

JOINT PASSENGER STATION

PROPOSED BY

LOS ANGELES & SALT LAKE
RAILROAD COMPANY

AND

SOUTHERN PACIFIC COMPANY

AT LOS ANGELES

AND

COMPLETE

GRADE CROSSING ELIMINATION

ALSO PLAN FOR

ELEVATED CONSTRUCTION

FOR THE RELIEF OF

PACIFIC ELECTRIC RAILWAY

A Brief Description of the Salt Lake-Southern Pacific Joint Passenger Station Plan, and Pacific Electric Elevated Railroad Plan Proposed to be Constructed in the City of Los Angeles

Historical Review

The history of Los Angeles is reviewed in an interesting way in the "Railroad Grade Crossing and Terminal Investigation" report published by the California Railroad Commission in 1920, Chapter 3, page 65. Los Angeles was founded under the Spanish Government September 4, 1781, and was incorporated in 1851. The Southern Pacific Railroad was built into Los Angeles in 1873, and the Santa Fe in 1885. The Los Angeles and Salt Lake Railroad completed its line in 1905. The Pacific Electric lines were consolidated September 1, 1911, the line completed into San Bernardino in 1913, and to Corona in 1915. At the present time the Pacific Electric has approximately 1100 miles of track in operation. Street railway companies began operation of horse and mule-cars on the streets of Los Angeles in 1872.

It may be said of rail development, quoting page 75 of the Railroad Commission's report "there is no doubt in anyone's mind that progress and prosperity anywhere is dependent upon transportation to a greater extent than upon any other single factor . . . the railroads have played a most important part in the growth of wealth, the increase of material comfort, and the spread of information and knowledge . . . it is even more startlingly true in the later development of the Pacific Coast and of the State of California."

Growth of the City

In 1860 the population is reported to have been 3700; census figures subsequently are: In 1870, 5728; in 1880, 11,090; in 1890,

50,395; in 1900, 102,479; in 1910, 310,198, and 1920, 575,480.

The first railroad depot in Los Angeles was constructed in 1869 by the Los Angeles and San Pedro R. R. Co. at Commercial and Alameda streets. The second railroad depot in Los Angeles was built about 1876 by the Southern Pacific Company on the west side of North Spring Street about opposite Sotello Street. Shortly after this the main passenger and freight station was built and maintained at River station. About 1889 the Southern Pacific Company constructed a passenger station at Fifth Street and Central Avenue known as the Arcade station, on a site 12.3 acres that was deeded to the Southern Pacific with the proviso that if the site were not used for a general passenger station the land reverted to the grantor or his heirs. In 1893 the Santa Fe built the present brick station which with improvements at present serves that company on the east side of Santa Fe Avenue just south of First Street. The Los Angeles & Salt Lake passenger station, round house and shops, were constructed in 1891 on the east bank of the Los Angeles river near First Street.

At the present time there is within the city limits of Los Angeles the following mileage: Southern Pacific, 233.38; Santa Fe, 79.71; Salt Lake, 59.89; Pacific Electric, 229.05; Pacific Electric leased from Southern Pacific, 24.05; Pacific Electric leased from City of Los Angeles, 12.72; Los Angeles Railway (narrow gauge) 336.51; total (all roads) 965.31. The Railroad Commission's report (page 96) advises that the value of the steam railroad property in Los Angeles is approximately forty

million dollars exclusive of rolling stock, based upon pre-war unit cost of material and labor.

Growth and Number of Passenger Trains

Class of Train	Road and Number of Trains			
	S.P.	Santa Fe	S.L.	Combined
Through, 1917 ...	34	22	6	62
Through, 1907 ...	22	10	4	36
Gain	12 55%	12 120%	2 50%	26 62%
Local, 1907	32	16	19	67
Local, 1917	6	10	16	32
Loss	26 81%	6 38%	3 16%	35 52%
Thru and Local,				
1907	54	26	23	103
1917	40	32	22	94
Loss (*Gain) ..	14 26%	*6 18%	1 4%	9 9%

**Steam and Electric Railroad Passengers
Los Angeles, 1917**

	Number of Passengers	Ratios
Pacific Electric Railway ..	35,000,000	92.7%
Steam Roads	2,750,000	7.3%
Difference	32,250,000	85.4%
Total	37,750,000	100%

Quoting from the Railroad Commission's report (page 259) "With these figures before us the conclusion is evident that the electric interurban passengers should have as much if not more consideration than the steam road passengers."

