

**THE SOLUTION**  
OF THE  
**LOS ANGELES STATION**  
**PROBLEM**

OFFERED BY

**UNION PACIFIC SYSTEM**  
**ATCHISON, TOPEKA & SANTA FE RY.**

AND

**SOUTHERN PACIFIC COMPANY**

ALSO PLAN FOR

**ELEVATED CONSTRUCTION**

RESULTING IN

**COMPLETE GRADE CROSSING ELIMINATION**

**FOR NORTHERN AND SOUTHERN DIVISION**  
**INTERURBAN TRAINS OF**

**PACIFIC ELECTRIC RAILWAY**

(12-22-25)

# LOS ANGELES STATION FACILITIES AND GRADE CROSSING RELIEF

PROPOSED BY  
UNION PACIFIC SYSTEM  
ATCHISON, TOPEKA & SANTA FE RY. CO.  
SOUTHERN PACIFIC CO.  
PACIFIC ELECTRIC RAILWAY

Los Angeles, Cal., December 22, 1925

In order that there may be no misunderstanding of the causes underlying the attitude of the three steam railroads and the interurban electric line serving Los Angeles in seeking to provide modern and adequate passenger stations; to eliminate vexatious delays to passengers, pedestrians and automobilists, as well as to do away with the hazard attendant to the many grade crossings in the business district of Los Angeles, the following statement is made by the Union Pacific System, Atchison, Topeka & Santa Fe Ry. Co., Southern Pacific Co. and the Pacific Electric Railway.

#### Historical Review

April 27th, 1916—The Railroad Commission of California ordered installation of interlocking plant at Aliso Street to protect movement of Pacific Electric trains across tracks of the Santa Fe and Union Pacific at the Los Angeles River.

June 16th, 1916—The Municipal League filed complaint with the above commission requesting elimination of railroad crossings; to prevent the use of streets longitudinally by railroads; and requiring construction of Union

Passenger and Freight facilities of the steam railroads.

July 6th, 1916—Civic Center Association of Los Angeles filed a similar complaint as to grade separation only.

July 6th, 1917—Central Development Association filed complaint asking for separation of grades and a Union Passenger Station.

July 15th, 1916—City of Pasadena

July 26th, 1916—City of Alhambra

July 26th, 1916—City of San Gabriel

July 28th, 1916—City of South Pasadena

all filed complaints against the three steam lines and the Pacific Electric, including as defendants the City of Los Angeles, demanding separation of the railroad grade crossings on Aliso Street and separation of grades at Mission Road, and objecting to order of the California Railroad Commission of April 27th, 1916, requiring installation of interlocker.

One of the principal contentions of the railroads throughout the entire case has been that there should be no connection between the consideration given the grade crossing problem and the desire of some of the north end property owners for a Union Station at the Plaza.

The California Supreme Court in reviewing the case said:

**"We can see no indispensable relation between the elimination of grade crossings and the establishment of union depot facilities."**

This view received still further confirmation in a visible and practical way by the City of Los Angeles, the County of Los Angeles, the three steam lines, the Pacific Electric Railway and the Los Angeles Railway agreeing that the separation of grades at Macy, Aliso, First, Fourth, Seventh and Ninth Streets at the Los Angeles River for rail and vehicular travel was both desirable and necessary. Application was filed with the Railroad Commission to apportion the cost. The Ninth Street viaduct has been completed; Macy Street is under construction; plans for Seventh Street have been completed and work will be undertaken shortly. Fourth, First and Aliso Streets will be similarly treated.

There, therefore, now confronts the public and the railroads but two grade crossing problems.

(1) Pacific Electric interurban train operation on Aliso, Seventh, Ninth, Main and San Pedro Streets, and

(2) Southern Pacific train operation on Alameda Street.

The Southern Pacific, Union Pacific and Pacific Electric in 1917 voluntarily entered into an agreement under which the Union Pacific was to be given access to the Central Passenger Station at Fifth and Central Avenue in exchange for use of its right of way for passenger and freight trains of the Southern Pacific and the Pacific Electric.

If the carriers named receive necessary approval of the regulating bodies to proceed to carry out this agreement, an elevated railroad between the east bank of Los Angeles River and Central Station

will be constructed which will remove all Southern Pacific passenger and freight trains, except industrial switching, from Alameda Street; the Pacific Electric will extend its elevated from Main Street Station, now terminating at San Pedro Street, to the east bank of the Los Angeles River, with a branch extending southerly from a point near Seventh and Alameda Street to a connection with its present interurban line reaching Southern Division points near Fourteenth street and this will remove all its interurban trains between Main Street Station and points North, South and East of Los Angeles on its Northern and Southern Division, such as Long Beach, Pasadena, Monrovia, Glendora, Covina, Pomona, San Bernardino, Redlands, Riverside, Orange, Santa Ana, Newport Beach, Huntington Beach, Redondo Beach, Gardena and hundreds of other stations from congested downtown streets of Los Angeles.

