

# FACTS AND FIGURES

Concerning

# The Plaza Scheme

BUSINESS MEN'S ASSOCIATION

630 INVESTMENT BUILDING

LOS ANGELES

# BUSINESS MEN'S ASSOCIATION OF LOS ANGELES

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## HISTORY

The Business Men's Association was organized in 1917 by a group of business men interested in the city's growth and welfare, and particularly in the question of grade crossing elimination and the improvement of interurban service and steam railroad facilities.

Under the leadership of Robert A. Rowan, as president, and Philip D. Wilson, as secretary, approximately 3000 property owners and business men enrolled as members of the Association. It took part in the hearings held by the Railroad Commission on the railroad grade crossings and terminal questions in 1917 and in this year, and it has consistently opposed, during all that time, the proposals urged upon the Commission to order the establishment of a union passenger station in the vicinity of the plaza.

## PURPOSES

The Business Men's Association favors and advocates:

### THE ELIMINATION OF GRADE CROSSINGS

By the separation of grades and by the removal of all passenger and freight train movement from Alameda Street.

### THE IMPROVEMENT AND ACCELERATION OF INTERURBAN ELECTRIC SERVICE

By removing all high-speed interurban electric cars from the streets wherever practicable.

### THE IMPROVEMENT OF FREIGHT HANDLING

By the separation of freight and passenger routes.

### THE IMPROVEMENT OF PASSENGER TERMINAL FACILITIES

By joint use of existing facilities wherever the same can be brought about without imposing burdens upon the taxpayers and property owners of Los Angeles, or the unsettlement and disturbance of land and business values.

The Association disapproves and opposes:

### OBLITERATION AND DESTRUCTION OF THE PLAZA

By its conversion into a railroad yard.

### IMPOSITION UPON THE TAX-PAYERS

Of any part of the cost of establishing or maintaining a union passenger railway station or its approaches.

### UNNECESSARY DISTURBANCE OF BUSINESS VALUES

By sudden and drastic changes in the location of traffic centers.

### LOCATION OF A UNION PASSENGER STATION IN "THE NECK OF THE BOTTLE"

And the corking of the neck by closing the northerly exits of Los Angeles, San Pedro and Alameda Streets.

# How Business Men, Property Owners and Tax-Payers Regard the Plaza Terminal Scheme

The Business Men's Association has caused careful studies to be made of the electric and steam railroad traffic problems of Los Angeles and has canvassed public opinion with respect to the same. As a result of its studies and investigations it disapproves and opposes the proposed establishment of a union passenger terminal at the Plaza for the following reasons:

**1.—A Single Union Terminal in Los Angeles Is Not Necessary**

Even the advocates of the Plaza terminal do not pretend that it is. Modern railroad practice approves the creation and use of union passenger terminals only in those cities where the bulk of the passenger traffic is through or transfer business. Los Angeles is not a junction point or through station. Traffic studies contained in the report of the engineers of the Railroad Commission show that less than 3% of the passengers arriving in and departing from Los Angeles transfer from one road to another. That is to say, less than 3% of the passengers using railroad terminals in Los Angeles would have any use for a union passenger terminal if we had one. And, of course, it is obvious that a UNION passenger terminal would be of no benefit to the residents of Los Angeles. A special committee of the Municipal League has found and reported to that body that a UNION terminal for Los Angeles is not a necessity. No accepted authority dissents from this finding, yet the advocates of the Plaza terminal scheme would make all of the traffic problems of Los Angeles depend and wait upon the establishment of this non-essential union passenger terminal. It is admitted that the only merit in the Plaza scheme is that it provides a union passenger terminal for the steam roads. The chief engineer of the Railroad Commission, addressing the City Council, September 17, 1920, said: "If you decide not to have a union terminal plan then the Plaza plan has no advantages particularly."

