

1944



SERVING SOUTHERN CALIFORNIA

Facilities for public transportation are usually created to fill a definite need and are brought into being through public demand. In Southern California, however, history records that the opposite has been true. Here, public transportation systems were established for the purpose of opening up vast areas to home seekers before the actual need or demand had arisen.

In 1911, when the Pacific Electric Railway Company was formed by the consolidation of what were originally more than 72 separate transportation systems, it might have been truly said that public transportation had been largely responsible for the development and growth of this section of the state.

Since that time Pacific Electric has extended and expanded its operations through changes in its rail service and the establishment of motor coach lines, and has kept pace with the increase in population and the resultant agricultural and industrial expansion.

As this is written, Pacific Electric's resources and manpower are dedicated to victory, through the wartime transportation of troops, equipment, materiel, supplies and civilian workers. The Company is proud that it can be of such service to the nation in its war effort.

*O. A. Smith,
President.*

A BACKGROUND IN BRIEF

The history of predecessor companies dates back to the earliest days of public transportation in Southern California. Archives of the Company contain much historical data covering the original 72 separately-operated companies which were in existence here during the latter part of the 19th and the early years of the 20th centuries. These companies underwent many changes, mergers and consolidations, gradually reducing the number to a comparatively few systems which served the people of this fast-growing area.

It was in 1911, however, that Southern California first enjoyed a unified, well-coordinated transportation facility, when the remaining companies were consolidated into the present Pacific Electric Railway system, the largest electric interurban passenger and freight system in the world. At that time, more than 1,000 miles of rail lines connected the principal cities and communities of this area and then, as now, many communities depended entirely upon Pacific Electric for their public transportation needs.

With the construction of modern highways and improvements in motor coach design, Pacific Electric later inaugurated and developed a motor coach system to which was added, through purchase, the extensive operation of the Motor Transit System. These motor coach lines were operated in co-ordination with its rail lines, thereby broadening and extending its services.

In 1939-1940, the Company was busily engaged in a complete rehabilitation program, streamlining its service, retiring old equipment from service and purchasing new transportation units. This vast program was entering its final stages at the time war was declared.

It was indeed fortunate that this was undertaken at that time, for, with the outbreak of war and the resultant restrictions on the use of tires and gasoline, unprecedented demands were made upon the facilities of the Company—demands which have been met far more readily because of the preparedness which this rehabilitation program made possible.

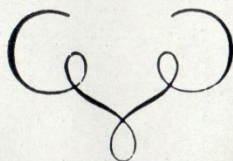
INTRODUCTION

The type of service rendered by Pacific Electric, as well as the extensive area served by its passenger and freight operations, places this railroad among the foremost of its kind in the nation.

Over the Company's rail system, comprising 904 miles of track, nearly 51,000 passenger car miles are operated, and a fleet of 67 electric, diesel-electric, gas-electric, and steam locomotives move thousands of freight cars heavily loaded with vital war supplies and products for civilian consumption every twenty-four hours.

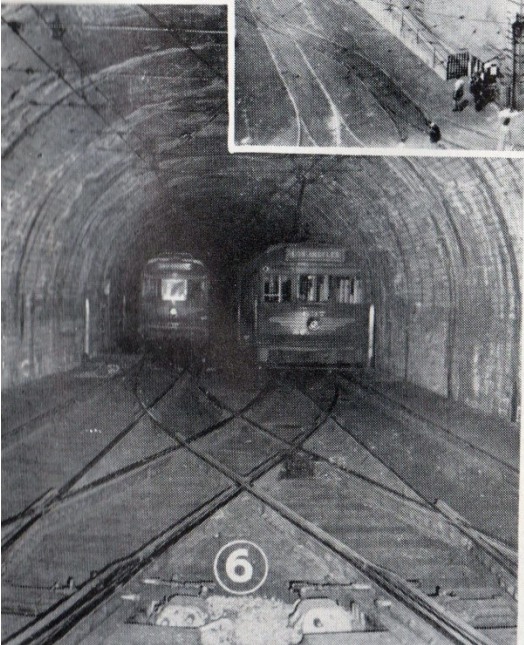
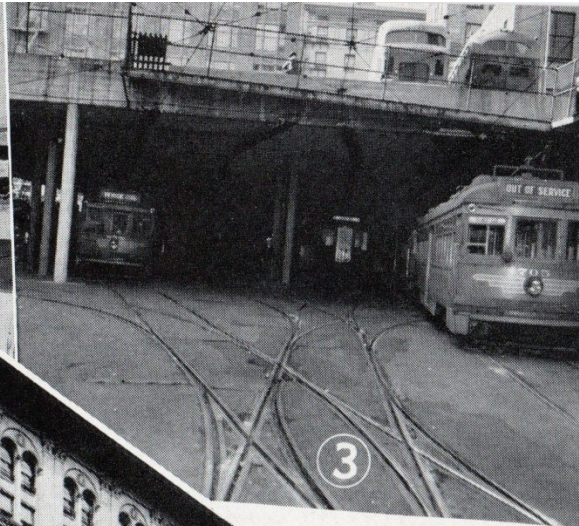
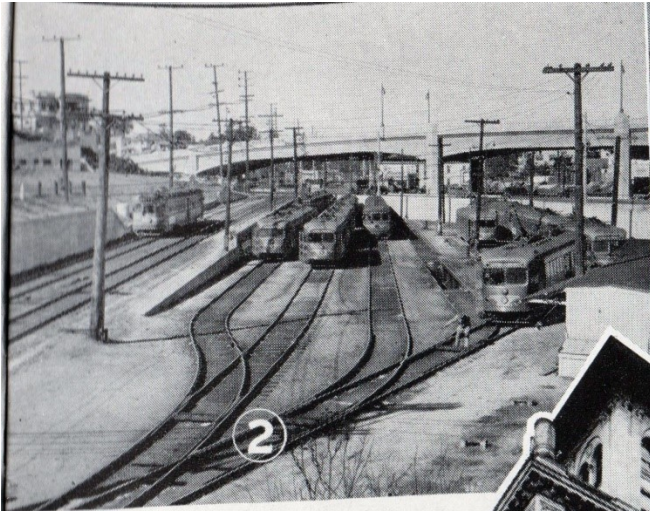
Three hundred and fourteen motor coaches are operating nearly 40,000 scheduled miles each day over the 635 miles of highway in its motor coach system, while additional thousands of miles are operated by coaches chartered to the Government for the movement of military personnel.