This would shorten the running time between Los Angeles and stations on the Northern Division at least seven minutes during ordinary hours of travel and at least 15 to 20 minutes during the rush hours of travel; and on the Southern Division at least five minutes during ordinary hours of travel and at least 10 to 15 minutes during the rush hours of travel, as well as practically abolish present unusual delays due to pedestrian and vehicular interference and interruption during rush hour periods.

This is the greatest grade elimination provision that has been suggested by anyone. It will not only mean a very material saving in time to the million and a half passengers that the Pacific Electric handles between Main Street Station and points on its Northern and Southern Divisions monthly, but it will also remove the 1200 interurban trains used in transporting them daily from the streets, eliminating for the Pacific Electric alone 18,000 cross-

ings at grade daily, each of such movements being a potential hazard to lives. This can be accomplished under no other plan.

The Santa Fe for the past several years has been anxious to proceed with the building of an adequate and commodious passenger station at its present site. This Company has adequate passenger tracks and other facilities of its own, desires and will, if permitted, at once build an ample passenger station commensurate with the City of Los Angeles and its future growth and does not desire to join in the Union Passenger Station project.

**The basic reason for the construction of a Union Passenger Station in any city is to save passengers from transferring between one depot and another when passing through.**

None of the plans for a Union Station so far advanced, have taken care of the Pacific Electric passengers without transferring across the City. There are more passengers transferring between the Pacific Electric Main Street Station and the different steam lines in one day than between all the steam lines in a week. This difference in the number of passengers will be greatly increased as the city grows and traffic congestion continues to spread. Therefore, the Pacific Electric interurban trains should serve the steam line stations if it can be so arranged.

The only site within a reasonable walking distance that the Pacific Electric can pass and directly serve, without spending an amount of money that is prohibitive, is the present Central Station which the Union Pacific agrees to use jointly with the Southern Pacific.

The plan for the present Central Station makes this a Union Station for the Southern Pacific-Union Pacific and Pacific Electric Northern and Southern Divisions.

A Union Station at the Plaza site was originally proposed for the north end by owners of property in that vicinity.

In the merging of the El Paso & Southwestern Railroad with the Southern Pacific Company, this property came under the ownership of the Southern Pacific. **Despite the fact that the Southern Pacific owns some of the property where the so called Plaza station would be located, its officers feel that it is the wrong location for a passenger station.**