Based upon the passenger traffic on the Pacific Electric for the month of May, 1920, the number of passengers handled in and out of Los Angeles via Watts, not including the Watts local lines, will amount to 14,300,000 per year; the number of passengers handled east in and out of Los Angeles via Aliso Street, was 12,800,000 per year, the interurban service on the lines operating out of Hill Street Station (other than the Hollywood Local Lines) amounts to 21,00,000 per year.

The present Southern Pacific station at the foot of Fifth Street fronting on Central Avenue has been in service since 1914. Authoriza-

tion for its construction was requested of the Railroad Commission by Application No. 793 and was granted by the Commission on November 25, 1913. Quoting from the Railroad Commission's report (page 235) "Taking cognizance of the facts that at that time Los Angeles was urgently demanding this new depot, that considerable time would be required to build it and that, as was agreed from the evidence and the stipulations... the erection of the depot would in nowise delay or prevent the separation of dangerous and objectionable grade crossings in the City of Los Angeles, it was recommended that the application be granted. Quoting from Decision No. 1090, Decided November 25, 1913, of the Railroad Commission, authorizing the construction of the present passenger station at Fifth and Central: "The plans and specifications submitted for the approval of the Commission have been carefully examined and approved by the engineering department of this Commission. The structure to be erected under these plans will be efficient and ample to provide for the probable passenger traffic coming to and departing from a city several times the present size of Los Angeles."

The station building is 572 feet long, facing Central Avenue, the waiting room is 280 feet long and 80 feet wide, of Class "A" reinforced concrete construction throughout. The north wing is three stories, two stories being devoted to the baggage room and the other story for offices of the Southern Pacific Company. The south wing contains the restaurant and its facilities, as well as power and heating plants in the basement, and proposed offices for the Salt Lake Railroad on the upper floor.

There are ten passenger tracks in front of this building, protected by four concrete umbrella sheds, each 780 feet long. Plans provide for the addition of four tracks with two additional umbrella sheds. These passenger tracks are reached by a subway from the passenger concourse and egress is also by subway, and in this way no passenger is required to cross a track in getting to or from a train.

Quoting further from the Commission's report: "The present station is well designed and is adequate and suitable for its purpose... The Waiting room, which occupies the central portion of the building, is of good size, and is well arranged with respect to the other parts of the building. Rest room and toilets are of ample size and are convenient with the exception of the men's toilets, which are in the basement. The system of routing the passengers to and from the tracks is the best plan for a station located at the side of the tracks, for there is less climbing than in any other scheme where the passengers are restrained from crossing the station tracks... By the use of different tracks, it is possible to keep the incoming and outgoing streams of passengers separate." The cost, as quoted from the Railroad Commission's report (page 240) was \$646,428, not including value of the tracks and facilities that were existing at the time of reconstruction, or the value of any real estate.

It is interesting to note the statements of Mr. Fred W. Blanchard, Chairman of the Depot Committee of the Los Angeles Chamber of Commerce, at the breaking of the ground for the construction of the new station to be erected at 5th and Central, on March 28th, 1914: "The city is indebted to the Southern Pacific Company for obtaining the new station after years of agitation and patient effort on the part of the Depot Committee of the Chamber of Commerce," and that "it was a great day for Los Angeles and the dawn of a new era of prosperity." Also, at the dedication of this building June 12, 1915, President Bulla of the Chamber of Commerce concisely expressed the appreciation of the citizens of Los Angeles "in being given, in this year of expositions, a station worthy of the metropolis."

Early in 1912, the Southern Pacific appreciating the necessity for better railroad facilities, announced that it was ready to proceed with the construction of an adequate depot. Opposition developed on the part of some citizens of Los Angeles almost solely on account

of (as they thought) the preventing of carrying out of any elevated scheme so as to relieve traffic conditions on Alameda Street and along the River bed. Subsequently full hearings were had before the State Railroad Commission, and when it was shown that the construction of this station was a first step to the ultimate relief of traffic conditions on Alameda Street, the Commission gave its consent to the construction as outlined above.

