

**Why the Business Men's Association
of Los Angeles
has endorsed
the Railroads' Plan for
Passenger Terminal Facilities**

**How that Plan Provides Relief
of Traffic Congestion
in Los Angeles**

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Passenger Terminal Facilities

THE Business Men's Association of Los Angeles has endorsed the plan presented jointly by the Southern Pacific, Union Pacific, Santa Fe and Pacific Electric Railways for passenger station facilities for Los Angeles, as opposed to a Union Station plan, because the plan of the railroads includes a definite program for the relief of traffic congestion by removing all north, east, and south inter-urban Pacific Electric trains from the city streets, and for other good reasons.

This traffic relief is one of the most urgent needs of business in Los Angeles today; and, taken alone, it outweighs every argument which can be advanced in favor of any Union Station proposal.

What is the Railroads' Plan?

Briefly, the joint plan of the railroads provides for these things:

(1) *Joint use of Central Station by Southern Pacific, Union Pacific and Pacific Electric roads, for through traffic, with expansion*

of station when needed. Incidental to this plan, the Southern Pacific will remove all regular passenger and freight trains (except industrial switching) from Alameda Street; its passenger trains coming into the station from east of the Los Angeles River, over Union Pacific tracks.

(2) *The Santa Fe will proceed to erect an adequate passenger station, in keeping with the dignity of Los Angeles, at its present station site at First Street and Santa Fe Avenue. This location is easily accessible to all parts of the city. The new station would become joint with the Pacific Electric for through passengers by means of a pedestrian bridge 700 feet in length across the River, between the Santa Fe Station and a new First Street Station of the Pacific Electric.*

(3) *The Pacific Electric will elevate its tracks from the present Main Street Station to a point across the River, between Sixth and Seventh Streets, where it will*

run over the Union Pacific right-of-way to its own private right-of-way, north of Aliso Street, for north and east suburban traffic. It will connect from the elevated at Sixth Street to its private right-of-way at Fourteenth Street for south bound suburban traffic. Thus it will take off the down town streets of Los Angeles 1200 trains daily, and eliminate 18,000 grade crossing movements daily. It will run tracks direct from its elevated into Central Station for Pacific Electric trains carrying through passengers, mail, baggage and express.

The perspective map on pages 8 and 9 gives a clear idea of the plan proposed by the railroads.

It must be borne in mind that this plan, which has been most carefully worked out by operating men and engineers of the four railroads, is made possible only by the exchange of property rights. For example: The Pacific Electric can use the Union Pacific right-of-way east of the Los Angeles River and the Southern Pacific right-of-way between Alameda Street and the River; the Union Pacific can use the Southern Pacific right-of-way between Alameda Street and the River and the Central Station; and the Southern Pacific can take its trains off of Alameda Street by using the Union Pacific right-of-way east of the River. No other plan proposed will enable Pacific Electric to get its trains off the streets.

The Presidents of the Steam Lines have signed a joint statement and the President of the Pacific Electric Railway has signed a statement, promising that

the railroads' plan will be carried out at once if they are permitted to do so. The railroads have filed with the City Council applications for the necessary franchises to go ahead with the work for carrying out the plan as they have proposed, all at the expense of the railroads and not a dollar asked from the tax payers of the City and County of Los Angeles.

Why Business Approves the Railroads' Plan

The Business Men's Association of Los Angeles, in giving its approval and support to the plan proposed jointly by the railroads, has been prompted by a firm belief that that plan will best serve the business interest and welfare of the city. Since the prosperity of every individual in the city depends upon the general prosperity of business, it is believed the public will be interested in the specific reasons which lie back of the endorsement this Association has given the plan.

(1) *The Pacific Electric System, a Vital Factor in any Passenger Station Consideration, is Fully Provided for in the Railroads' Plan.*

The Pacific Electric must be considered in any plan for railroad terminals, from the standpoint of the traveling public and of the railroads themselves. Because, with the 600 miles of Pacific Electric lines, extending through all the territory surrounding Los Angeles, this road serves both to feed the steam lines and to complete their means of distributing passengers to final destination.

The importance of the Pacific Electric in serving steam road passengers is

clearly proved by the fact that while less than 2% transfer from one steam road to another, many times that number transfer between steam roads and Pacific Electric trains.

The second reason for the importance of giving consideration to the Pacific Electric in any plan involving railroad stations, is that the rights-of-way which are needed by the Pacific Electric to carry out its plan of traffic relief for Los Angeles down-town streets can be secured only by co-operation with the steam railroads.

(2) *The Effect of the Present Traffic Congestion on Business is Serious.*

Every day many hours are lost to the men and women of Los Angeles who are engaged in business, both as employers and employees, because of traffic congestion.

Every day shoppers are delayed in their trips down town—a loss to the business and prosperity of Los Angeles.

