



[Home](#)

[CEO Hotline](#)

[Viewpoint](#)

[Classified Ads](#)

[Archives](#)

[Metro.net](#) (web)

Resources

▶ [Safety](#)

▶ [Pressroom](#) (web)

▶ [Ask the CEO](#)

▶ [CEO Forum](#)

▶ [Employee Recognition](#)

▶ [Employee Activities](#)

▶ [Metro Projects](#)

▶ [Facts at a Glance](#) (web)

▶ [Archives](#)

▶ [Events Calendar](#)

▶ [Research Center/Library](#)

▶ [Metro Classifieds](#)

▶ [Bazaar](#)

Metro Info

▶ [30/10 Initiative](#)

▶ [Policies](#)

▶ [Training](#)

▶ [Help Desk](#)

▶ [Intranet Policy](#)

Need e-Help?

Call the Help Desk at 2-4357

[Contact myMetro.net](#)

<Back to: [Metro Celebrates 100th Anniversary of Division 3](#)

Division 3, officially opened on May 22, 1907, had the largest streetcar storage barn in the system. Owl service has been in continuous operation from Division 3 since opening day, connecting the downtown central business district with neighborhoods to its north and east.



Photos courtesy of Research Center/Dorothy Peyton Gray Transportation Library

100 Years of LA Transit History: North Los Angeles Division 3

By MATT BARRETT, JIM WALKER and ROSS CHURCH

(May 25, 2007) Metro's North Los Angeles Division 3, located at 630 West Avenue 28 in the Cypress Park neighborhood, has been in continuous service to transit riders since its opening day in 1907.

It was an important asset of the Los Angeles Railway (LARy), which began operation in 1895 as the city's original transit system and is the grandfather of today's urban bus system.

Also known as the Yellow Cars, the LARy system ran on 644 miles of track, mostly down the center of city streets, with a fleet of 742 electric streetcars. It was run by Henry E. Huntington from 1911 until his death in 1924.



The Los Angeles Railway began operation in 1895 as the city's original transit system and is the grandfather of today's urban bus system.

In 1958, LA's first publicly governed transit agency, the Los Angeles Metropolitan Transit Authority (LAMTA) acquired the system, which had been purchased from the Huntington estate in 1945 by Los Angeles Transit Lines.

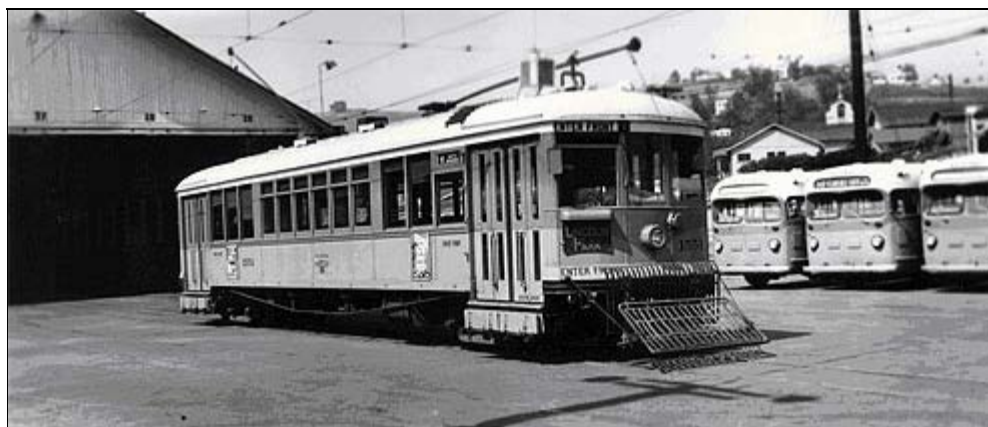
After Henry E. Huntington's purchase of 27 acres in the surrounding area, Los Angeles Railway developed 8.7 acres as a rail operating division with a massive brick car house similar to those at other divisions built by Huntington.

Much of the land was purchased from the Gay family. Gay Street, a street bordering the Division, commemorates the family's past land ownership in the area.

Opened May 22, 1907

Division 3, officially opened on May 22, 1907, had the largest streetcar storage barn in the system. This allowed for 'round-the-clock service, including "owl" streetcar (and later bus) service. Owl service has been in continuous operation from Division 3 since opening day, connecting the downtown central business district with neighborhoods to its north and east.

LARy lines operated out of Division 3 included the A Line between Lincoln Park and Alsace; the O Line between Bellevue and Florence; the W Line between Eagle Rock and Rimpau; and the 9 Line from Crenshaw to Mission.



Los Angeles Transit Lines assigned Motor Coaches (buses) to Division 3 on Nov. 22, 1945. It is one of the few divisions to ever operate both bus and rail service simultaneously from the same location. At that time, the division had approximately 120 rail cars, 118 buses, and employed 550 operators, conductors and motormen, many of them from the surrounding neighborhoods that also employed railroad workers at nearby Taylor Yard.

