

[Metro.net](#) (web)

Resources

[Safety](#)
[Pressroom](#) (web)

[CEO Hotline](#)
[Metro Projects](#)
[Facts at a Glance](#)
(web)

[Archives](#)
[Events Calendar](#)
[Research Center/ Library](#)
[Metro Cafe](#) (pdf)

[Metro Classifieds](#)
[Retirement Round-up](#)

Metro Info

[Strategic Plan](#) (pdf)

[Org Chart](#) (pdf)

[Policies](#)
[Training](#)
[Help Desk](#)
[Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[E-Mail Webmaster](#)

Last car out of the terminal at the end of the Pacific Electric Railway's 30-year run on June 19, 1955 ... The Pacific Electric Railway ran from a terminal beneath a building on the west side of Hill Street between 4th and 5th streets to a portal near Glendale and Beverly boulevards and Lucas Street.



Photos: Dorothy Peyton Gray Transportation Library

50 Years Gone

Pacific Electric Subway Closed June 19, 1955

By JIM WALKER

(June 9, 2005) It was 50 years ago this month that Los Angeles' first subway shut down.

The Pacific Electric Railway ran from a terminal beneath a building on the west side of Hill Street between 4th and 5th streets to a portal near Glendale and Beverly boulevards and Lucas Street.

The tunnel, including the terminal, was just over 5,000 feet long. Construction commenced on the \$3.5 million projected in May, 1924 and the subway opened November 30, 1925.



Glendale Mayor Lawson and residents pack trolley for last trek down Brand Blvd. on June

From the PE terminal, "Red Cars" made runs to Hollywood, Beverly Hills, the San Fernando Valley and the cities of Glendale and Burbank. As years passed most rail services were converted to buses, which ran on surface streets.

By 1953, when the Pacific Electric Railway turned over its passenger service to a new entity, Metropolitan Coach Lines, only two routes remained – rail lines to Beverly Hills via Hollywood, and the Glendale-Burbank line.

When the subway's last rail line, the one to Glendale and Burbank, was converted to buses on June 19, 1955, the subway became only a memory.

The tunnel has since been plugged by a building foundation on Olive Street and, more recently, was the center of controversy when a developer planned to build residences at a former rail yard near its portal.

Today's Metro Red Line passes within a few feet of the old Red Car terminal at a 90-degree angle.

19, 1955.



Line 5005 rounds Glenoaks Blvd. at the Orange Grove terminal in Burbank June 4, 1955.



Line 5001 sails down Brand Blvd. at Mountain Ave. on a smogless day in Glendale, June 4, 1955.



Lines 5014 and 5025 pass on the tracks along Glenoaks Blvd. at Sonoroa Ave., June 4, 1955.