**2.—The Plaza Site Is Objectionable and Undesirable**

because of the resulting closing and obstruction of several important thoroughfares. Nineteen acres of streets would be abandoned and given over to railroad use. The northerly ends of

Los Angeles, San Pedro and Alameda streets would be closed. Aliso street would be closed at the river, and the connection between Macy street and Alameda street and Main street would be severed. All of the north and south traffic now passing the Plaza would be thrown into Main street, which, according to the report of the engineers of the Railroad Commission, would then have to carry eight parallel lines of traffic, and would be obstructed by umbrella sheds in the middle of the street. The traffic past the plaza at the present time exceeds an average of more than 1000 vehicles an hour, exclusive of street cars, and if to this were added all the vehicular traffic that now goes to all the railroad stations, the resulting congestion would be intolerable.

**3.—The Obliteration of Our Historic Plaza and its conversion to the use of the railroads would never be sanctioned by the citizens of Los Angeles.** The people of our city have reason to review with pride and satisfaction its unique and striking history. Los Angeles, as a municipality, is older than the United States. It was founded in 1781. All of the real property titles in Los Angeles within the original boundaries of the city, and all of the rights of the city in the waters of the Los Angeles river (which made possible the continued existence and growth of the city up to the time of the bringing here of aqueduct water) are derived from the act and decree of Filipe De Neve, who established the pueblo and conferred these land titles and water rights upon the pueblo and its inhabitants and their successors by his formal act of establishing and laying out the Plaza, which today constitutes a legal archive and historic monument which should be forever respected, preserved and cherished. So far from permitting this historic site to be given to the railroads for railroad use, it is more in harmony with the culture, sentiment and ideals of the citizenship of Los Angeles to believe, as was predicted by JOHN STEVEN McGROARTY in the "Times" of September 5, 1920, that "some time there will be a statue of Don Filipe De Neve erected in the old Plaza, because of the fact that he was the founder of the city."

**4.—The Necessity for the City to Finance the Plaza Scheme**

On page 247 of the report of the engineers of the Railroad Commission it is stated:

"In not a single instance of monumental passenger terminal construction in recent years can it be said that the cost of the station, from a railroad operating point of view alone, is justifiable."

It is for this reason that the engineers' report proposes, on page 526, that the city of Los Angeles vote bonds in aid of the project and that an assessment district be subjected to an assessment in aid thereof. A subway along Main street and under the Plaza site for the exclusive use of Pacific Electric cars is an integral part of the Plaza scheme. The cost of this subway, according to the report of the Engineering Conference, would be six and one-half million dollars. The city is the only agency that, under the law, can build this subway. And this alone would require a six and one-half million dollar bond issue.

**5.—The Time Element**

Under the Plaza scheme the removal of trains from Alameda street and the removal of Pacific Electric northern and southern division cars from the streets would have to await the establishment of a union station at the Plaza. The closing of 19 acres of streets, the attempted diversion of the Plaza to railroad purposes, the condemnation of about 18 city blocks with the improvements thereon for the Plaza site, the contested opening and widening of new streets, the impracticable proposal for a municipal bond issue to build a subway for the Pacific Electric cars, and the attempt to force all the railroads against their will to locate their terminals at the Plaza site, would involve indefinite delay and probably prolonged litigation. The adoption of the Plaza plan would postpone relief of our pressing transportation problems for ten or fifteen years.

**6.—Excessive Cost**

It is conceded that part of the cost of the Plaza scheme would have to be borne by the city of Los Angeles, and it is obvious that, under the regulations imposed by Federal and State laws, railroad corporations cannot be required to make unnecessary, unremunerative or excessive expenditures. A comparison of the cost of the Plaza scheme (including grade crossing elimination and removal of interurban cars from city streets), with the cost of establishing a union terminal station at the Southern

Pacific site (including grade crossing elimination and removal of interurban trains from city streets), and the cost of the plan of the Salt Lake-Southern Pacific-Pacific Electric railways for the establishment of a joint passenger station for the Southern Pacific and Salt Lake at the Southern Pacific station, as submitted to the Railroad Commission, and delineated on the map reproduced herein (including grade crossing elimination and removal of interurban trains from the city streets), shows that the cost of the Plaza scheme would be more than twice as much as that of either of the other two plans. These comparative costs are shown in detail on the schedule inserted herein, on page 6. The figures contained in this schedule, as explained therein, are based upon the report of the Engineering Conference appointed by the Railroad Commission under instructions to ascertain unit costs and make estimates for the work involved in the several plans under consideration. Reference is made to the schedule for details, but the following salient figures may be pointed out:

The cost of removing interurban trains from city streets: Under the Plaza scheme would be . . . \$	9,037,487
Under either of the other two plans . . . . .	4,779,224
The cost of removing trains from Alameda street: Under the Plaza plan (involving the establishment of a union passenger station at the Plaza and a union freight station, made necessary by the absorption of existing freight facilities of the Southern Pacific) would be . . . . .	20,507,128
Under the plan of establishing a union passenger terminal for all roads at the Southern Pacific site . . . . .	5,797,080
Under the Salt Lake-Southern Pacific-Pacific Electric plan, above referred to and shown on the map herewith, including provision of a new depot for the Santa Fe at its present location . . . . .	6,415,608

In the reasons for recommending the Plaza scheme, given on pages 28 and 388 of the Railroad Engineers' Report, THE CONSIDERATION OF COST IS OMITTED! But cost must control the choice of different plans accomplishing the same objects, and the Plaza plan must for this reason be rejected.

**PUBLIC OPINION OF THE PLAZA SCHEME**

The Los Angeles Realty Board condemns it.

The Municipal League is not in favor of it.

The Business Men's Association, by resolution, endorsed by thousands of business men, disapproves it.

The World Traders, the Produce Exchange, and the Associated General Contractors have passed resolutions rejecting it.

The Southern California Hotel Men's Association is opposed to it.

The Local Section American Society Civil Engineers does not endorse it.

William Wrigley, Chairman of the Board, Wilmington Transportation Company, is opposed to it.

Thirteen of the fifteen Directors of the Merchants and Manufacturers Association have, in writing, disapproved the Plaza scheme.

The Chamber of Commerce of Los Angeles, by unanimous resolution of its Board of Directors, has rejected the Plaza plan and recommended the Salt Lake-Southern Pacific-Pacific Electric plan. (See appendix, page 9.)

A postal card ballot of the entire membership of the Chamber of Commerce, conducted by the Business Men's Association, resulted in a five to one vote against the Plaza scheme.

The following Boards of Trustees and Civic and Commercial bodies of cities dependent upon or interested in interurban electric service between their cities and Los Angeles have filed with the Railroad Commission resolutions recommending the approval of the Salt Lake Southern Pacific-Pacific Electric plan:

- |   |   |
|---|---|
| Pasadena Chamber of Commerce                          | San Dimas Chamber of Commerce                         |
| Long Beach Chamber of Commerce                        | Colton Chamber of Commerce                            |
| San Pedro Chamber of Commerce                         | Associated Chambers of Commerce of San Gabriel Valley |
| Wilmington Chamber of Commerce                        | Sierra Madre Chamber of Commerce                      |
| Arlington Chamber of Commerce                         | La Verne Chamber of Commerce                          |
| Upland Chamber of Commerce                            | El Monte Board of Trustees                            |
| Santa Ana Chamber of Commerce                         | Azusa Board of Trustees                               |
| Newport Beach Chamber of Commerce                     | Alhambra City Commission                              |
| Fullerton Chamber of Commerce                         | Whittier Chamber of Commerce                          |
| La Habra Merchants & Manufacturers Assn.              | Produce Exchange of Los Angeles                       |
| Glendora Chamber of Commerce                          | Huntington Beach Chamber of Commerce                  |
| Pomona Chamber of Commerce                            | Redlands Chamber of Commerce                          |
| San Bernardino Chamber of Commerce                    | Redlands Merchants and Manufacturers Assn.            |
| Alhambra Chamber of Commerce and Business Men's Assn. | Ontario Chamber of Commerce                           |
| Garden Grove Chamber of Commerce                      |   |

TABLE OF COMPARATIVE COSTS OF UNION TERMINALS, ETC., AT PLAZA SITE AND SOUTHERN PACIFIC SITE AND OF JOINT TERMINAL FOR SALT LAKE-SOUTHERN PACIFIC AT SOUTHERN PACIFIC SITE

The cost figures for "Union Station at the Plaza" are taken from Engineers' Conference Report as submitted to the Railroad Commission. All the other cost figures given below are based thereon, being the same for each item where the work is the same and being increased or diminished at the same unit prices, where the work required is greater or less.