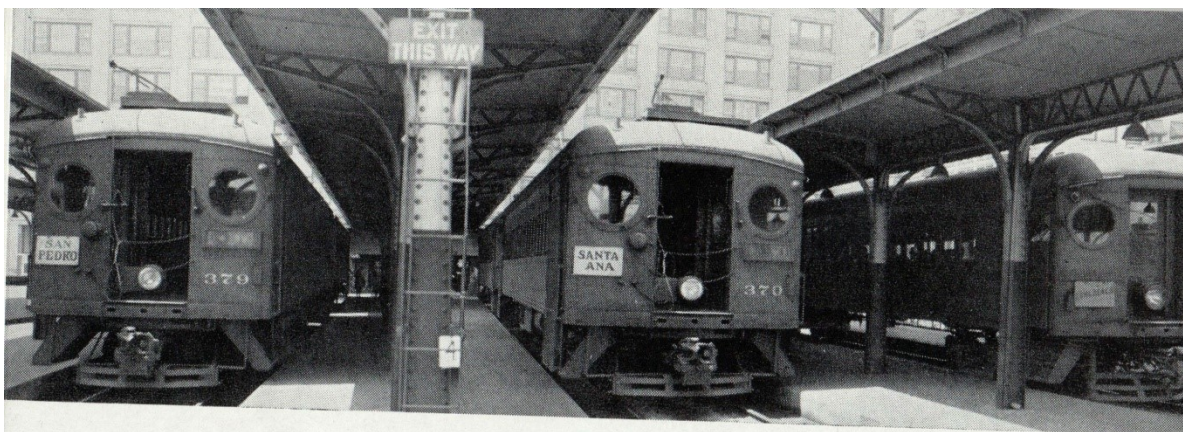
In addition to extensive passenger and freight operations, scores of box motor schedules are operated daily. Handling small freight shipments, baggage, Railway Express and United States mail, this box motor service reaches nearly 100 Southern California communities.



1. *Subway Terminal Building at 429 So. Hill Street.*
2. *Trains in Toluca Yard at subway exit, Beverly and Glendale Blvds.*
3. *Out-of-service cars parked under bus deck at Subway Terminal*
4. *A train from Glendale arrives at Subway Terminal.*
5. *Outbound, carrying passengers and a patriotic motif.*
6. *Cars passing in the mile-long, double-tracked tunnel.*
7. *Crowds throng subway station during rush hours.*







Interurban trains at Sixth and Main Street Station serve commuters in beach and inland cities.

The terminal for all Los Angeles interurban rail service is the \$2,000,000 Pacific Electric Building at 6th and Main Streets. Here also are located the general offices of the Company. From this station, 477 regularly scheduled trains leave or arrive every 24 hours.

With the advent of war, this interurban rail service assumed a hitherto unrealized importance. Numerous army camps, air bases, shipyards, and many other defense projects placed their dependence upon Pacific Electric to solve their mass transportation problem.

The United States Maritime Commission constructed an electrified, double-track line from Terminal Island to Island Junction—where it connects with the Los Angeles-San Pedro and Long Beach-San Pedro Lines of Pacific Electric.

A fleet of 116-passenger Maritime Commission cars, operated by Pacific Electric, is now carrying 200,000 workers per month to and from the shipyards on Terminal Island. Additional hundreds of thousands of workers are carried to and from the shipyards in the Wilmington-San Pedro area.