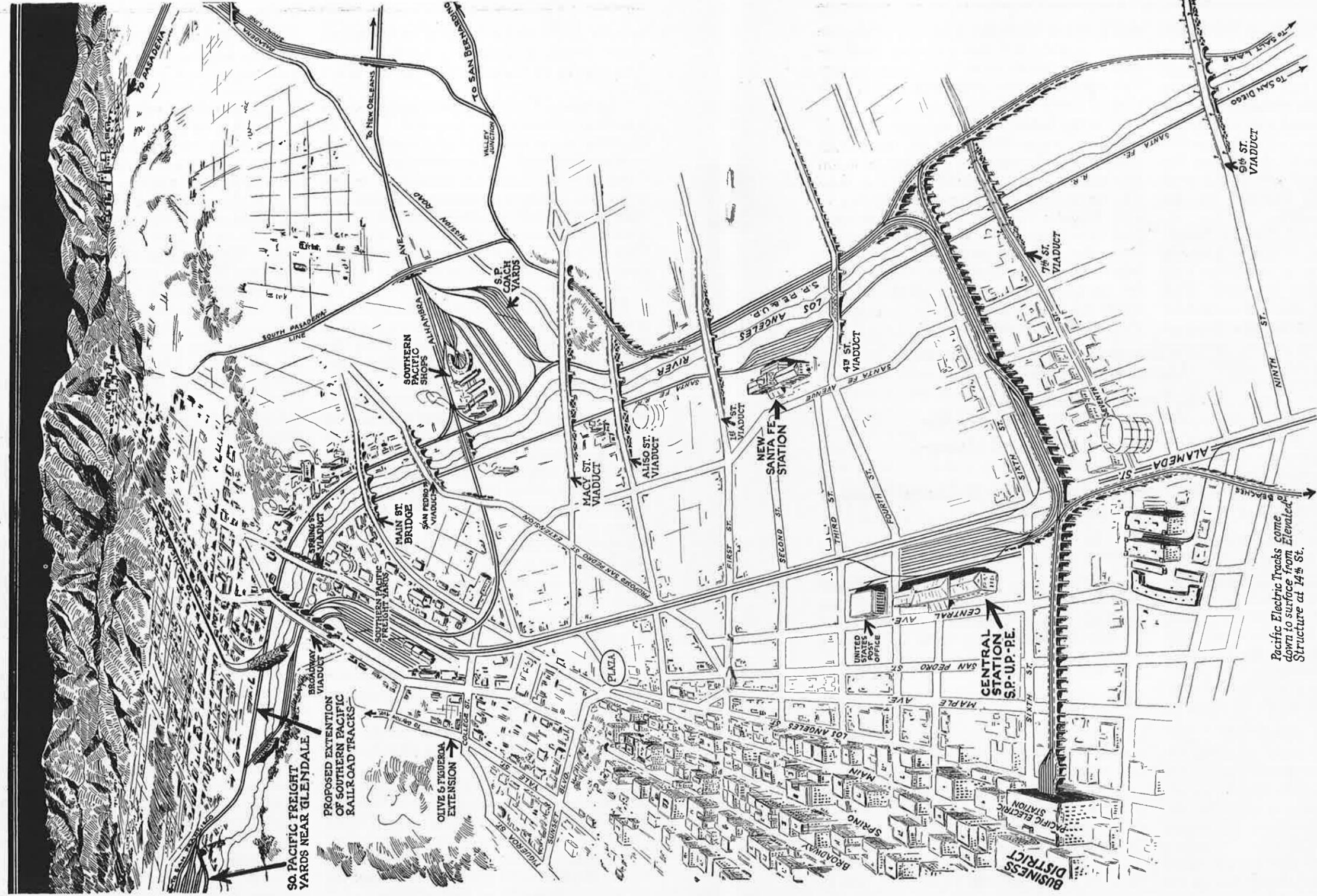
If a Union Station were to be built at the Plaza it has been proposed to operate a shuttle car between Pacific Electric Main Street Station and the Plaza Station, Northern Division trains passing the Plaza Station site at grade. This is a condition that could not continue permanently and the proposed shuttle car would mean a transfer across the City for all Southern and Western Division passengers exchanged between the Pacific Electric and steam lines.

One of the schemes advocated by the proponents of the Plaza Union Station is to extend an elevated longitudinally down San Pedro Street from the Plaza Site. Such a structure is unnecessary under the railroad plan and the cost of same, in any event, would be prohibitive.

To have a Southern Pacific-Union Pacific-Pacific Electric joint station, is far more important to the City of Los Angeles and the district tributary to it than a Union Station would be for the three steam lines alone.

The Kelker, De Leuw "Report on a comprehensive Rapid Transit plan for the City 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 for immediate construction,—an extension of the Pacific Electric elevated to a point just east of the Los Angeles River and thence northerly paralleling the river to Aliso Street, with a branch extending southerly from a point near Seventh and Alameda Streets to a connection with its present interurban line,

# SKETCH SHOWING RAILROADS' PLAN



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 from Main Street and east; 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.

reaching Southern Division points, near Fourteenth Street.

This corresponds with the treatment given the interurban line in the Union Pacific-Southern Pacific-Pacific Electric plan and cannot be carried out unless this plan is approved by the necessary public authority, since the use of the Union Pacific property on the east side of the river by the Pacific Electric depends on the adoption of the entire plan.

It must be remembered that the Southern Pacific holds title to its station grounds under a reversion clause or condition subsequent, to the effect that the lands "shall be used for a general railroad passenger station and for general passenger baggage

**F. H. Knickerbocker, General Manager,  
Union Pacific System.**

**W. K. Etter, General Manager,  
Atchison, Topeka & Santa Fe Ry.**

**T. H. Williams, Asst. General Manager,  
Southern Pacific Co.**

**D. W. Pontius, Vice President & General Manager,  
Pacific Electric Railway.**

(Copy of statement issued on November 30th, 1925, over the personal signatures of W. B. Storey, President, Atchison, Topeka & Santa Fe Railway Company, Wm. Sproule, President of the Southern

and express business, and not otherwise . . . . . and that said premises shall revert to the grantors or their heirs, executors, administrators or assigns upon breach of said condition."