Every day incoming Pacific Electric trains are delaying thousands of suburban passengers who come to do business in Los Angeles.

Every day the motorists of the city are delayed by traffic congestion.

And one of the chief obstructions to more rapid traffic movement is the fact that five miles of down-town streets, from Main Street east, carry the large red inter-urban passenger trains and cars of the Pacific Electric.

Every day 1200 trains run over these five miles of streets, serving inter-urban traffic north, east and south. Every day

they make 18,000 grade crossing movements, adding hazard to traffic congestion.

The Pacific Electric is as keenly interested in this traffic problem as are the citizens of Los Angeles. The Pacific Electric is more than ready to do its part to relieve it. As soon as the traffic can be taken off the surface and carried on the proposed elevated tracks it will be possible for suburban passengers to get to and from Los Angeles with a material saving of time on every trip. Because they will come in over private rights-of-way, thence over the elevated, and escape all street traffic. In effect the railroads' plan moves the suburban district lying north, south and east of Los Angeles several miles nearer by its saving of time.



The map above shows the area from which the Pacific Electric wishes to remove inter-urban passenger trains from five miles of street traffic, on and east of Main Street.

(3) Business in Los Angeles Needs Traffic Relief Without Delay.

The traffic problems of Los Angeles have become so serious that business must welcome the earliest possible relief.

The Pacific Electric has its plans complete; it is ready to proceed with the work; the railroads are agreed on the complete program. The tax payers will not be called upon to contribute one dollar, other than for those viaducts along the Los Angeles River already agreed to. Work can, and will, begin without delay—once the railroads' plan has official sanction, and the agitation for a Union Passenger Station is disposed of—and construction will be completed in 18 months.

The need for immediate traffic relief so far outweighs any argument for a Union Station that the Business Men's Association favors the railroads' plan as an efficient and early solution of the traffic problem for the district concerned.

The Logic of the Railroads' Plan

The full logic of the plan proposed jointly by the railroads lies in the fact that it provides successfully for advantages which can be soundly urged in favor of a Union Station, and escapes the disadvantages.

(1) It Provides Complete Transfer Facilities.

The primary reason for a Union Station in any city is to make transfer easy for passengers from one steam line to

another. That reason becomes unimportant in Los Angeles, which is a natural terminal—not a transfer point.

This is clearly proved by the fact that in Los Angeles the exchange of passengers between steam roads is slight. The exchange from steam roads to the Pacific Electric is many times more.

The plan of the carriers provides for direct service of the Pacific Electric both to Central Station, used by the Southern Pacific and the Union Pacific, and to the Santa Fe Station.

No Union Station plan proposed would enable the Pacific Electric to interchange passengers with steam lines without requiring them to transfer across the city.

The plan of the railroads, therefore, meets much more completely the true utilitarian purpose of a Union Station than a Union Station could.

(2) It Provides Gateways to the City Which Will Gratify Civic Pride.

The railroads have stated in presenting their case, and in this we agree, that the railroad entrance to practically every city of the United States is a back door entrance; and have suggested to the City Council that a reasonable amount of money be spent in parking the banks of the Los Angeles River with shrubbery and make the railroad entrance a most beautiful entrance to the City. With the Santa Fe on the west

side of the River, the Southern Pacific, Union Pacific and Pacific Electric on the east side, this plan could, and should certainly be carried out.

The present Central Station is adequate for the present needs of the City and the railroad company owning all of the property south as far as Sixth Street can and will extend the station to meet future needs as required.

The station which the Santa Fe desires to erect will be gratifying to the civic pride of Los Angeles. All along its lines the Santa Fe has erected handsome stations, and has been ready and anxious for years to do the same for Los Angeles. That it has not already done so is due entirely to the agitation for a Union Station at the Plaza.

A Union Station means nothing to the Civic Center except from a beautifying point of view. Passengers arriving at the steam line stations are not destined to or from the Civic Center, but to or from the hotels, their homes and the business district of the city.

But, as a matter of fact the so-called Plaza site is really on the east side of Alameda Street, between Macy and Aliso Streets—a considerable distance both from the Plaza and from the Civic Center.

(3) It Would not Intensify Traffic at One Point.

No one who gives the subject consideration can escape the realization that a Union Station would tend to center traffic at its location.

Any passenger terminal will do that. There is an obvious advantage, therefore, in having the railroads receiving and discharging passengers at different points.