Reference Number	ITEM	Salt Lake-Southern Pacific Electric Plan Santa Fe in its Own Depot	Salt Lake-Southern Pacific Electric Plan Santa Fe in Union Station at the Plaza
<b>A ESSENTIAL TO REMOVING INTERURBAN TRAINS FROM CITY STREETS:</b>			
1	Pacific Electric Elevated, Southerly to 14th St.	\$2,440,596	\$2,440,596
2	Pacific Electric Elevated, Northerly to Brooklyn Ave.	2,338,628	63,070
3	Pacific Electric, Reconstruction on 1st St. and Los Angeles St.		6,533,821
4	Main St. Subway		\$9,037,487
	Sub-Totals	\$4,779,224	\$2,440,596
<b>B ESSENTIAL TO GRADE ELIMINATIONS ALONG THE LOS ANGELES RIVER. VIADUCTS:</b>			
5	N. Main St.	\$975,394	\$975,394
6	Macy St.	646,801	646,801
7	Aliso St.	759,657	759,657
8	First St.	710,960	710,960
9	Fourth St.	1,521,940	1,521,940
10	Seventh St.	1,034,151	1,034,151
11	Ninth St.	756,893	756,893
12	Baker St. Incline	202,335	202,335
	Sub-Totals	\$6,608,131	\$6,608,131
<b>C TRACK DEPRESSION AND NEW TRACKS ALONG LOS ANGELES RIVER:</b>			
13	Depression Southern Pacific, Alhambra Ave.		22,086
14	Depression Southern Pacific, Alhambra Ave., East		110,482
15	Depression and Double Track, Salt Lake, East Side of River		1,129,911
16	Remove Santa Fe Crossings, Macy St. and Aliso St.	557,254b	1,265
17	Depression Santa Fe, South of 9th St.	1,265	151,904
18	Depression Santa Fe, 7th to 9th Sts	514,160	85,696
19	Depression Santa Fe, Broadway to Aliso St.		311,548
	Sub-Totals	\$1,072,679	\$1,385,066
<b>D REMOVING TRAINS FROM ALAMEDA ST.:</b>			
20	Passenger Terminal	\$587,546	\$881,319
21	Coach Yard		248,000
22	Union Freight Station		931,764
23	Depression Southern Pacific, at Alhambra Ave.		113,765c
24	Additional Facilities Southern Pacific Depot, Baggage and Express		25,485
25	Salt Lake Double Track, Alhambra Ave., South		296,603
26	Salt Lake Double Track, Alhambra Ave., North		1,168,088
27	Salt Lake-Southern Pacific Connection, Alhambra Ave.		70,485
28	Salt Lake Bridges and Track		114,300
29	Southern Pacific Bridges and Track		18,860
30	Salt Lake, Interlocking 6th St. and River		219,958
31	Southern Pacific, Interlocking 6th St. and Alameda		60,805
32	Salt Lake Connection, Hostetter to Butte St.		119,560
33	Salt Lake Tracks, Butte St., Alameda to River		221,494
34	Salt Lake-Southern Pacific Connection, Butte and Alameda		122,570
35	Changes South End Southern Pacific Station Yard		367,469
36	Lower Santa Fe Tracks, 4th to 7th Sts.		63,960
37	Los Feliz Road Bridge Approach		
38	New Southern Pacific Tracks, Humboldt St. to Dayton Ave.		122,570
39	New Southern Pacific-Salt Lake Connection, Alhambra Ave.		367,469
40	New Santa Fe Bridge and Ways at Hobart		466,894
41	New Connection Salt Lake to Santa Fe at Hobart		117,397
42	New Connection, East End Humboldt St. Bridge		134,215
43	New Connection, West End Humboldt St. Bridge		34,089
44	Second Track, North of Santa Fe Main Line		51,319
45	New Connection, Jackson St. to Alameda St.		6,012
46	New Station, etc., at Santa Fe Site	1,664,896d	
	Sub-Totals	\$6,415,608	\$20,507,128
<b>E GRADE ELIMINATION, OTHER LOCALITIES, INCIDENT TO PLAZA PLAN:</b>			
47	New Viaduct, N. Main and Redondo Sts.		\$655,075
48	New Viaduct, Macy St.		1,152,169
49	Sub-Tunnel Under Broadway Tunnel		695,858
50	Pacific Electric Freight Track, Macy St. to Echandia Yard		203,157
51	Widening San Pedro St.		218,696
	Sub-Totals		\$2,924,955
<b>F GRADE ELIMINATION, OTHER LOCALITIES, INCIDENT TO ALL PLANS:</b>			
52	Santa Fe Ave. Subway	\$82,842	\$82,842
53	Raise Pacific Electric Transfer Tracks at Butte St.	69,908	69,908
	Sub-Totals	\$152,750	\$152,750
<b>G GRADE ELIMINATION, OTHER LOCALITIES, INCIDENT TO BOTH SALT LAKE-SOUTHERN PACIFIC PLANS:</b>			
54	Relocation of 4th St.	\$278,000	\$278,000
<b>H ADDITIONAL FREIGHT STATIONS, YARDS AND TRACKAGE:</b>			
55	Salt Lake, Hunter St. Freight Station	\$516,718	\$516,718
56	Southern Pacific, South End Freight Station	516,718	516,718
57	Southern Pacific, New San Fernando Road Yard	1,000,000	1,000,000
58	Santa Fe, New Hobart Yard	1,203,376	1,203,376
59	New Team Tracks	150,000	150,000
	Sub-Totals	\$3,386,812	\$3,386,812
	<b>GRAND TOTAL NEW MONEY</b>	<b>\$22,047,207</b>	<b>\$47,674,152 f</b>

