



*BEVERLY HILLS,
as it looked in 1910.
(Security Pacific
Bank)*

TOKIO STATION, on the outskirts of Venice, is shown in bottom photo.

(T.L. Wagenbach)

(the 700 Class) entered regular service the following day to the beaches.

On July 1, 1908, LAP began operating its cars over the Southern Pacific's Santa Monica line and the Soldiers' Home branch. An April 4, 1908 lease made this line available to LAP from Sentous to Port Los Angeles and to Soldiers' Home. LAP electrified the line and thus added 13.49 miles of route.

Another big job was the building of the Ocean Park Station; it faced on the Trolleyway between Pier Ave. and Marine St. and was a one-story structure with an ornamental colonnade.

Undoubtedly the biggest event in the development of Hollywood (until the arrival of the movie industry) occurred on September 15, 1909. On that day LAP opened its two Hill

Street tunnels for service. At the same time, the Hollywood and Colegrove lines began standard gauge operation and changed their downtown terminus to the Hill St. Station.

By using the tunnels, the circuitous route over LARy tracks to Sunset Blvd. was eliminated and 10 minutes saved per trip. Hollywood celebrated with an extravaganza—its first—featuring a monstrous parade and a civic celebration at the home of celebrated artist Paul DeLongpre.

The Great Merger

The events leading up to the Great Merger which consolidated all the electric interurban railways in the Los Angeles Basin into the great *Pacific Electric* system were triggered by an event which occurred in May, 1910. After Harriman secured control of LAP in 1906, Sherman and Clark remained as minority stockholders and continued as executive officers and directors. On May 28, 1910, the two Arizonans retired from active participation in LAP after selling all their remaining stock to the Southern Pacific Co. Once in complete control of LAP, SP pressed Henry E. Huntington to sell his 50 percent of stock in the other suburban electric railways of the Los Angeles area.

Huntington was willing to talk. A restructuring of the electric lines into narrow-gauge city and standard-gauge interurban systems was worked out and negotiations were successfully terminated by the following year. Huntington retired from the interurban field to continue as owner of the city street railway system of Los Angeles, in the process pocketing a cash bonus running into eight figures. Harriman did not live to see this happen, as he died in 1909 in Russia where he had gone seeking to acquire control of the Trans-Siberian Railway for his dream project: a round-the-world railroad.

LAP brought into the new PE the following: 204.67 miles of owned lines (equivalent single track), 26.20 miles of leased lines, 172 passenger cars, 194 freight cars and 25 service cars. It also brought into the new company \$21 million in outstand-