Necessity for Better Conditions

Several years prior to 1912 the Salt Lake Railroad, realizing the necessity for better passenger terminal facilities and the Southern Pacific finding it necessary for quicker and better transportation facilities, started negotiations with reference to a joint route out of the Arcade Depot site. A tentative understanding was reached in 1912, the plans provided for the entrance of the Salt Lake Railroad into the Arcade Station. Prior thereto, in 1905 and 1906, when the construction of a track connection from the Salt Lake Railroad on Butte Street to the Southern Pacific Company's tracks on Alameda Street was made, entrance of the Salt Lake into Southern Pacific Arcade Station was discussed. A definite understanding was reached and expressed in written agreement, July 18, 1917, providing for joint use of the Southern Pacific passenger station by the Salt Lake and the Southern Pacific, the removal of Southern Pacific trains from Alameda Street, and completing right-of-way for the construction of elevated tracks for the Pacific Electric from Sixth and Main Streets to its own private right-of-way to the east and south. Approval of the State Railroad Commission to this agreement was asked on November 22, 1917. This case (application No. 3346) is still before the Commission and if favorably acted upon the three railroads (the Salt Lake, Southern Pacific and Pacific Electric) have signified their intention of proceeding with the actual construction promptly after a favorable decision.

What the Plan Accomplishes

1st. The elimination of all through passenger and freight trains, as well as light engine movements, on Alameda Street.

2nd. Makes possible the elimination of all grade crossings along the Los Angeles river.

3rd. Provides an adequate terminal depot for the Salt Lake and Southern Pacific railroads, close to the center of the City of Los Angeles, and with convenient transfer at such station to and from Pacific Electric interurban trains.

4th. Affords the only feasible and comprehensive plan for immediate relief of interurban and suburban traffic of the Pacific Electric reaching all the territory to the north and east via Aliso Street and to the south along Long Beach Avenue.

Description of the Plan

Steam railroad traffic:

Reference should be made to the descriptive map entitled "Los Angeles Grade Crossing Elimination and Union Depot Plan adopted by the Southern Pacific Company, Los Angeles and Salt Lake Railroad, and Pacific Electric Railway Company."

It is proposed, first, to cooperate with the City fully in carrying out its plan in the way of grade elimination on all the cross streets from Ninth Street to North Broadway bridge.

The Southern Pacific trains from San Francisco would follow the east bank of the Los Angeles river (instead of crossing at what is known as the "Old Pigeon Farm" or Los Feliz bridge), thence pass under the existing North Broadway viaduct, the North Spring St. bridge, the present First Street viaduct and the Fourth Street viaduct. From this last named point the tracks would rise by an elevated structure to a point between Sixth and Seventh streets where they would curve to the west, crossing over the Los Angeles river and over the yards of the Santa Fe railroad, across Santa Fe Avenue and intervening streets, thence curving to the north over Alameda Street and over Sixth Street

dropping down by a 1% grade into the Southern Pacific Station connecting with the present tracks where the umbrella sheds are now constructed. A train from Yuma, instead of continuing on Alhambra Avenue to Alameda Street would turn near the Southern Pacific shops along the east side of the river, and continue south over route used by San Francisco trains.

All trains of the Southern Pacific from San Pedro, Santa Ana and southern points would be diverted from Alameda Street in the vicinity of 25th Street, turning to the east, following the line of the Salt Lake Railroad as constructed on Butte Street to and across the Los Angeles River, thence curve to the north, following the Salt Lake tracks along the east bank of the river to the vicinity of 9th Street. An elevated structure would begin at this point, rising on a 1% grade over 7th Street, thence turn to the west and join the elevated structure across the Los Angeles river and over the Santa Fe yards to the Arcade site as above described.

Salt Lake main line trains would use these tracks along the east bank of the Los Angeles river above described from the connection with the Salt Lake Railroad in the vicinity of Ave. 20 (Humboldt St.) to Hostetter Street. The above plan is adapted to, and makes possible, the construction as soon as may be found necessary, of viaducts over the Los Angeles river and over the tracks of the Santa Fe and Salt Lake railroads on 9th, 7th, Aliso, Macy and North Main Streets. At 6th and Alameda Streets, separation of grades is effected by the lowering of intersection of 6th and Alameda streets about five feet with easy approaches of 3% grades.

Traffic going south on Alameda street would go through a structure with 20' roadway and 6' sidewalk with ample headroom allowing room for an auto to pass a truck going in the same direction. Traffic north on Alameda street would be taken care of by a separate structure 26' in width. This is in effect giving the full benefit of an 80' street with a possible center

occupancy by two passenger or freight cars standing along side of each other in such a street.