Nearby army bases such as Ft. MacArthur, Santa Ana Air Base and San Bernardino Air Depot use Pacific Electric interurban facilities to Los Angeles practically to the exclusion of all other means of transportation.

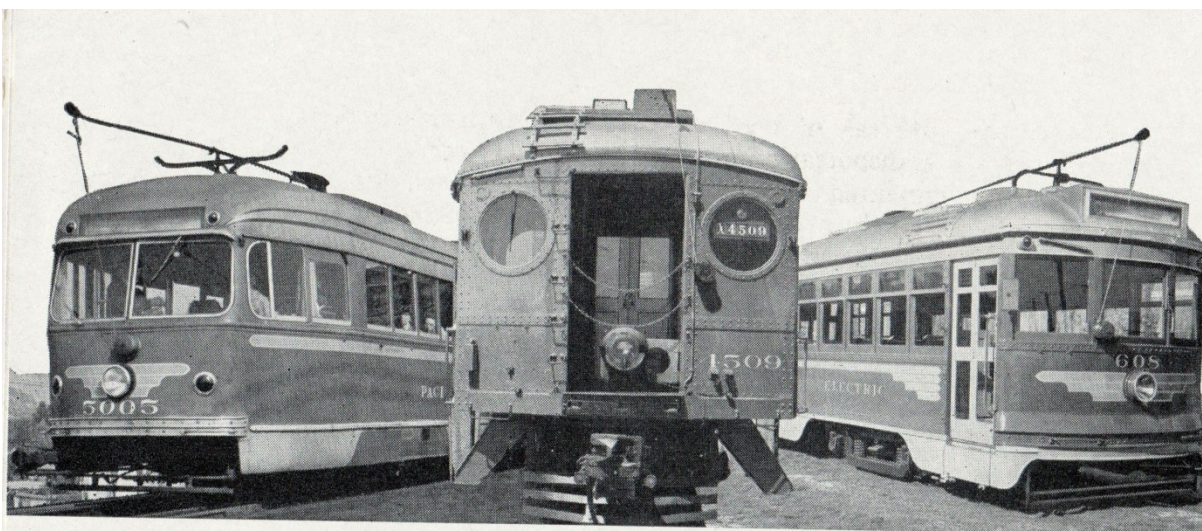
The number of regularly scheduled interurban passenger trains to all points served by Pacific Electric has been greatly increased since the outbreak of war. There are now more than 100 round trips each day between Los Angeles and Pasadena, 55 Los Angeles to Long Beach, 60 Los Angeles to San Pedro, 47 Los Angeles to Monrovia, with 25 of the latter continuing to Glendora. Twenty-five daily round trips between Los Angeles and Sierra Madre are scheduled, although in some instances a transfer at San Marino is necessary, while approximately 50 round trips per day are operated between Long Beach and San Pedro.

Pacific Electric has a total of 248 passenger cars in interurban rail service operating over the equivalent of approximately 260 single-track miles of trackage.



*2500 class-41 passenger
Diesel powered coach*

MOTOR COACH SERVICE



9,000,000 RAIL PASSENGERS EACH MONTH

Radiating from downtown Los Angeles to Santa Monica and the beach cities on the west; Van Nuys, Burbank, Pasadena, Sierra Madre, Glendora and Covina on the north; and Santa Ana, Long Beach, Newport Beach, Terminal Island and San Pedro on the south, the rail passenger division of Pacific Electric is providing public transportation for approximately 9,000,000 people each month.

Local Rail Service

The local rail service is comprised of five major lines which serve densely-populated districts within the City of Los Angeles and its immediately adjacent suburban areas.

The Hollywood Boulevard-Beverly Hills, Santa Monica Boulevard-West Hollywood-San Fernando Valley, Venice Short Line and Glendale-Burbank Lines operate out of the Subway Terminal Building, located on Hill Street near Fifth in downtown Los Angeles. Cars of the Echo Park Avenue and Hollywood Boulevard-San Vicente Lines pass the Subway Terminal and continue south on Hill Street, the former going as far as 12th Street, and the latter to San Vicente Boulevard. The Watts-Sierra Vista Line operates between those two suburban communities over Los Angeles City streets and private right-of-way and serves the eastern section of the downtown area.

These local streetcar lines have carried an average of nearly 5,000,000 passengers each month during the period of the war and in recent months the total has passed the 6,000,000 mark. This record volume of traffic has been handled by the 236 rail passenger cars regularly assigned to operate over the 172 miles of track used in local service. Slightly more than 750,000 car miles per month are operated in local service.

Since the outbreak of war and the subsequent restrictions placed upon private transportation media, Pacific Electric's local facilities have been augmented by every piece of equipment available, even some of those which, prior to the war, had been retired from service. Governmental restrictions on the manufacture of rail transit equipment have made it extremely difficult to secure more new units until the war has ended.