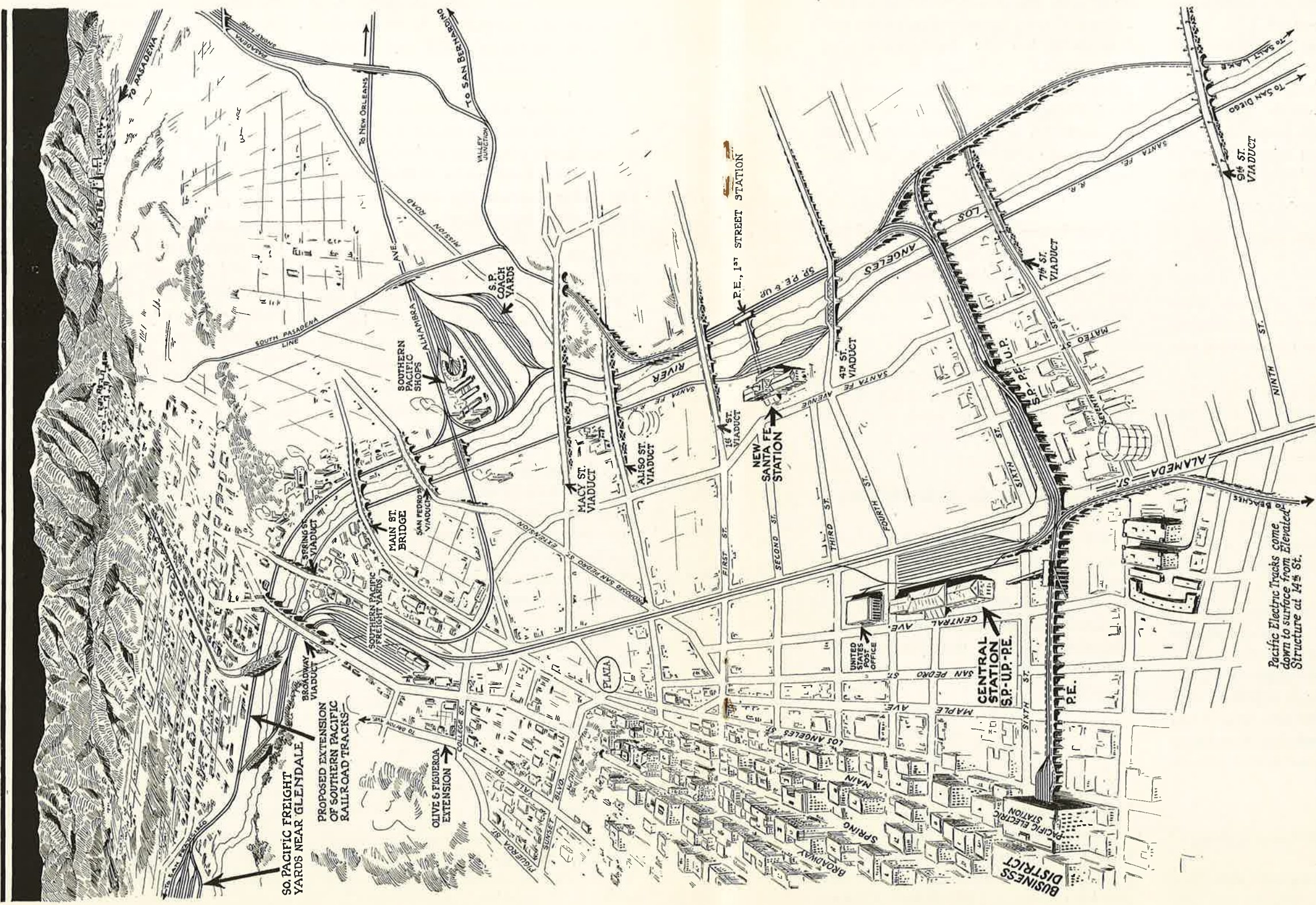
Owing to the necessity of making eastern connections the important overland trains of the different roads arrive at and depart from Los Angeles at approximately the same hours each day. This tends to make this traffic congestion still more difficult. It would increase the number of private automobiles, and the number of taxi-cabs seeking parking space. It would increase the number of automobiles going to and coming from that center.

It is much easier to provide suitable parking space for automobiles if all the traffic be not centralized at one point. Such automobile traffic can be taken care of at the Santa Fe and Central Stations, but the problem becomes increasingly difficult to handle with a greater number of passengers concentrated at one point and where land must be purchased exclusively for that service.

Perhaps the public does not know that under the present separate station system the taxicab operators are able to divide their stands so that both stations are adequately serviced. Such an arrangement does exist, working out to the advantage both of the taxi-cab companies, the travelling public, and the avoiding of excess traffic at either station.