The junctions of the railroad and the crossing of the Santa Fe in the vicinity of Humboldt Street will be protected by interlocking towers, likewise the crossing of the Santa Fe tracks in the vicinity of Redondo Jct. will be protected by an interlocking tower at that point. This will provide protection at the only grade crossings of steam roads within the city.

Electric Railway Traffic

The Pacific Electric will continue its elevated east from its Sixth and Main Street station from the present end of its elevated structure near San Pedro Street, over San Pedro Street, and over all intervening streets to a crossing over the steam tracks as above described on Alameda and Sixth Streets, dropping to the elevated grade of the steam tracks at about Mill Street, then continue along side the elevated tracks of the steam roads to and across the river, following the same grade as the steam tracks to and under the First Street viaduct, thence by an easy incline on an elevated structure turning to the northeast over the steam railroad tracks and over Aliso Street, dropping again to the existing grade under the North Macy Street concrete bridge at Brooklyn Avenue.

By this construction the Pacific Electric will have a right of way and trackage that will not cross at grade a single street or steam track before reaching the Mission Road on the Pasadena Short Line.

In addition to the above elevated structure for the Pacific Electric, connections will be made in the vicinity of Alameda and Sixth Streets and an elevated structure carried south, paralleling Alameda Street over Seventh and Ninth Streets, dropping to the surface tracks at Fourteenth Street.

By such construction the millions and more passengers per month handled to the east and northeast via Aliso Street will be insured "on time" schedule that can be made at least six

minutes faster than the present schedules, also upwards of a million passengers handled to and from Southern Division points will be insured "on time" schedule with a running time of fully three minutes cut from the existing schedules.

Elimination of Grade Crossings

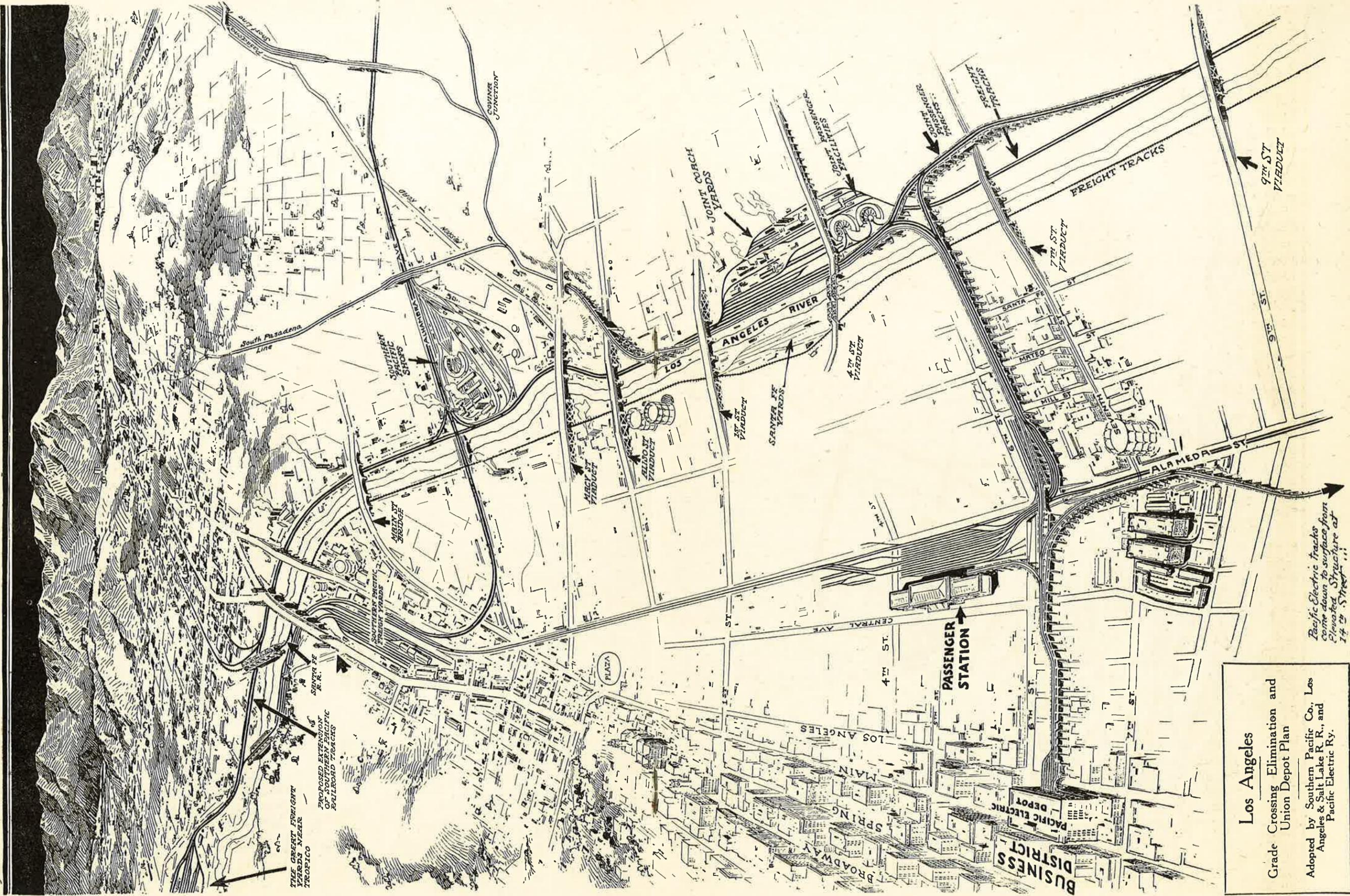
By the plan above described the entire elimination of grade crossings can be had on the part of the steam roads from Ninth Street and Los Angeles river, north to Dayton Ave. This plan will not interfere in any manner with any plan for the joint use by the Southern Pacific and Salt Lake railroads of their tracks between the City of Los Angeles and Colton.