It is the belief of the managements of the three steam lines and of the Pacific Electric that the expense for a union steam line station is not justified since less than two percent of the passengers arriving in Los Angeles transfer between stations; that, based on their studies and experience, the railroad proposals are logical; that they will stabilize realty values and if the necessary approval is given the railroads are willing and anxious to carry out these projects at once.

Pacific Company, and C. R. Gray, President of the Union Pacific, as well as one by Paul Shoup, President of the Pacific Electric Railway, is set forth on pages 9 to 12.)

## STATEMENT OF THE PRESIDENTS OF THE UNION PACIFIC, SANTA FE AND SOUTHERN PACIFIC

RELATING TO THE PASSENGER STATION SITUATION  
AT LOS ANGELES

November 30, 1925

The passenger station situation of the three steam roads in Los Angeles has been very carefully reviewed in the light of all available data.

The service to be rendered the public was given primary consideration. The facilities necessary at each site now and hereafter and the interchange of traffic between the lines were again carefully checked. The positions of the stations as related to the gathering and distributing service of the Pacific Electric as it might be developed were reviewed. The need for railways, especially in this era of extensive automobile competition, to be closely in contact with their patrons just as department stores are, was recognized in this study. The center of population, the trend of its movement, the avenues of travel to and from the stations—all facts dealing with accessibility—were carefully gone into.

The result has been to convince us that a union passenger station in Los Angeles is not necessary in the interest of the public and is not in the interest of the railroads. The reasons are as follows:

1. Only 2% of the passengers leaving or arriving in Los Angeles by the steam lines are interchanged between the steam roads, that is, have to go from one station to another. If the Southern Pacific and Union Pacific occupy the same station, then this percentage will be reduced. The baggage is transferred without any inconvenience to the passengers, many of whom either have business in Los Angeles or are anxious to see the city. It is so

obvious that the creation of a union station to serve the small number relatively of travelers going through the city and changing roads here would involve an expense so out of proportion to the service thus rendered as to be absurd if there are no other reasons for a union station.

2. Southern Pacific owns attractive and adequate station—the Central Station—which for a great many years can accommodate the passenger business of its own lines and of the Union Pacific, which it now cares for and which can be readily enlarged on land already owned when the need arises. To destroy this building and the passenger facilities appurtenant thereto, unless there be compelling reason, would be a woeful waste.

3. The Santa Fe admittedly needs a new station building. That line has adequate passenger terminal tracks and to move its station to another location would mean waste in disuse of such facilities. It has ample ground on which to build a station in keeping with Los Angeles and this it now proposes to do. The Santa Fe station location is readily accessible from all parts of the City.

4. The trains of the various steam railroads in very considerable numbers arrive and depart at the same time of the day. The service of private automobiles and taxicabs in connection with the distribution of passengers to and from such stations is extensive indeed. It is much easier to provide suitable parking space for automobiles if all the traffic be not cen-

tralized 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.

5. The very great increase in investment necessary at any adequate location for a union station is entirely out of proportion to any benefits to be derived. The railways need all their money available to meet the growing traffic demands of the territories they serve. This is especially true of the growing Pacific Coast where a great many millions each year, now and hereafter, must be provided to create and add to necessary facilities. These include new lines, many thousands of new cars, more locomotives, increased yards, heavier rails and roadbed, and so on. The money and credit of the railroads should be used for the vitally important investments essential to service. They should not be used to replace serviceable facilities with others that might be more ornamental or impressive. For every dollar that the steam railroads have or will have a much more useful service to the public can be found than by putting such money into a union station at Los Angeles.

6. The plan proposed for separate stations, one the Central Station to serve the Southern Pacific and Union Pacific, and the other the new station of the Santa Fe, is the most economical solution of the problem. It preserves useful existing facilities in the largest degree. It makes possible through the agreement of the Southern Pacific and Union Pacific, the carrying out of the Pacific Electric plan for taking its interurban cars off the streets of Los Angeles, thus giving the maximum of service between the heart of Los Angeles and neighboring territory in Los

Angeles, San Bernardino, Riverside and Orange Counties. This problem of rapid transit to and from the heart of Los Angeles is really very much more important than any union steam line station question. Steam line passengers to and from points in these counties served by the Pacific Electric, numbering several hundred stations, are given the advantage of that line's service, passing the Central Station with a regular service of several hundred trains a day. This is not practical at any other station location that has been discussed.