Extensive Interurban Lines

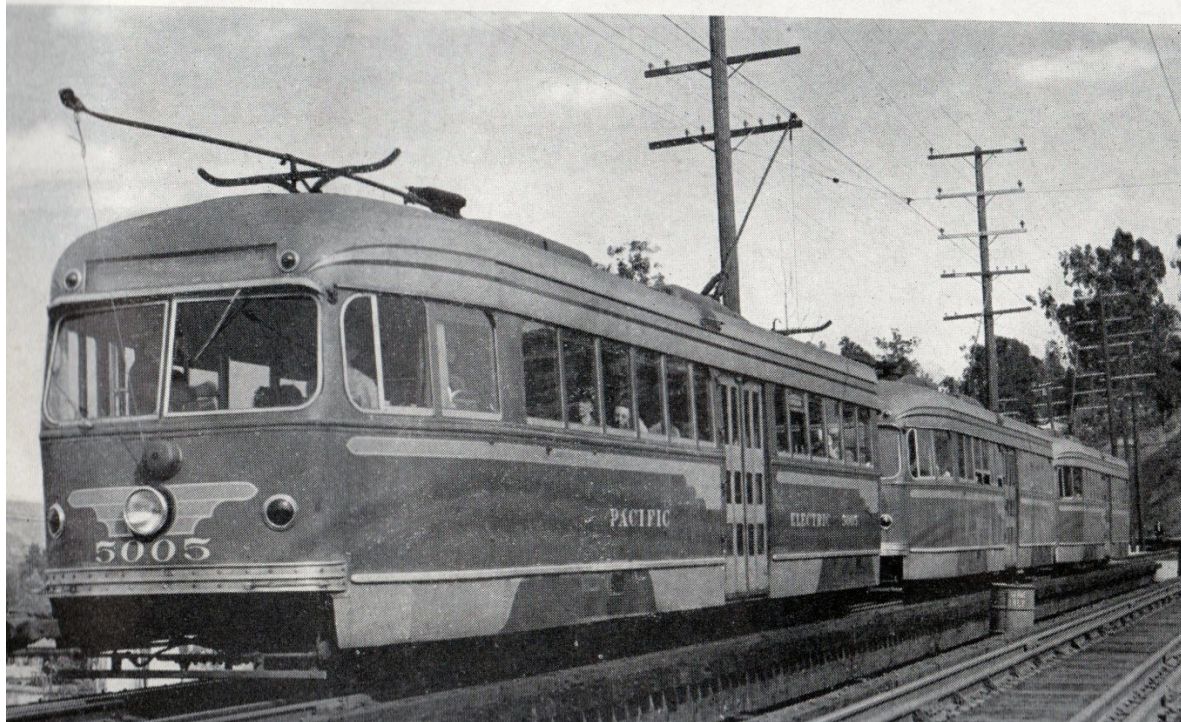
Pacific Electric's interurban rail passenger service was the most extensive electrically-operated interurban system in existence prior to 1939, when some passenger lines to distant communities were discontinued and replaced by motor coach service.

The present interurban rail operation still remains one of the largest of its kind, however, and is a vital factor in Southern California's passenger transit system.

An indication of its importance may be gleaned from the fact that Pacific Electric interurban cars travel nearly 775,000 miles and carry more than 3,000,000 passengers each month.

Principal lines terminating in Los Angeles are those operating to Pasadena, Newport Beach, Long Beach, San Pedro, Terminal Island, Santa Ana, Glendora, Covina and Sierra Madre. Other lines operate from Long Beach to San Pedro and Terminal Island.

*Ultra modern P.C.C. trains operated by Pacific Electric.
These are the only P.C.C. "Streamliners" in the west which
may be operated as multiple units.*



Motor coach transportation has rapidly gained favor with the traveling public. Its flexibility in route changes, permitting transportation facilities to follow population development trends, as well as the speed and comfort now being built into motor transit vehicles, has prompted Pacific Electric to substitute motor coach service for rail service where desirable, and to inaugurate new lines through which to serve the growing communities of Southern California.

Nearly 3,500,000 passengers were carried on Pacific Electric motor coach lines each month during the first half of 1944. Of this total more than 2,000,000 were interurban and nearly 1,500,000 were local passengers. Total motor coach miles for a thirty-day period average more than 1,194,000. Of Pacific Electric's fleet of 314 motor coaches now in service on its local and interurban lines, the major portion are comparatively new, having been purchased just prior to or since the outbreak of war.

Interurban Motor Coach Lines

Interurban motor coach service has been greatly expanded within the past few years. At the present time, there are in operation 12 inter-city motor coach lines which are, collectively, carrying more than 2,000,000 passengers each month. Coaches operate approximately 850,000 miles in interurban service every 30 days.

