



MTA Division 6 – the Venice Division – as it appeared in 1951, a year after conversion from a Pacific Electric rail facility to bus operation. The brick building, upper right, was an electrical power substation. Red Car tracks once ran through the parking area on the left.

Mouse over image to view present-day Division 6 bus yard.
(PHOTO BY DAN JUDGE)

Division 6 Reaches 100th Year of Operation in Venice

By BILL HEARD, Editor
(April 17) MTA Division 6 – the Venice Division – is 100 years old this year. Once a bustling Pacific Electric rail yard, time and progress saw the facility undergo a transformation to a bus operation in 1950.

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"A Short History of
Division 6" by Jim
Walker

Today, a fleet of 68 buses serving five busy lines operates out of Division 6. The division is home to 100 bus operators and a transportation staff of three under the supervision of Transportation Manager Jim Lukens.

Across the bus yard, Maintenance Manager Ron Whitney oversees a crew of 19 mechanics, 11 service attendants and a maintenance staff of five.



Vietnam Veterans Memorial Wall mural is painted on a Division 6 wall.
PHOTO BY DAN JUDGE

One of the features most noticeable about the Venice Division is the Vietnam Veterans Memorial Wall mural. Painted on a wall facing Pacific Avenue, the mural depicts scenes from the Vietnam War and lists the names of service members killed during that conflict. Veterans organizations conduct a memorial each year at the wall.

Within the past eight months, the Venice Division has seen something of a renewal with the resurfacing of the bus yard and

installation of new garage doors, a new bus washer and new yard lighting.

The division, located at 100 Sunset Ave., Venice, is planning an open house for sometime in June.

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A Short History of MTA Division 6 The Venice Division

By JIM WALKER

What is now MTA Division 6 was established by Los Angeles Pacific, a Pacific Electric Railway predecessor, in 1901.

A powerhouse and car barn were built that year and called Ocean Park, although it was located on Sunset Avenue in Venice. The Venice Short Line, which provided rail service from Venice to downtown Los Angeles, was opened in 1902.

The Venice Short Line was converted to bus operation by Pacific Electric on Sept. 17, 1950. It was designated bus Line 75 in the early 1970s and is now Line 33.

The car barn was razed and the adjacent brick building, which had been used as an electrical power substation, was demolished in 1954. The Ocean Park property was rebuilt for use as a bus garage at a cost of \$315,000.

In October 1953, Pacific Electric turned over its Ocean Park operations to the newly-formed Metropolitan Coach Lines.

MCL was sold to the Los Angeles Metropolitan Transit Authority (the original MTA) on March 3, 1958. The Ocean Park Division was designated Division 6 – the Venice Division.

EDITOR'S NOTE: Jim Walker, an archivist and historian in the MTA Library, is author of *Yellow Cars of Los Angeles*, 1977 (a well-known account of the Los Angeles Railway); *Life and Times of the Pacific Electric*, *The World's Greatest Interurban*, 1983; and *The Last of the Red Cars*, 1991. All three books are available in the Library.

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