The plan contemplates the abandoning of the present coach yards of the Southern Pacific at Seventh and Alameda Streets, providing instead thereof an up-to-date complete, comprehensive and adequate joint coach yard, with the Salt Lake between First and Sixth Streets, on the east bank of the Los Angeles river. This will eliminate all coach yard switching from Alameda Street.

The plan makes it possible to have joint passenger engine facilities in the Salt Lake yards, if necessary, although for the present each road will take care of its own engines and appurtenances in their respective roundhouses.

The plan contemplates the use of Alameda Street for industrial switching only, to care for the existing industries located thereon with their millions of investments, and the expansion and encouragement of other industries on this main artery, and provides easy and prompt inter-yard switching for the full length of Alameda Street for such industries as may locate thereon.

The plan cannot possibly interfere with any future development of subways or elevated structures for the bettering of street car traffic within the City of Los Angeles but on the other hand makes immediate relief possible and provides facilities that will be necessary in the future irrespective of any subways or other relief that may be found necessary or desirable.



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 Elevated Structure at 14th Street.

THE GREAT FREIGHT YARDS NEAR TROPICO

PROPOSED EXTENSION OF SOUTHERN PACIFIC RAILROAD TRACKS

SANTA FE R.R.

SOUTHERN PACIFIC FREIGHT YARDS

MEYER BRIDGE

SOUTHERN PACIFIC SHOPS

South Pasadena Line

COWANE JUNCTION

ANGELES RIVER

JOINT COACH YARDS

JOINT PASSENGER FACILITIES

REDWOODS DEPOT

FREIGHT TRACKS

7TH ST VIADUCT

9TH ST VIADUCT

SANTA FE YARDS

4TH ST VIADUCT

ELM ST VIADUCT

MERCY VIADUCT

LOS

PASSENGER STATION

LOS ANGELES

SPRING

BROADWAY

BUSINESS DISTRICT

PACIFIC ELECTRIC DEPOT

CENTRAL AVE

ALAMEDA ST

MATEO ST

SANTA ST

HILL ST

5TH ST

6TH ST

7TH ST

8TH ST

9TH ST

PLAZA

1ST ST

4TH ST

5TH ST

6TH ST

7TH ST

8TH ST

9TH ST

10TH ST

11TH ST

12TH ST

13TH ST

14TH ST

15TH ST

16TH ST

17TH ST

18TH ST

19TH ST

20TH ST

21ST ST

22ND ST

23RD ST

24TH ST

25TH ST

26TH ST

27TH ST

28TH ST

29TH ST

30TH ST

Advantages of the Plan:

1st. The present fire-proof building at 5th and Central is comparatively new, modern in appearance and appointments and in the arrangement of its facilities. It has ample floor space and is adequate satisfactorily to care for the patrons and handle the business offered for a great many years to come. The arrangement for housing passengers to and from trains is most modern and approved, being such that no passenger crosses any track.