Extending from Sunland on the north to Balboa on the south and Redlands on the east, these 12 lines serve a rapidly expanding area of four of Southern California's most populous counties.

Rear view of Pacific Electric's Sixth & Main Street Station, Los Angeles, showing motor coach concourse extending



While most of the lines terminate at the 6th & Main Streets Station in Los Angeles, there are some serving outlying districts whose terminals are located within the area served, such as the Riverside-Arlington Line, the Long Beach-Huntington Park Line and the Long Beach-Riverside and Long Beach-Pasadena Lines.

In addition to regularly scheduled interurban runs, Pacific Electric's motor coaches are, on weekends or special occasions, operated in shuttle service between some army bases and rail terminals.

Local Motor Coach Lines

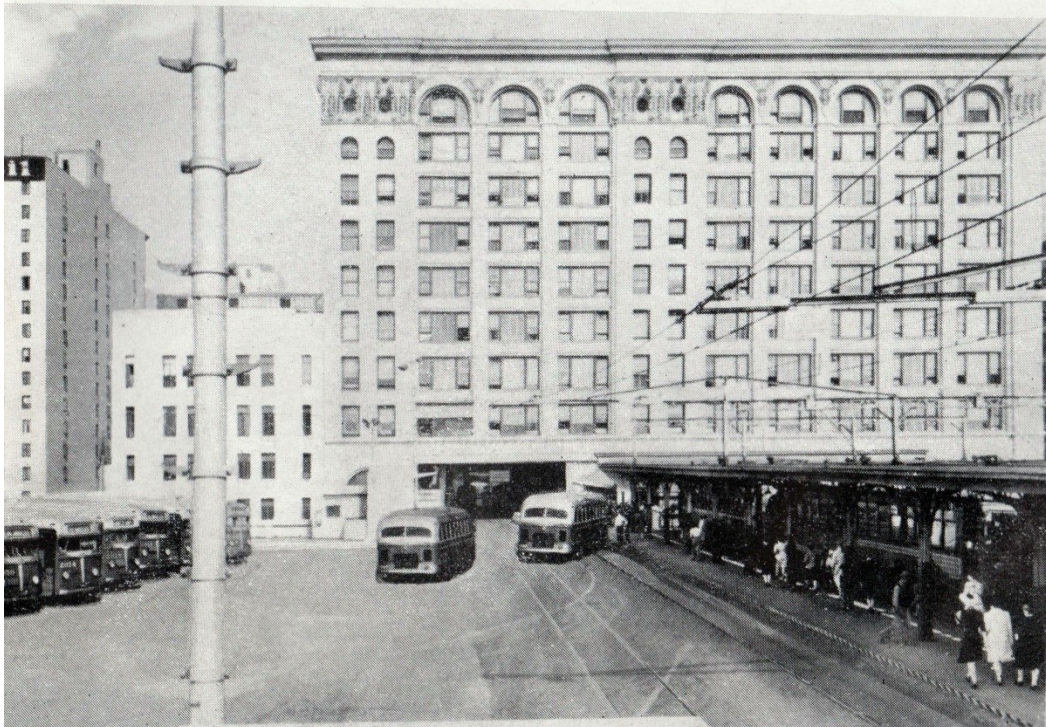
Local lines on which motor coach service is operated include Beverly-Sunset, Hollywood-Beverly Hills-University, Los Angeles-Beverly Hills-Santa Monica, Los Angeles-Redondo Beach, Western-Franklin, Emery Park, Ventura Boulevard, North Hollywood, Van Nuys-San Fernando, Van Nuys-Canoga Park and Van Nuys-Birmingham Hospital.

The Subway Terminal Building is the originating point of the three lines serving the beach cities, while others operate from points within the area served. Nearly 1,500,000 passengers per month are using Pacific Electric local motor coach service.

Los Angeles Motor Coach Lines

The above statistical information does not include Los Angeles Motor Coach Lines, jointly owned by Los Angeles Railway Corporation and Pacific Electric Railway Company, in which service Pacific Electric has 118 motor coaches.

*ing bus deck and stub end trackage arrangement for handling of passengers.
hrough station to Main Street.*





Pacific Electric's busy 4-track Main Line

7,445,000 LOADED FREIGHT CAR MILES

That is the record established during 1943 by Pacific Electric. The freight operations of this railroad are of vital importance to Southern California's war effort at the present time and to the economic structure of Southern California *all of the time*.

This Company's lines serve as the connecting link between the transcontinental rail lines and the harbor area. Thousands of carloads of freight are continually being interchanged with the transcontinental roads at Pacific Electric's Butte Street and State Street Yards. Trainloads of agricultural products grown in Southern California and commodities manufactured in this area are brought to these Yards by the Company's fleet of locomotives. Destined for eastern and northern markets, the cars are there given into the keeping of the transcontinental carriers for distant delivery. These carriers, in turn, bring trainloads of war supplies and equipment to Pacific Electric for final delivery; or eastern manufactured commodities for home consumption to be distributed throughout the southland over the lines of this Company.

