1948, incl. No. in Service	Mileage	Mileage for entire life to Dec.31,1948 Mileage	Ave.Miles Per Coach	Maintenance Cost Per Mile Tires	Other Repr.	Total	Miles Per Gal. Gas	Miles Per Gal. Oil
	G.M.C. 220 Class	1	114,805	1	22,775	137,580	137,580	.0088	.0290	.0378	5.92	806.
(A)	Single Twins 240 Class	2	7773,036	--	39,790	7812,826	--	.0073	.0570	.0643	4.37	452.
(B)	31-Pass. Twins 310 Class	7	3089,353	3	228,486	3317,839	552,973	.0109	.0642	.0751	4.21	389.
(C)	Mack B. C. 1600 Class	3	3196,144	--	3,406	3199,550	--	.0084	.1616	.1700	2.13	317.
(D)	Twin Coach 1650 Class	15	5495,581	13	86,621	5582,202	429,400	.0097	.1630	.1727	2.20	207.
	G.M.C. Yellow 1685 Class	9	3995,841	9	301,685	4297,526	477,503	.0122	.0606	.0728	3.55	244.
	Twin Coach 37-Pass. 1910 Class	15	3255,962	15	217,541	3473,503	231,567	.0091	.0900	.0991	3.14	184.
	White 41-Pass. 2000 Class	24	11403,473	24	790,434	12193,907	508,076	.0125	.0693	.0818	3.28	269.
	White 45-Pass. 2050 Class	70	29262,044	70	4554,212	33816,256	483,089	.0123	.0635	.0758	3.35	272.
	Twin Coach 41-Pass. 2100 Class	25	5719,518	25	293,011	6012,529	240;501	.0088	.1831	.1919	2.95	164.
	Twin Coach 44-Pass. 2125 Class	5	232,878	5	231;511	464;389	92;879	.0105	.0527	.0632	2.82	175.
	White 44-Pass. 2200 Class	70	2333,789	70	3283,945	5617,734	80,253	.0123	.0254	.0377	2.87	293.
	White 44 & 45 Pass. 2300&2400 Cl.	107	19739,458	107	4446,319	24185,777	226,035	.0125	.0506	.0631	3.07	248.
	Diesel 42-Pass. 2500 Class	35	9590,022	35	1591,002	11181,024	319,439	.0121	.0616	.0737	4.53X	251.
(E)	White 44-Pass. 3000 Class	--	--	25	546;376	546,376	21,855	.0139	.0128	.0267	3.01	508.
	Test Coaches	--	--	--	18,616	18,616	--	--	--	--	4.39	471.
	Total	388	105,201,904	402	16,655,730	121,857,634	303,128	.0122	.0536	.0658	3.12	266.
								(X) Diesel Fuel -			4.53	251.

NOTE:
(A) 2 Coaches taken out of service November 1948.
(B) 1 Coach taken out of service October 1948.
3 Coaches taken out of service November 1948.
(C) 1 Coach taken out of service March 1948.
2 Coaches taken out of service April 1948.
(D) 1 Coach taken out of service January 1948.
1 Coach taken out of service April 1948.
(E) 25 New coaches placed in service 1948.
10 - June 1948
15 - August 1948

Mechanical Department
February 7, 1949

STATEMENT XI

Exh. 28
8/4/49

File: 234.06

Anchorage

PACIFIC ELECTRIC RAILWAY COMPANY-MECHANICAL DEPT.

STATEMENT SHOWING COST OF ROLLING STOCK FOR YEAR JAN. 1, 1948 to DEC. 31, 1948 incl.