2nd. Twelve passenger tracks, two baggage tracks, with express and mail tracks are provided, insuring ample facilities for a long period.

3rd. Fifth Street and Central Avenue is the very door of the business section of the City of Los Angeles. It can be reached by the steam roads without any delay because of the entire elimination of grade crossings, trains and passengers being delivered thereto by means of an elevated structure passing over the industrial section. Streets radiate in all directions from this central location and the local Los Angeles street car travel can be handled most advantageously from this point.

4th. Transfer of passengers from the Salt Lake and Southern Pacific trains to high-speed electric interurban trains can be readily and conveniently effected by a connection being made at the station with the proposed elevated tracks of the Pacific Electric Railway.

5th. The interurban trains of the Pacific Electric will be afforded the only practical relief from the unbearable delays attendant upon the interurban service at the present time. The design of the elevated structure will be such that high speed can be maintained throughout in perfect safety. Protection will be by approved and modern signals.

6th. This plan does not necessitate modification of the Charter provisions of the City of Los Angeles and does not necessitate a bond issue on the part of the City.

7th. It relieves Alameda Street of its congestion due to the operation of through trains

thereon, and will relieve San Pedro, Seventh, Sixth and Main Streets of interurban traffic to such an extent as to greatly relieve the congestion now existing.

8th. It does not preclude any additional plan that may be made in the future to further relieve traffic conditions in the City of Los Angeles.

9th. It stabilizes real estate and business conditions not only in the vicinity of this depot but in the greater part of the business district of the City of Los Angeles.

10th. No city streets are blocked, no public property taken, and no impediment put in the way of the future relief of traffic conditions by opening up, widening and extending thoroughfares in any direction.

11th. It confines the steam railroads to the banks of the Los Angeles River.

12th. It separates the freight and passenger routes of the Southern Pacific and Salt Lake in and out of Los Angeles.

13th. The station is most convenient to the hotel, business and shopping districts.

14th. The station is easily reached from a coach yard situated a very short distance away over elevated structure, thus obviating all interference with street or steam road traffic.

15th. The station is best adapted for the transportation and collection of mail and express.

16th. Financing of the plan is assured and will be undertaken upon the approval of the application before the State Railroad Commission.

17th. The present viaducts at North Broadway, North Spring, First and Fourth Streets need not be affected at this time, and viaducts at other streets, such as 7th, Aliso, North Main, Macy and 9th Streets, can be constructed from time to time as traffic conditions warrant or make necessary, upon such division of cost between the railroads and the City as may be found fair and equitable by the governing bodies.

18th. The plan can be accomplished without the unnecessary expenditure of vast sums

of money or the sacrificing of existing investments to any great extent. The immediate construction necessary to carry out relief of the grade crossing situation, taking trains off Alameda Street, together with providing for rapid interurban transportation facilities, can be accomplished at this time for less than ten million dollars, with an ultimate total cost for all facilities not to exceed sixteen million dollars. The Railroad Commission engineers estimated that the ultimate cost of the Plaza site plan, with grade crossing elimination, would be \$25,000,000, but a conservative estimate now made allowing for present day costs, shows that this work could not be accomplished for less than \$40,000,000. Comparing the Plaza site figures of \$40,000,000 or more as against the total value of all steam railroad properties in the City of Los Angeles, of \$40,000,000, shows graphically how impossible it would be to finance the Plaza plan.

19th. It will afford within the shortest possible time adequate passenger station facilities for the Salt Lake Railroad — something sorely needed—while any other plan will involve a long delay.

20th. Incoming passengers over the Salt Lake Railroad will be landed much nearer the business and hotel center than they are at present and outgoing passengers will be equally benefitted.

Questions of Necessity of a Union Depot for All Railroads

Published interview Feb. 15th, 1920, of Mr. C. R. Gray, President of the Union Pacific System, and Vice-President of the Los Angeles and Salt Lake Railroad, is particularly interesting. Quoting in part: "One development of this matter is very interesting to a newcomer. Los Angeles is a most attractive city. There is something to see on every side, and yet there is an agitation for a complete union station which simply means an added facility to getting through the city without stopping over. . . . Ask one who has come through St. Louis and you will find that he has never been

uptown and the same is absolutely true of Kansas City."