More than 800 miles of track are used in freight service by the 67 electric, gas-electric, diesel-electric and steam locomotives in the freight division. Communities as far removed as San Bernardino and Newport Beach have Pacific Electric rail freight service, while

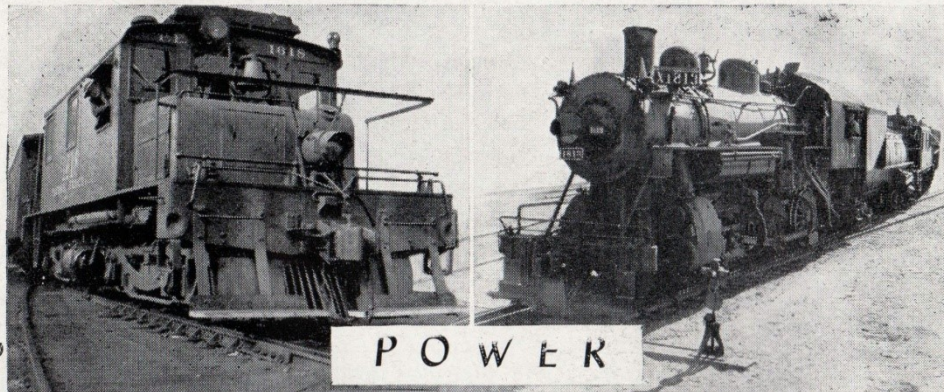


the cities nearer the coast, such as Santa Monica, Venice, Ocean Park and Hollywood, depend entirely upon Pacific Electric for rail freight deliveries and shipments.

In addition to the carload shipments handled by locomotives, Pacific Electric operates 41 box motors and 3 United States mail cars on nearly 100 scheduled daily runs to outlying communities. Carrying mail, baggage, railway express and l.c.l. freight shipments, this box motor service is one of Southern California's most efficient and valuable distribution agencies.

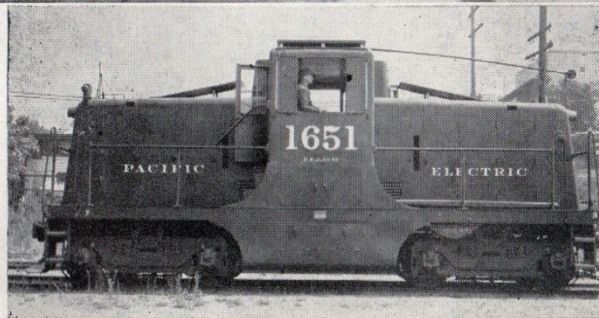
Many of the passenger rail cars are of a combination type, having both passenger and baggage compartments. These also provide commodity transportation service in conjunction with regular passenger runs.

To facilitate and expedite the handling of freight to and from the Los Angeles Harbor area, Pacific Electric's lines join those of the Harbor Belt Line Railroad, a steam road serving the docks at the Harbor. This road, operated jointly by the three transcontinental lines, the City of Los Angeles and Pacific Electric, gives a ship-side freight service to all incoming and outbound merchant vessels and operates within the area immediately adjacent to the waterfront.



Electric

Steam



Diesel
Electric



*Macy Street Garage,
Shops, Car House and
Storage Yards*

MAINTENANCE FACILITIES

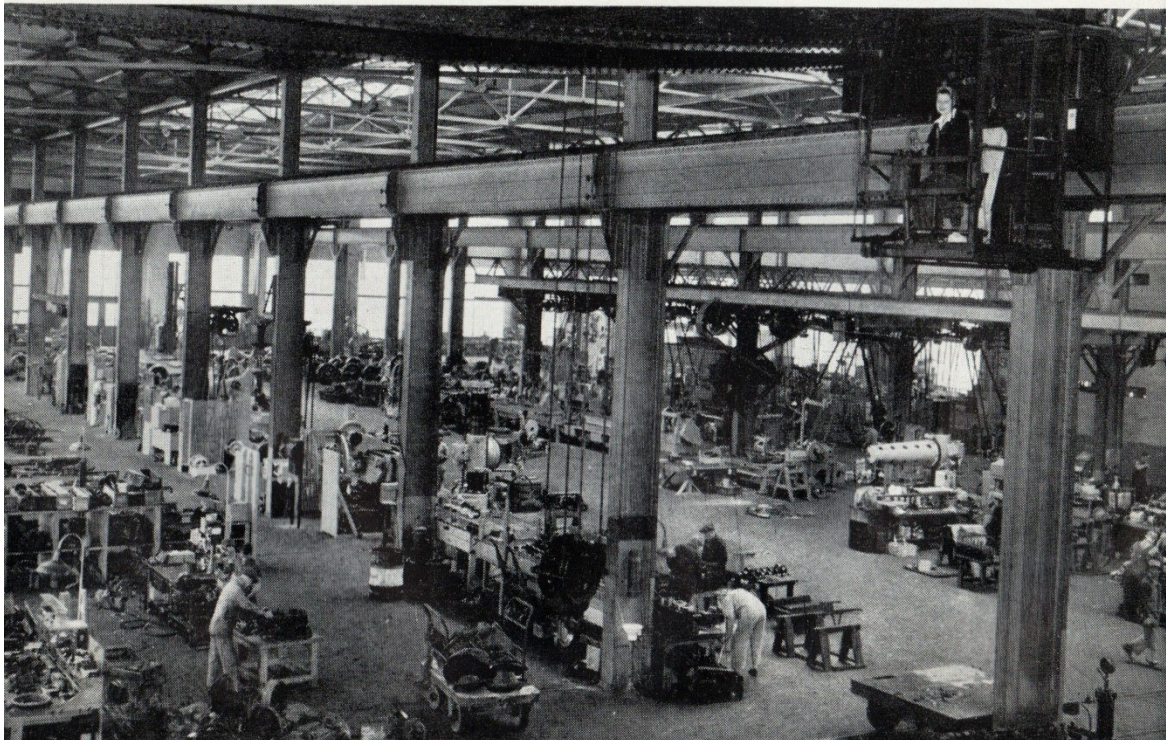
Vast repair and reconditioning shops are needed to keep in operating condition the 314 motor coaches, 484 passenger rail cars, 41 box motors and mail cars, nearly 2,000 freight cars and 67 locomotives owned and/or operated by Pacific Electric.