FOOT NOTES:

- a See Item D-23.
- b Depression only. See Items D-25 and 26.
- c See Item C-15.
- d Figure as per Sachse memorandum of September 14, 1920.
- e Of this amount \$3,480,778 is cost of new land needed, and \$1,909,809, is value of improvements thereon. Total cost of land and improvements; \$5,390,587.

f To this cost of Union Station at the Plaza, there should be added \$2,158,190 for value of existing Railroad physical improvements, now in use and proposed to be continued in the Salt Lake-Southern Pacific Plans, that will be wiped out and destroyed under the Plaza Plan.

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## EXPERT OPINION ON THE PLAZA SCHEME

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The following named well known engineers have expressed their disapproval of the proposed Plaza Union Terminal scheme:

E. P. Goodrich, C. E. . . . . New York  
Geo. A. Wright, C. E. . . . . Los Angeles  
Jas. H. Payne, C. E. . . . . Los Angeles  
Carl O. Mansur, C. E. . . . . Los Angeles  
Capt. W. H. Spears, C. E. . . . . Los Angeles  
J. C. Wright, C. E. . . . . Los Angeles  
Frank Gillelen, C. E. . . . . Los Angeles  
Edw. M. Lynch, C. E. . . . . Los Angeles  
J. S. Valentine, Chief Engineer, Laguna Land  
& Water Co. . . . . Los Angeles  
Major W. S. Post, C. E. . . . . Los Angeles  
E. S. Cobb, Consulting Engineer . . Los Angeles  
A. L. Sonderegger, C. E. . . . . Los Angeles  
F. E. Trask, C. E. . . . . Los Angeles  
Arthur Bent, C. E. . . . . Los Angeles  
F. D. Howell, C. E. . . . . Los Angeles  
Edw. T. Flaherty, C. E. . . . . Los Angeles  
S. A. Jubb, C. E. . . . . Los Angeles  
Blaine Noice, C. E. . . . . Los Angeles  
Homer Sharp, C. E. . . . . Los Angeles  
J. C. Haines, C. E. . . . . Los Angeles  
Francis Bates, C. E. . . . . Los Angeles  
C. K. Bowen, C. E. . . . . Los Angeles  
M. C. Halsey, C. E. . . . . Los Angeles  
Fulton Lane, C. E. . . . . Los Angeles  
William Hood, C. E. . . . . San Francisco  
Julius Kruttschnitt, C. E. . . . . New York  
Arthur Maguire, C. E. . . . . Los Angeles  
Wm. Jaekle, C. E. . . . . San Francisco  
H. C. Nutt, C. E. . . . . Los Angeles  
E. C. Johnson, C. E. . . . . Los Angeles  
Wm. Kirkbride, C. E. . . . . San Francisco  
Geo. Corrigan, C. E. . . . . Los Angeles  
John D. Isaacs, C. E. . . . . New York