In 1942, Division 3, along with Division 5, now known as the Arthur Winston Division, had the honor of employing many of the first women operators, known as motormanettes, hired to replace men drafted during WWII.

Los Angeles was a transit industry leader in hiring women as replacement workers, a practice that led to changes in state law that had previously placed limits on working hours for women. The industry soon followed Los Angeles' lead in providing new employment opportunities for women nationwide.

Los Angeles Transit Lines assigned Motor Coaches (buses) to Division 3 on Nov. 22, 1945. At that time, the division had approximately 120 rail cars,

118 buses, and employed 550 operators, conductors and motormen, many of them from the surrounding neighborhoods that also employed railroad workers at nearby Taylor Yard.

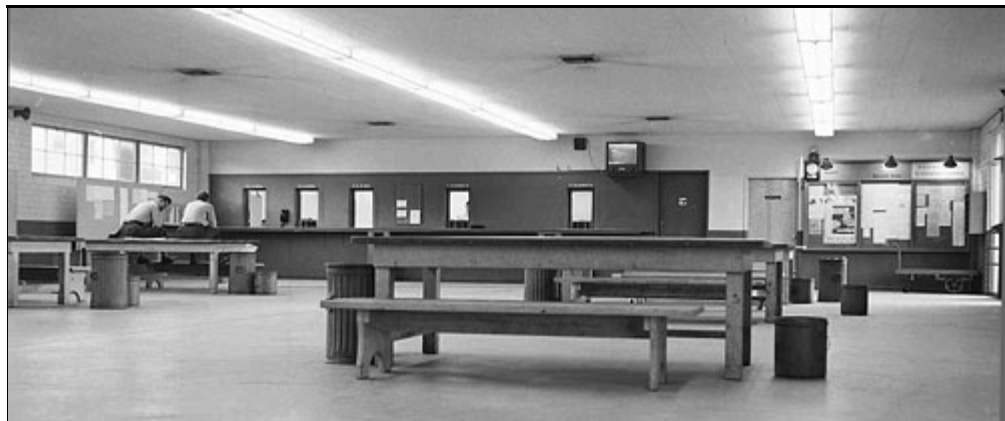
Rail service discontinued

In 1948, Division 3 operated 4,333,403 rail miles and 3,933,365 bus miles annually. The division became a bus-only operation when rail service was discontinued 48 years after it began from that location on May 21, 1955.

In 1959, the Division 3 Transportation building was rebuilt at a cost of \$63,000 and reopened on May 8, 1959, complete with air-conditioning.



In 1960, Division 3 was equipped with 235 buses and 215 operators. Below, A view of the 1959 “train room”, a term held over from streetcar days, where operators congregate before and between assignments.



Due to structural damage in the 1970 Sylmar earthquake, Division 3’s brick streetcar barn, the last such structure from the original Los Angeles Railway era, had to be demolished.

For 16 years, a successful minibus service operated out of Division 3. Begun as an experiment in 1971, it continued until 1987, when it was acquired by LADOT. It operates today as the DASH service.

Division upgrades

A new \$1.4 million maintenance building opened in April 1977, and other division buildings were refurbished in 1979 at a cost of \$2.3 million. An employee parking structure was completed in 1985.

In 2001, Division 3 set an accident-free driving record of twenty months and 19 days on Metro Local Line 201 while operating seven days a week for more than 300,000 miles.

In 2002, Metro created the sector concept for transit service. Division 3 in Cypress Park is partnered with Division 9 in El Monte to serve areas north and east of Los Angeles under the San Gabriel Valley Service Sector, headed up by General Manager Jack Gabig.

As of 2007, Metro Division 3 employs a total of 341 full-time operators, 58 part-time operators, 13 transportation operations supervisors, 62 mechanics, 37 service attendants and other support staff, keeping a fleet of 224 CNG buses operating over 57,000 service hours per month. Transportation Manager Dan Frawley and Maintenance Manager Cliff Thorne oversee the operation.

North Los Angeles Division 3 currently operates nine Metro Bus lines. They are:

- 28 – Metro Local - Century City/Downtown via Olympic
- 81 – Metro Local - Eagle Rock/Exposition Park via Figueroa
- 180 – Metro Local – Pasadena/Hollywood via Colorado Bl. And Hollywood Bl. (shared with Division 9 in El Monte)
- 201 – Metro Local - Glendale/Koreatown via Silverlake
- 206 – Metro Local – Athens/Hollywood via Normandie Ave (shared with Arthur Winston Division 5)
- 251/252 – Metro Local 103rd St./Soto St./Ave 26/Long Beach Blvd./Soto St./Huntington Dr.
- 485 – Metro Express Lake Ave/Oak Knoll/Fremont/L.A. Express
- 686 – Metro Shuttle Arroyo Parkway/North Allen Ave.
- 751 – Metro Rapid Cypress Park/Lynwood via Soto St. & Long Beach Bl.