SKETCH SHOWING RAILROADS' PLAN

As Approved by the Business Men's Association of Los Angeles



1. Makes the Central Station a joint station for Southern Pacific, Union Pacific, Pacific Electric through passengers for points north, south and east of Los Angeles.
2. Pacific Electric interurban trains carrying only through passengers, mail, baggage or express for steam railroad connections, will operate into the Central Station.
3. Eliminates every grade crossing in Los Angeles for the Union Pacific, Santa Fe, Southern Pacific that any other plan would eliminate. In addition, removes from the streets of Los Angeles all Pacific Electric interurban trains on and east of Main Street; 1200 interurban trains daily, amounting to 18,000 grade crossing movements; shortens running time for points north and east 7 minutes during ordinary hours of travel and 15 minutes during rush hours of travel; and on the south, 5 minutes during ordinary hours of travel and at least 10 minutes during rush hours.
4. A new station will be provided by the Santa Fe on its present site; the Central Station can be enlarged to take care of all needs of Union Pacific-Southern Pacific for many years to come; eliminates all steam line operation on Alameda Street, except industrial switching.

*Center all that traffic at a Union Station and undue congestion is bound to result; the travelling public, arriving from and departing on important trains at about the same hours, will be inconvenienced; the taxicab companies, whose investments are important, and whose activities are an integral part of the business prosperity of Los Angeles will suffer.

(4) *It Would Reduce Street Traffic Congestion.*

This feature of the railroads' plan must not be overlooked in considering the problem of railroad passenger station facilities.

While it may be secondary, from the view point of the travelling public, it is primary from the view point of every citizen of Los Angeles, both for reasons of business prosperity, as has already been pointed out, for reasons of convenience to travel about the city, and for reasons of safety in traffic.

It is of primary importance to the railroads, also, in the matter of operation. The Pacific Electric can operate much more easily and safely under the railroads' plan, and with a greater saving of time to its passengers, than it can under the present handicap of running its trains over five miles of down-town city streets.

(5) *It Would Avoid Years of Delay.*

No one should suppose that any Union Station plan could be put into

effect with expedition. It would require not merely the construction of the station itself, but also the re-routing of many tracks. It would doubtless involve the condemning of much property for rights-of-way and for streets, which means much delay. It would involve engineering problems which have not yet been solved.

And during the period of actual preparation—after the long period of planning—there would inevitably be much confusion to traffic through the changes which would be entailed.

The railroads, on the other hand, agree to construct their plan in 18 months from the time work is authorized.

Advantages of the Railroads' Plan

We have now presented the joint plans of the railroads for passenger stations and traffic relief; we have stated the reasons of the Business Men's Association for favoring it; we have discussed the logic of the plan. Let us summarize the advantages it offers Los Angeles.

(1) *Traffic Relief.*

Foremost of the advantages, from the standpoint of Los Angeles citizens, is the traffic relief which would be afforded by removing regular passenger and freight trains from Alameda Street, and by removing 1200 Pacific Electric

trains daily from five miles of down town streets.

The Kelker-DeLeuw "Report of a Comprehensive Rapid Transit Plan for the City of Los Angeles and County of Los Angeles," recently completed and filed with the City Council of Los Angeles and the Board of Supervisors of Los Angeles County, on page 11, recommends immediate construction of the Pacific Electric elevated line, as proposed by the railroads. This extension passes entirely through an industrial district and there should be no objection to an elevated railway being extended through an industrial district on a private right-of-way.

There would be no delay about starting this work, once the railroads are free to undertake it.

It is estimated that it will require not over a year and a half, after official public sanction is given, to complete the work required for traffic relief. That will be none too early for Los Angeles. Every day's delay in beginning the work is a hardship to business and to individuals.

(2) *Adequate Terminals at Early date.*

The plan of the railroads would provide adequate passenger terminal facilities, as has been shown, and provide them at a far earlier date than would be possible in a Union Station.

(3) *Ample Pacific Electric Service for Transfer.*

The railroads' plan is the only plan which would adequately serve the important portion of the travelling public which wishes to make transfer. It permits the Pacific Electric to serve the passenger stations directly, thus enabling it to handle the transfers which would otherwise have to depend on taxi-cab service, yellow car service, or a shuttle service—presumably on the streets—by the Pacific Electric.

(4) *Speeds up Suburban Service of Pacific Electric.*

The railroads' plan makes possible an important cut in the running time of all north, east and south suburban electric trains. This alone will effect a time saving for thousands who live in the surrounding cities and who make daily, or frequent trips to Los Angeles.

(5) *Would Force no Unnatural Readjustments of Property Values.*

Property values in Los Angeles have developed in accordance with the movement of business and population to the south and west.

To force the railroads to discard their present established station sites, would tend to cause a forcible and unnatural readjustment of property values.

Instability of property values is a serious handicap to the business prosperity of any city.

This Association has set forth the foregoing facts about the passenger station situation in Los Angeles and its relation to traffic congestion and to the prosperity of the city, in the belief that the public will be interested in a fair re-

view of the problem; and in the hope that it will endorse the stand which this Association has taken in support of the plan proposed jointly by the railroads for the early accomplishment of the great benefits that are sure to follow.

The Business Men's Association of
Los Angeles

By Henry S. McKee,
President

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THE BUSINESS MEN'S ASSOCIATION OF LOS ANGELES

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