Report Upon

# Grade Crossing Elimination

AND

## Passenger and Freight Terminal Facilities

Unanimously Adopted by  
Board of Directors

LOS ANGELES CHAMBER *of* COMMERCE

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BUSINESS MEN'S ASSOCIATION

630 Investment Bldg.  
Los Angeles

LOS ANGELES CHAMBER OF COMMERCE

July 31, 1920

The Board of Directors,  
Chamber of Commerce,  
Los Angeles, Calif.  
Gentlemen:

Your Transportation and City Planning Committees, after holding several meetings in reference to the Grade Crossing Elimination and Passenger and Freight Terminal Facilities, submit report as follows:

The report of the Railroad Commission's engineers to the Commission in connection with the Grade Crossing and Terminal Situation in Los Angeles consists of some 587 pages, and a large number of maps and pages of very interesting and important data pertaining to the present freight and passenger transportation facilities in Los Angeles. One cannot read this report, even in a cursory manner, without being impressed with the very able and unbiased manner in which the subject is treated and the impartial attitude and sincerity of its author.

Dealing first with passenger terminal facilities, three alternatives are presented; providing for a union passenger terminal station at one of the following sites:

(1) Plaza Site. This plan involves a rather extensive plot of ground in the neighborhood of the present Plaza, which is included in this site and would be entirely obliterated, lying east of North Main Street and north of Commercial Street, at present occupied by city streets and held as private property. The plan contemplates a new Plaza between Commercial Street and the south front of the union station.

(2) Southern Pacific Station Site, the present Arcade Station site.

(3) The Santa Fe Site or that of the present Santa Fe Station.

The author of this report sets forth at length the merits and demerits of each site, but in conclusion recommends the Plaza site, not entirely from the actual transportation requirements, but from a broad view, giving consideration to the civic and aesthetic standpoint.

This plan would involve the acquirement of a large amount of private property, possibly to the value of \$3,905,000, and the granting of a considerable acreage of city owned property. Several methods of financing this scheme have been suggested. First, on account of the enhancement of value of abutting property, vol-

untary contributions of those benefited; second, establishment of a large assessment district; and third, by bond issues.

This plan contemplates practically the closing of San Pedro, Los Angeles and Alameda Streets in the neighborhood of Aliso and Commercial Streets.

The adoption of this plan would involve, as the engineers pertinently point out, possible litigation and changes in the city charter, and in connection with their recommendations as to subways, tunnels, grade crossings and necessary changing of tracks, the ultimate cost would run into many millions of dollars and contemplates a period of from five to twenty years for full consummation.

The Southern Pacific plan is practically the plan of the Southern Pacific and Salt Lake railroads, which they had appealed to the Railroad Commission for permission to put into effect some time ago. The third plan is, as it is termed, a "midway" plan, i. e., location at the present Santa Fe station site.

In connection with the passenger terminals, the freight situation is extensively dealt with, as well as the unification of less-than-carload freight facilities. The two latter plans contemplate complete relief of Alameda Street by the elimination of freight and passenger train movements, leaving only the industrial switching amounting to only about 3% of the present traffic on that street.

Of all the plans, from a civic pride point of view, we believe that the first plan, or the Plaza site, is the best, while, as the author of this report pertinently states, it is not necessarily the best from a railroad transportation standpoint, and it might be adopted if it would give immediate relief without hindrance to the necessary freight situation, and could be obtained at a minimum cost.

