

DOOM DAYS

ABANDONMENT DATES OF LINES RUNNING IN 1950

	<u>Date</u>	<u>Note</u>
Pacific Electric:		
NORTHERN DISTRICT -		
Pasadena Oak Knoll Line	10/8/50	1
Pasadena Short Line	9/30/51	
Baldwin Park Line	10/15/50	
Monrovia-Glendora Line	9/30/51	
Sierra Madre Line	10/8/51	1
Watts-Sierra Vista Line	9/30/51	1, 2
SOUTHERN DISTRICT -		
Long Beach Line	4/9/61	
Watts Local Line	11/2/59	
San Pedro via Dominguez Line	12/8/58	
Catalina Dock Line	10/13/58	
Santa Ana Line	7/2/50	3
Newport Line	7/3/50	
WESTERN DISTRICT -		
Santa Monica Air Line	9/30/53	4
San Fernando Valley Line	12/28/52	
Glendale-Burbank Line	6/19/55	
Santa Monica Blvd-West Hollywood	5/31/53	
Venice Short Line	9/17/50	1
Venice Blvd-San Vincente Blvd Local Line	10/1/50	1
Hollywood Blvd. Line (via Hill St)	10/1/50	
Hollywood Blvd Line (via Subway)	9/26/54	
Echo Park Avenue Line	10/1/50	1

NOTES: 1 - ran franchise car until 12/28/50. 2. Watts portion continued until 11/2/59. 3. Continued as far as Bellflower until 5/25/58. 4. Portion in City of Los Angeles continued until 10/26/53 (was operated by P E after other services sold to Metropolitan Coach Lines).

Los Angeles Transit Lines:

J- W Jefferson-Huntington Park	3/31/63	
F- Union Station-South Vermont	5/22/55	
N- Sunset & Spring-West Ninth	9/10/50	
P- West Pico-East First	3/31/63	
R- West Third-Whittier Blvd	3/31/63	
S- West Eighth-Manchester & Central	3/31/63	1
V- Vermont-Vernon	3/31/63	2
W- West Washington-Eagle Rock	11/18/56	3
5- Hawthorne-Eagle Rock	5/22/55	
7- South Broadway-Sunset & Spring	5/22/55	
8- West 54th-North Main	5/22/55	
9- West 48th-Lincoln Park	5/22/55	

NOTES: 1 - S line was converted to PCC operation on 9/14/58. 2. V line was converted to PCC operation on 7/25/54. 3. Upon abandonment of the "9" line, the north end of the "W" line was also abandoned and "W" cars ran from Lincoln Park to West Washington Blvd. until they, too, quit.