

Streetcar Tunnel Will Cease Service Sunday

Mile-Long Bore's 30-Year Career Doomed by New Bus Line to Glendale and Burbank

The mile-long streetcar subway, through which millions of Southland commuters have traveled in and out of downtown Los Angeles, will end its 30 years of service at 1:40 a.m. Sunday.

That's when the last regularly scheduled car of the Glendale-Burbank line leaves the Subway Terminal Building. The last car to arrive through the subway will be at 1:20 a.m.

Then the busses take over. A fleet of 40 motor coaches has been assigned to the new Motor Coach Line 75 by Metropolitan Coach Lines.

Parallel to Rail Line

The coach service generally parallels the route of the old rail line, except in downtown Los Angeles, where the routing will be along Olive St. to Olympic and Venice Blvds.

Coach operations begin Sunday at 4:34 a.m., with the first coach leaving from Brand Blvd. and Burchett St. in Glendale. The first outbound coach departs from Olympic Blvd. and Olive at 5:15 a.m.

Two ceremonies have been scheduled Sunday before the final abandonment of the subway—which was hailed at its opening Nov. 30, 1925, as "the first step in a new era of efficient transportation in Los Angeles."

Members of the Pacific Railway Society will run a final excursion through the subway, which will leave the Subway Terminal Building at 9 a.m. Sunday. And the Southern California division of the Electric Railroaders Association plan a final trip on the old line, leaving the terminal at 3:45 p.m.

The subway will then be closed and streetcars used on the line will be stored inside the long tunnel.

Planned as Network

The subway when originally planned back in 1905 by Edward H. Harriman was to be the beginning of a vast network of underground railroads throughout the Los Angeles area. But only this one-mile tunnel was ever built.

Jesse L. Haugh, president of Metropolitan, said the new bus service will be faster and more flexible and that routing busses along Olive St. will be particularly convenient to downtown shoppers.

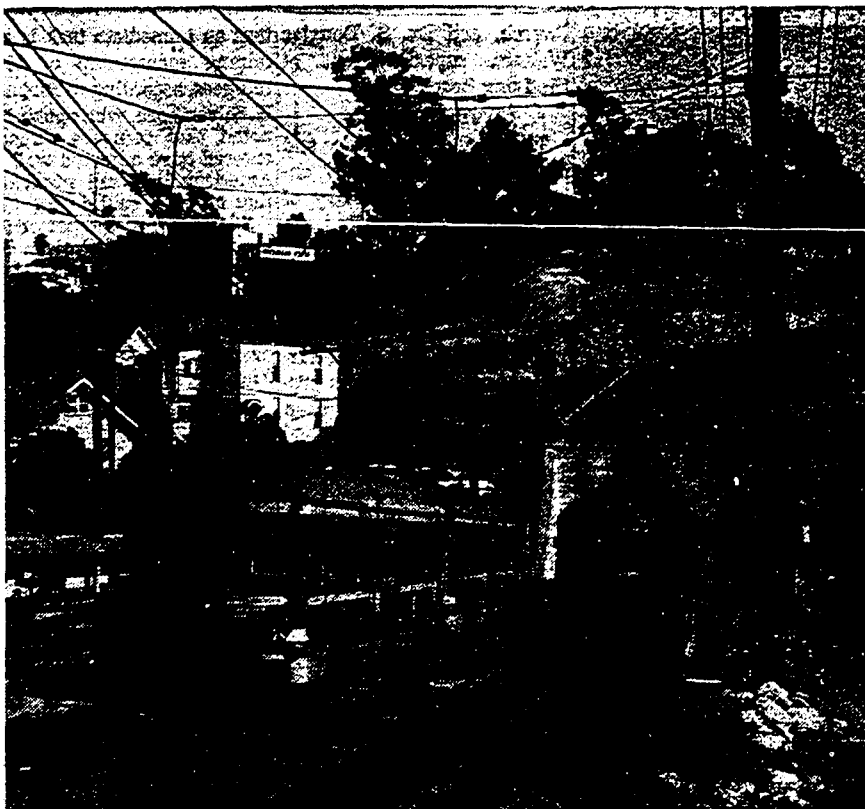
The new bus operations will be coupled with present motor coach lines serving Beverly Hills, Santa Monica and Venice, he said.

This will do away with unnecessary transferring and aid in eliminating traffic congestion, according to Haugh.

Service over the regular route will operate every 10 minutes to Glendale and every 20 minutes to Burbank. Limited service will operate on weekdays over the Harbor and Hollywood Freeways at six and nine-minute intervals during rush hours.

The new bus line will be routed inbound from Glenoaks Blvd. and Orange Grove Ave., along Glenoaks, Brand Blvd., Glendale Blvd., Riverside Drive, Allesandro St., Glendale Blvd., Palo Alto St., Hollywood Freeway, Temple St., Grand Ave., 3rd St. and Olive St. to Olympic and Venice Blvds.

Outbound trips will operate over Olive St., 5th St., Harbor Freeway, Hollywood Freeway and reverse of the inbound route to Glendale and Burbank.



AFTER THREE DECADES- For 30 years red cars have looked like this emerging from mile-long streetcar subway. Ceremonies Sunday will mark its abandonment.