

## A FINAL WORD TO OUR GUESTS

Please know that we want to answer your questions and share your enthusiasm about rail transit. We want to meet you and talk with you. We extend a special welcome to those whom we have met on other railway excursions.

Here's a final note about the street cars. Disposition of equipment has been confusing. Today most of the passenger equipment remains on the system. Cars are in service, at the Georgia Street yard, or in dead storage at Vernon Yard. The last three work cars and two of the passenger cars have been leased to Orange Empire Traction. We understand that these cars are now on OET property at Ferris.

Our car is a Class P-3, an all-electric model with wider aisles, standee windows and electric rather than air controls for doors, brakes, etc. Some of these cars are in service on the few remaining U.S. street car systems. This is the 3126-3165 series. The P-Class cars are the original PCC type - just like those which ran in San Diego. In Los Angeles, however, these cars have narrow gauge trucks. There are a few minor differences such as the type of window control. This is the 3001-3095 series.

The P-2 series are like the P series except that they were produced during the World War II period. They lack the chrome finish and they do have the center doors one window nearer the rear of the car in order to allow for smoother loading.

If you want to contact us by mail use the Report or Excursion Directors' address.