Year 1948

Class	Active No. Cars in Ser. to 12/31/48	Av. No. Cars in Service	Mileage	Total Cost	Average Miles Per Unit	Cost a Mile
100 Passenger Cars	15	15	301,877	$10,400.04	20,125	.0345
300 & 400 " "	71	71	3,014,510	321,577.73	42,458	.1067
600 & 750 " "	160	160	6,219,310	320,804.50	38,871	.0516
950 " "	31	31	580,252	36,109.33	18,718	.0622
(A) 1000 " "	22	29	254,551	24,363.03	8,778	.0957
1100 " "	50	50	1,800,520	108,329.10	36,010	.0602
1200 " "	66	66	1,261,222	182,477.31	19,109	.1447
000 " "	30	30	1,112,721	56,553.84	37,091	.0508
In lieu of train service - M. C. Mileage	--	--	7,607	--	--	--
TOTAL PASSENGER CARS	445	452	14,552,570	$1,060,614.88	32,196	.0729
1400 Express Cars	41	41	742,029	41,325.45	18,098	.0557
1500)						
1830) Locomotives - (Steam)	3	3	69,860	5,032.96	23,287	.0720
(B) 1510 " " - (Electric)	7	12	137,924	13,739.77	11,494	.0996
1601 " " - (Electric)	31	31	829,966	136,496.54	26,773	.1645
(E) 1640 " " - (Gas)	2	2	3,498	807.73	1,749	.2309
(C) 1650 " " - (Diesel)	2	3	50,440	14,567.90	16,813	.2888
(D) 1000 " " - (Diesel) S.P.	3	2	55,433	8,244.27	27,717	.1487
1320 " " - (Diesel) S.P.	3	1	23,411	3,589.81	23,411	.1533
00 Service Cars	69	69	77,360	14,818.11	1,121	.1915
Pacific Electric and Foreign Freight Cars - P.E.	1413	1443	7,474,551	367,056.38	--	--
G.M.C. 15-Pass. 220-Class Motor Coaches	1	1	22,775	860.28	22,775	.0378
(F) Single Twin 26 " 240 "	--	2	39,790	2,558.87	19,895	.0643
(G) Twin 31 " 310 "	3	7	228,486	17,162.17	32,641	.0751
(H) Mack, B.C. 29 " 1600 "	--	1	3,406	578.90	3,406	.1700
(I) Twin 41 " 1650 "	13	13	86,621	14,960.54	6,663	.1727
G.M.C.Yellow 42 " 1685 "	9	9	301,685	21,968.21	33,521	.0728
Twin 37 " 1910 "	15	15	217,541	21,562.36	14,503	.0991
White 41 " 2000 "	24	24	790,434	64,691.84	32,935	.0818
White 45 " 2050 "	70	70	4,554,212	345,178.82	65,060	.0758
Twin 41 " 2100 "	25	25	293,011	56,236.66	11,724	.1919
Twin 44 " 2125 "	5	5	231,511	14,635.06	46,306	.0632

PACIFIC ELECTRIC RAILWAY COMPANY-MECHANICAL DEPT. File: 234.06

STATEMENT SHOWING COST OF ROLLING STOCK FOR YEAR JAN. 1, 1948 to DEC. 31, 1948 incl.

Class	Active No. Cars in Ser. to 12/31/48	Av. No. Cars in Service	Mileage	Total Cost	Average Miles Per Unit	Cost a Mile
White 44-Pass. 2200-Class Motor Coaches	70	70	3,283,945	$123,933.52	46,914	.0377
White 44 & 45 " 2300 & 2400"	107	107	4,446,319	280,484.83	41,554	.0631
Diesel 42 " 2500 "	35	35	1,591,002	117,335.69	45,457	.0737
(J) White 44 " 3000 "	25	12	546,376	14,594.56	45,531	.0267
Test	--	--	18,616	--	--	--
TOTAL MOTOR COACHES	402	396	16,655,730	$1,096,742.31	42,060	.0658
L.A.M.C. (PE Proportion) 38X Repairs	103	103	4,314,844	431,986.06	41,892	.1001
Superintendence Acct. 29 Not included in above.	--	--	--	120,460.23	--	--
Shop Equipment " 36 " " " "	--	--	--	64,693.01	--	--
Shop Equipment " 37 " " " "	--	--	--	374,639.35	--	--
Autos, Trucks, & Service Equipment (" 38-A & (part 38-U " " " "	--	--	--	78,727.38	--	--
Depreciation Acct. 40 " " " "	--	--	--	1,078,770.51	--	--
Equipment Retired " 44.3 " " " "	--	--	--	9,188.48	--	--
Harbor Belt Line (Not including Depreciation)	--	--	--	3,305.55	--	--
TOTAL MILEAGE AND COST			44,987,616	$4,924,806.68		

Note: (A) 7 - 1000 Class Passenger Cars - Taken out of service.
(B) 5 - 1510 Class Electric Locomotives - Taken out of service.
(C) 3 - 1650 " Diesel " " - Leased to S.P. Co. April 1948.
(D) 7 - 1000 " " " " - Placed in service April 1948.
(E) 3 - 1320 " " " " - " " " "
1 - June 1948
2 - Oct. 1948
(F) 2 - Motor Coaches - Taken out of service 1948.
(G) 4 - " " " " " " "
(H) 3 - " " " " " " "
(I) 2 - " " " " " " "
(J) 25 - New White Coaches placed in service 1948.

Mechanical Department
February 9, 1949