7. The question of grade crossings has been definitely set aside by the Supreme Court of the United States, affirming decisions of the lower courts, as one for consideration apart from the union station. Our own study shows that these questions in large part have no relation of one to the other. The Union Pacific and Santa Fe grade crossings along the river are being and will be separated under plans that would fit almost any station location. The use of Alameda Street by the Southern Pacific considered as a "grade crossing" problem is solved by the proposed entrance over a right of way already substantially acquired by the Southern Pacific and Union Pacific to the Central Station by an elevated road paralleling that of the Pacific Electric across the Los Angeles River eastward and the use thence north and south of the right of way of the Union Pacific.

Our conclusion is, therefore, that the Central Station should continue to be occupied by the Southern Pacific and Union Pacific, with expansion whenever made necessary by increased business and for which space is available; that the plans of the two companies for an elevated road eastward across the industrial district, utilizing the Union Pacific right of way on the east side of the river and making it

possible for the Pacific Electric to give an elevated railway service eliminating all grade crossings to and from the heart of the business center of Los Angeles, should be made effective; and that the Santa Fe, with its adequate passenger yards and land already owned for a site of a fine passenger station commensurate with the city of Los Angeles and its future, should be permitted to carry out its plan and build its own separate station.

As soon as permission can be secured from the public authorities, the Santa Fe, Southern Pacific and Union Pacific will proceed immediately to carry out their

plans and follow them through to an early conclusion. Under these plans the Southern Pacific and Union Pacific will create an approach to the Central Station free from grade crossings; the Santa Fe will build a station in keeping with Los Angeles and its future; the Pacific Electric has announced that it will complete the elevated from the rear of its main station at 6th and Main Streets to a connection with its line on private right of way east and north and with an extension of the elevated from Alameda Street southward along Alameda Street to 14th Street, and connecting with its private right of way line.

C. R. Gray, President,  
Union Pacific System.

W. B. Storey, President,  
Atchison-Topeka & Santa Fe Ry.

Wm. Sproule, President,  
Southern Pacific Co.

# EFFECT UNION STATION WOULD HAVE ON PACIFIC ELECTRIC RAILWAY AND THE PUBLIC

November 30, 1925

The Pacific Electric is not directly involved in the station problem in Los Angeles, but the solution of that problem vitally affects its plans for taking its trains off the City streets.

Under the agreement between the Union Pacific and Southern Pacific whereby the former uses the latter's Central Station, the Pacific Electric obtains a right-of-way over the Union Pacific property on the east side of the river from a point along Sixth Street extended, northward to the private right-of-way of the Pacific Electric at Aliso Street. It also has the right to use the right-of-way of the steam lines between Alameda Street and the river provided by the steam lines to make an approach from the east side of the river without grade crossings to the Central Station, eliminating the use of Alameda Street by the Southern Pacific for other than industrial switching.

**The most important transportation problem in Los Angeles is not that concerning the steam lines, but getting the hundreds of Pacific Electric interurban and suburban trains off the streets and at the same time providing a rapid, regular and frequent train service in and out of the heart of Los Angeles so essential both to the City and to the several hundred thousand people resident along the Pacific Electric's lines in the eastern and southern part of Los Angeles County and in Riverside, San Bernardino and Orange Counties.**

As soon as the Southern Pacific and Union Pacific are definitely located at the Central Station site the Pacific Electric is ready and willing to proceed with the construction of an elevated line from back of its main Passenger Station at Sixth and

Main Streets on to Alameda Street, with one elevated line diverging thence southward to a connection with its four track private right-of-way line at Fourteenth Street; the other elevated line proceeding eastward along the southern end of the Central Station property across the river and thence northward over private right-of-way to a connection with its private right-of-way line at Aliso Street, thus freeing from the use of City surfaces and grade crossings all of its interurban train movements in and out of Los Angeles on both Northern and Southern Divisions. At the same time passengers interchanged between the Pacific Electric, on the one hand, and the Union Pacific and Southern Pacific at the Central Station, on the other, will have the benefit of the Pacific Electric service to and from the several hundred stations on that line in the territory it serves. Arrangements have already been made to check baggage through and to sell through tickets.

With the increasing use of street surfaces by vehicular traffic the growing need for this regular and fast service between suburban communities and the heart of Los Angeles and the freedom from hazards of accident that will come with this great improvement, I do not know of any other railway construction that could be of equal benefit to Los Angeles and the thickly populated territory of Southern California that surrounds it.

**If the program of the steam lines for passenger stations is carried out as outlined in their statement, then this program of the Pacific Electric becomes practicable and will be put into effect.**

**Paul Shoup, President.  
Pacific Electric Railway.**