A union depot, wherever constructed, has been largely a matter of city pride, the desire being to have a monumental gateway or entrance to the city.

It is known that Los Angeles is a terminal city; practically all of the high-class passenger trains terminate here. It is the desire of the population of the city of Los Angeles that the tourists should visit us and not go through our city, and there is no real necessity to discourage this practice. The number who now go through without stopping is so small in comparison to the total as to not warrant such a facility. The percentage of passengers transferred between steam roads is only 1.4% of passengers carried by such steam lines in and out of Los Angeles.

In traffic plans, congestion in terminal localities must be avoided. It would be manifestly a mistake to consider the handling of all steam road traffic and all of the interurban passenger traffic out of one inadequate central location. Unless there is a marked economical reason for such concentration, it should be avoided. There can be no such argument presented for the complete unification of all the railroads in this city. Railroad operating economies in such joint operation are questionable. People cannot get service in congested crowds. This was exemplified in the Union Passenger Ticket Office in the City of Los Angeles, where many complaints were registered on account of the crowds concentrating in one central point.

It must be borne in mind also that the tourist who comes to Los Angeles does not contemplate the trip at all to see "a monumental depot" architecturally grander than the one we have. Not one passenger or one dollar will come here on that account.

Quoting from the Railroad Commission's report (page 250): "If the test were the profitability—direct—of the investment, no union terminal and no very large passenger station should be built. . . . If the required ex-

penditure is excessive, the arguments for the terminal must be overruled."

Public necessity and convenience do not require the establishment of a union passenger station.

Freight Facilities

The Salt Lake Railroad Company filed application No. 3037, July 16, 1917, for permission to construct certain tracks and a freight terminal on Alameda Street just north of Hunter, extending as far east as Wilson Street. The ground for this has been purchased and the necessary franchises obtained from the City. This new freight yard would be in the center of the industrial district, ideally located, and will relieve shippers of the burden of a long, time-taking and expensive haul. The railroad track approaches to this proposed yard will not unfavorably affect heavy trucking or the free use of the streets by the public. Modern and adequate facilities for the handling of all classes of freight will be included in the design of this proposed yard. No new public streets or city lands will be encroached upon.

The Santa Fe have a modern layout for their freight station on the west bank of the Los Angeles River between First and Sixth Streets. Ample opportunity for expansion to take care of their general freight development is provided for.

Southern Pacific have a very large freight depot on North Alameda Street and College. They have ample grounds and possibilities for extensions when needed, and when the uncertainty of the permanency of any railroad facility is once determined within the City of Los Angeles. In addition to this latter location, the Southern Pacific have opportunity for expanding their freight facilities on property that they own on Alameda and Sixth Streets, which will be in the very heart of the City of Los Angeles. They have other property at Seventh and Alameda Streets where ample and up-to-date freight handling facilities could be established.

In this day and age we all necessarily look to experts in their particular line. Mr. F. P.

Gregson, representative of the Associated Jobbers at Los Angeles, says: "In receiving of cars we have possibly an ideal condition and we have also an ideal situation. I know of no other city so ideally situated as Los Angeles, from a track situation. First, you must understand that all transcontinental roads today have absolute access, unrestricted and untrammelled access to each other's side tracks.

We don't want to be squeezed on Alameda Street between any two rival real estate propositions or between any two institutions in Los Angeles. . . . Any scheme that is thought of must be for better economic reception of cars and forwarding of cars."

Should a union freight terminal be considered, it would simply mean the establishing of one general central locality and separate sheds for each one of the railroads, as it is not an economic or practical proposition for the entire less than carload freight of Los Angeles to be sorted and distributed from one general floor and it is likewise impossible to provide frontage of sufficient length and streets of sufficient width so as to avoid the congestion that would necessarily follow. There is more necessity for better team tracks in various parts of the city, and probably as conditions warrant, the establishing of less than carload freight stations for the various roads at points where business conditions justify them.

The freight yards of the Southern Pacific on North Alameda Street or San Fernando must be retained for the switching and breaking up of the switch engine industrial trains for distribution in and around Los Angeles. New yards proposed by the Southern Pacific in the vicinity of the Pacific Fruit Express icing plant are designed for the handling of through trains and through freight business, and they are too far removed from the industrial center of the city to serve as industrial car yards.