The second alternative, however, to our mind, the Southern Pacific site, where the railroads would be compelled to stand the cost of the work without any legal complications or undue delays, such as condemnation proceedings, changes in the city charter, etc., involved in the Plaza site, presents advantages that cannot be cast aside in considering immediate relief from present conditions, inasmuch as this plan dovetails with the plans as to the necessary relief in the matter of our present river grade crossings, and at the same time affords the same relief on Alameda Street as does the Plaza

plan, but goes further and leaves Alameda, Los Angeles and other streets open for further consideration as may be deemed necessary in time to come.

While the Southern Pacific plan we refer to does not call for a union depot, it is a union depot as far as the Salt Lake and Southern Pacific are concerned, and these companies are on record that if the Santa Fe desires to enter into an arrangement, the way is open to them and there are no physical difficulties in the way.

As to the Santa Fe plan, we are firmly of the opinion that this plan should not be considered as a station site, and in this statement, we are in a way in accord with the recommendations of the report. In summing up the three plans, the engineer candidly states at page 511:

"The Southern Pacific plan would result in the least unsettlement; the Plaza plan would make necessary the greatest adjustment; and the Santa Fe would fall midway between these two. The adjustment following the operation of the Plaza plan, while not particularly desirable to certain of the property owners in Los Angeles, would result in a very material net gain through the considerable increase in values throughout a large area."

As to the freight situation, the report strongly recommends the establishment of union freight facilities for the reception and delivery of less than carload freight, and for this purpose they have taken the present Santa Fe site, including their depot. The entire plan, however could not be consummated at this point without the Santa Fe joining the other lines in the use of a union passenger depot. The report points out the Salt Lake's necessities and calls attention to the inadequate and poor facilities of the Southern Pacific and gives us many interesting thoughts tending to the economic reception and delivery of freight by the utilization of a union freight terminal.

We have carefully reviewed the plan, but are not in entire accord with the report that this plan would have the economic value suggested, and as the Southern Pacific in their plans for reconstruction of their terminals contemplates the establishment of a local freight depot for handling less than carload freight at the old market site, generally speaking, between 4th and 7th Streets, east of Alameda, and as the Salt Lake freight plans contemplate the establishment of like facilities in the neighborhood

of 8th and Alameda Streets, and the Pacific Electric now being located at 8th and Hemlock Streets, we would have all of our freight depots within the confines of a territory that would practically bring about, if not improve, upon the plans recommended by the report, and as contemplated, we believe in fact, would be superior to the union freight terminal as recommended.

As to the Pacific Electric joining with the steam lines in general facilities for handling less than carload freight, we cannot see any necessity for this. In fact, to our mind, it would be a detriment. The Pacific Electric is now advantageously located. They will never require the same facilities as the steam roads, for the reason that they have now reached their limit of service to outside communities, and their plans of operation must differ from that of the steam lines on account of their longer hours for reception and delivery of freight and the opening and closing hours of their depot. They have now become the main artery to the port, and for such transportation they should remain independent of all steam lines.

We recommend:

Firstly: That the Southern Pacific, Salt Lake and Pacific Electric railroads be permitted to go ahead with their proposed plans; that ample provisions be made for the requirements of the Santa Fe Railway Company in connection with the foregoing plans, and that the so-called Plaza site be rejected for the Union Passenger station;

Secondly: That we are opposed to the Union freight station for less than carload freight;

Thirdly: That inasmuch as the Salt Lake and Southern Pacific plans provide a definite scheme for the elimination of grade crossings along the Los Angeles River, that the City Council be requested to take the necessary steps to finance that portion of such plans as may be charged to the City by any Governmental body having jurisdiction thereover.