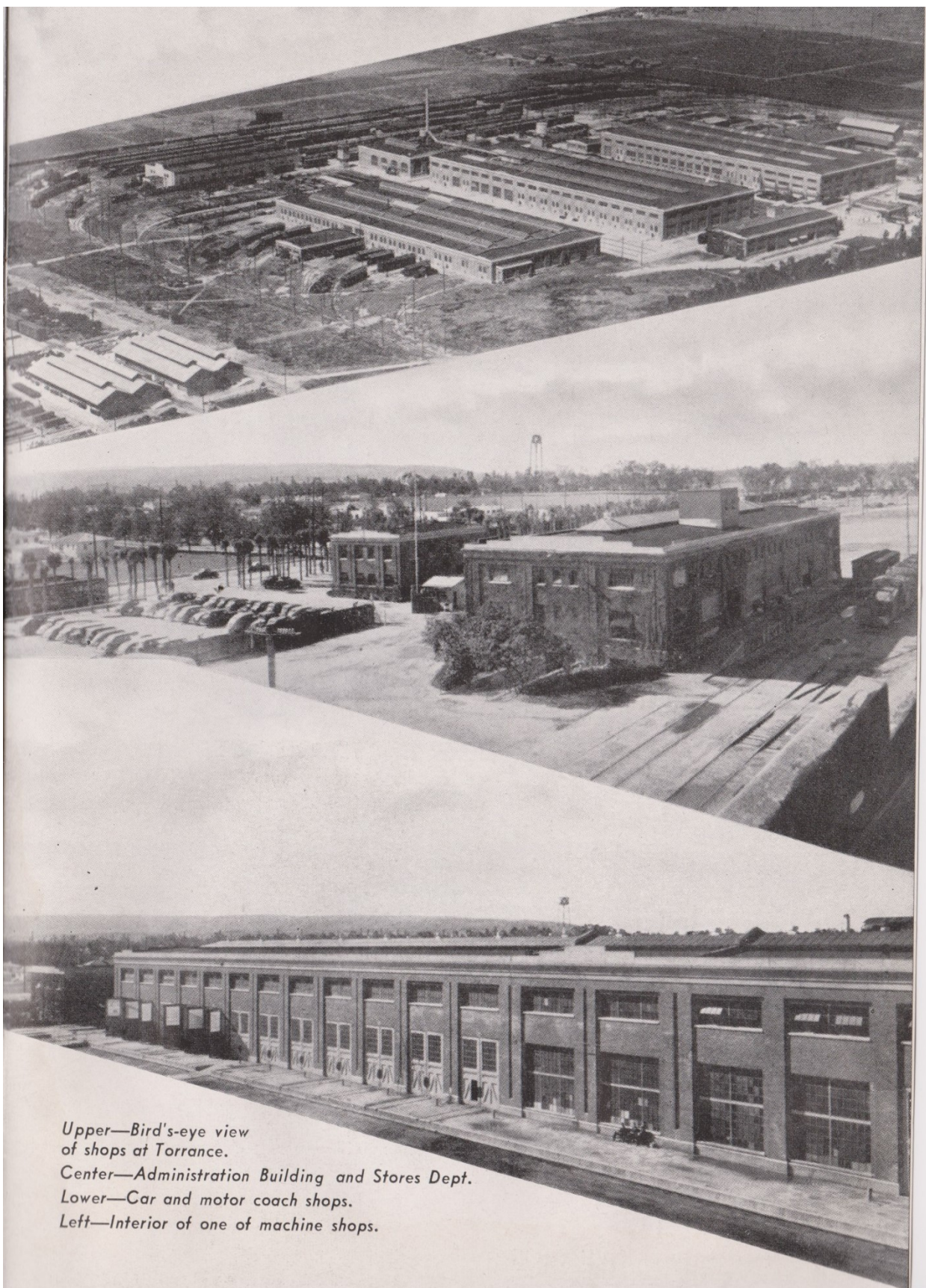
Principal repair shops are located at Torrance where more than 300 workmen are steadily employed. All major reconditioning of equipment of every kind is performed by these skilled workers. Housed in 13 buildings, three of which are 400 feet long and 200 feet wide, every modern facility and method is utilized in the maintenance of Pacific Electric's rolling stock, both rail and motor coach.