Pacific Electric Facilities

The Pacific Electric has suffered in development as have all electric transportation systems of the United States, through uncertainty as to

the return on new capital necessary to such development.

The Pacific Electric has been injured by the development of the automobile, the jitney bus and the auto truck; and, of course, its plans have been retarded by the unsettled conditions due to the war. It is necessary to have greater remuneration for the service being performed and it is hoped that the Railroad Commission will increase rates equitably. With this relief, greater stability will be given the financial situation, but there is an economic limit to the amount of new money that can be put into any public utility. Engineers, therefore, in planning, must build in the most economical manner consistent with the development of the community. The service is suffering on account of the delays attendant upon the construction of overhead routes in Los Angeles to the east and northeast and south. Engineers advise that the subway from the Sixth and Main Street building along Main Street to the connections at Aliso Street (proposed in connection with the Plaza plan) would not satisfactorily relieve delays now attendant upon this service. Furthermore, it would involve an expenditure of at least \$7,000,000, which probably could not be financed. Nor would the charter provisions of the City of Los Angeles allow this to be constructed except upon payment and ownership resting with the city. It is doubtful if a bond issue for this purpose would appeal sufficiently to the citizens of Los Angeles to carry, since it would serve only one section of the interurban lines and nothing else. On the other hand, the expenditure of probably \$3,000,000 provided by private capital and at once (which must be coupled with the Salt Lake-Southern Pacific plan) would enable a practical, economical and rapid transportation line to be built, eliminating grade crossings and providing transportation that would not be delayed through traffic congestion.

As stated heretofore, such facility would likewise grant the necessary relief to the patrons to the south.

The Pacific Electric has not abandoned its rapid transit project, or what is known as the "Subway" running west from the Hill Street Station. This project should be taken in hand as soon as financial conditions warrant and at least the first unit of the construction from Hill Street to Figueroa Street should be undertaken. With this completed and with financial stability restored, it is believed that in the future this subway line will be built, provided Los Angeles will amend its charter and make it possible for private capital to consummate this much needed project. The plan of the railroads requires no bond issue on the part of the city—all other plans do.

As shown heretofore in this report, the interests of the City of Los Angeles are more concerned in the handling of 14,300,000 passengers to and from the south, 12,800,000 to and from the north and northeast and 21,000,000 out of the Hill Street Station than the handling of less than 3,000,000 by the combined steam lines.

Summarizing the points of advantage and, therefore, to be borne in mind, are:

1st. The providing of the Salt Lake Railroad with a commodious and up-to-date passenger station within easy access to the center of Los Angeles.

2nd. The relief of traffic on Alameda Street by the entire elimination of all through freight, passenger and light engine movements.

3rd. The concentration of all through freight, passenger and light engine movements along natural arteries—both banks of the Los Angeles River, thus affording, as a first step, the immediate relief of traffic conditions and at the same time taking advantage of the existing viaducts on the Los Angeles River; also making it possible to take up in sequence the additional bridges that may be necessary from time to time crossing the river and the tracks of the transcontinental and interurban railroads.

4th. The stabilizing of business interests by a permanent plan:

(a) Private capital will not invest unless business centers are known to be more or less permanent.

(b) Railroad corporations cannot plan and expand their facilities to take care of the city's railroad business as it grows and develops unless the governing bodies of a city will approve of a definite plan and stick to it. The Salt Lake-Southern Pacific-Pacific Electric plan was approved by the City Government, by the Railroad Commission and by the Civic bodies at the time they granted permission to construct the present Southern Pacific depot at Fifth and Central. This station was the first unit in that development and the city, through its business interests, should now encourage the completion of this project.

5th. It consummates the only feasible and practical plan that will relieve the present congestion and delay to interurban traffic and give a faster and dependable schedule.

6th. Upon the consummation of this first unit of the plan as far as the interurban service is concerned, conditions will be created so that relief to the interurban traffic in other parts of the city should readily follow. Furthermore, it will encourage the steam roads to plan and build additional yards, additional team tracks and additional freight houses along definite and practical lines.

Respectfully Submitted

**Los Angeles & Salt Lake Railroad Company
Southern Pacific Company
Pacific Electric Railway Company**