Respectfully submitted,

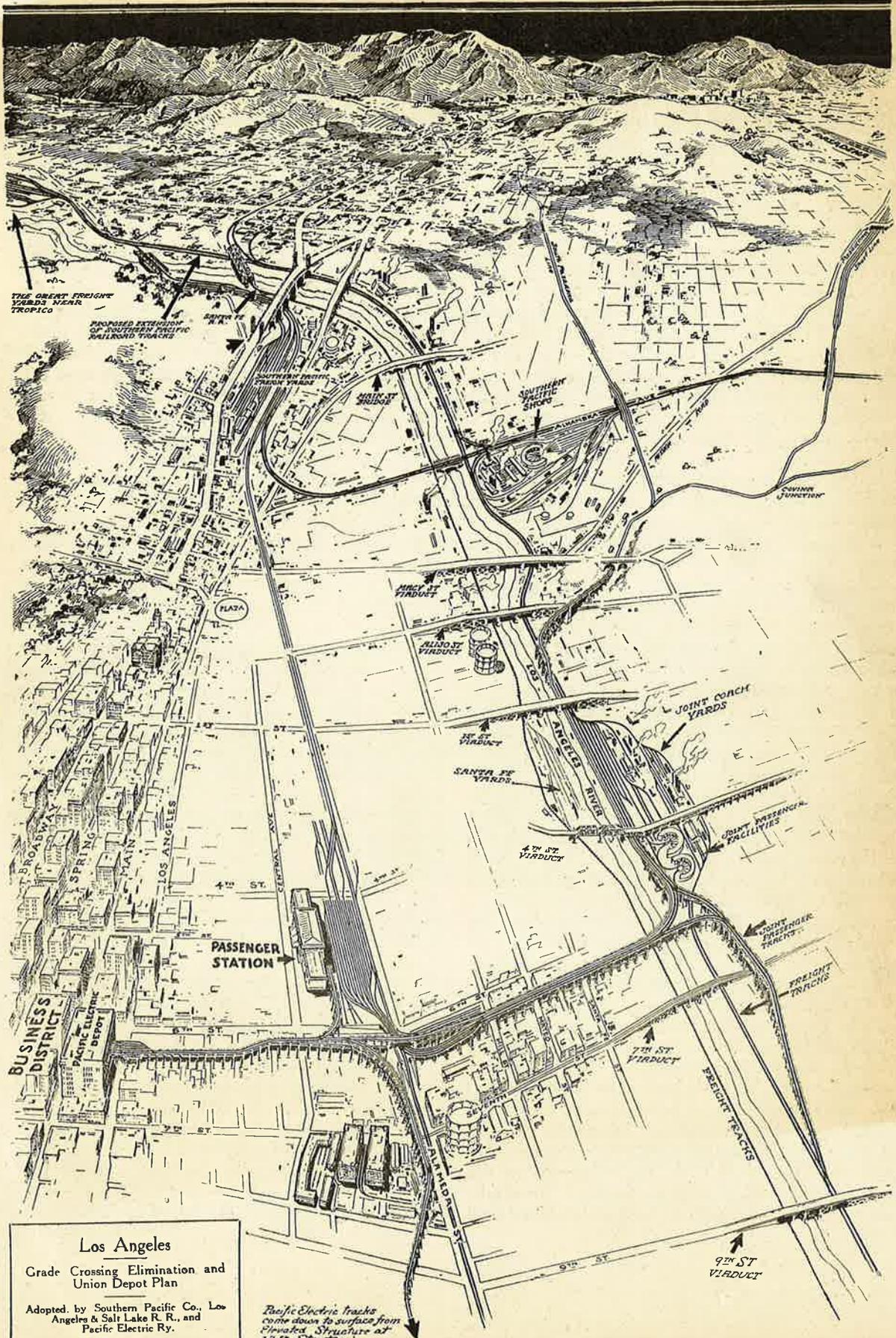
(Signed) SHANNON CRANDALL,  
Chairman, Transportation Committee

(Signed) W. H. PIERCE,

Chairman, City Planning Committee

This report was presented to the Board of Directors at the regular meeting, August 5th, and upon motion unanimously adopted.

(Original Signed) FRANK WIGGINS,  
Secretary



**Los Angeles**  
 Grade Crossing Elimination and  
 Union Depot Plan  
 Adopted by Southern Pacific Co., Los  
 Angeles & Salt Lake R. R., and  
 Pacific Electric Ry.

*Pacific Electric tracks  
 come down to surface from  
 viaduct structure at  
 14th Street.*