The plant and materials yard occupy 61 acres and represent an investment of more than \$2,000,000. Completed in 1918, the Torrance plant was designed primarily for the reconditioning of equipment; however, it is now well equipped to manufacture parts and to complete new over-all construction.

Motor coach servicing and adjustments, as well as minor repairs on rail cars used in the northern and eastern division, are made at Pacific Electric's Macy Street garage and shops. Occupying many acres by the 4-track right-of-way serving the northern division, these facilities provide ample space for the out-of-service parking of motor coaches as well as trackage accommodating scores of rail passenger cars when not in use.

At West Hollywood is located a subsidiary repair shop where minor repairs are made to rail and motor coach equipment used on the western division. Other Company shops are maintained at Riverside, San Bernardino, Ocean Park, Long Beach, Pasadena, San Pedro and Butte Street yard in Los Angeles.





*Upper—Bird's-eye view
of shops at Torrance.*

Center—Administration Building and Stores Dept.

Lower—Car and motor coach shops.

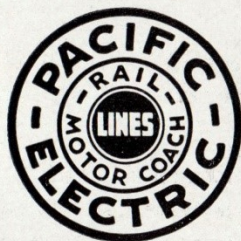
Left—Interior of one of machine shops.

A PUBLIC SERVICE

Pacific Electric Railway Company's contribution to our national defense, and to the economic stability of the area it serves, has been made possible by the people of Southern California through their use of its facilities—and by the Company management through the judicious administration of its operations.

Together they have created employment for more than 6,750 Southern Californians whose pay checks total one million and a half dollars each month. *Together* they have made it possible for isolated localities to be reached with public transportation. *Together* they have joined ever more closely the cities and towns and villages and have shortened the miles between friends and relatives. *Together* they have builded for a better way of living.

With this area on the threshold of an era of commercial, industrial and agricultural expansion, the need for public transportation facilities will be vital. Pacific Electric will put forth every effort to meet the demand by providing modern equipment and adequate service to fill that need.



Additional copies of this booklet and enlarged copies of map on back cover may be secured by writing

H. O. MARLER,
Passenger Traffic Manager
Pacific Electric Railway Co.
208 East 6th Street
Los Angeles 14, Calif.

INTERESTING FACTS

about

PACIFIC ELECTRIC RAILWAY

(as of August 31, 1944)

Rail Mileage of System (single track miles)	904
Motor Coach Route Mileage of System	635
Number Cities and Communities Served	125
Number of Employees	6,750
Passengers Carried (Year ending August 31, 1944)	140,758,449
Passenger Equipment Operated:	
Passenger Cars	484
Motor Coaches	314
Motor Coaches in L. A. M. C. Lines service	118
Average Daily Passenger Car Mileage:	
Rail	50,251
Motor Coach	39,822
Freight-Express-Mail and Other Equipment Operated:	
Electric Locomotives	44
Steam Locomotives	19
Diesel-Electric Locomotives	2
Gas-Electric Locomotives	2
Express Cars (Box Motors)	41
Mail Cars—RPO	3
Freight Cars (Owned)	*1,669
Number of Scheduled Trains Daily From Various System Termini:	
Local Trains	1,642
Interurban Trains	892
Freight Trains	162
Express Cars	83
Mail Cars—RPO	10
Total Number Scheduled Trains Daily	2,789
Number Motor Coach Trips Daily From Various System Termini:	
Local Coaches	1,131
Interurban Coaches	1,459
Total Number of Scheduled Coaches Daily	2,590
Number Trains and Coaches from Los Angeles Daily:	
Passenger Trains	1,331
Motor Coaches	648
Freight Trains, Box Motors, Etc.	146
Total	2,125
Number of Power Substations in System	
Kilowatt Capacity	50
Total Mileage of Electric Power Transmission	69,550
Safety Equipment:	
Interlocking Plants	300
Automatic Crossing Flagmen	27
Automatic Block Signals	713
	391

*Does not include foreign line cars handled over P. E. Lines.



