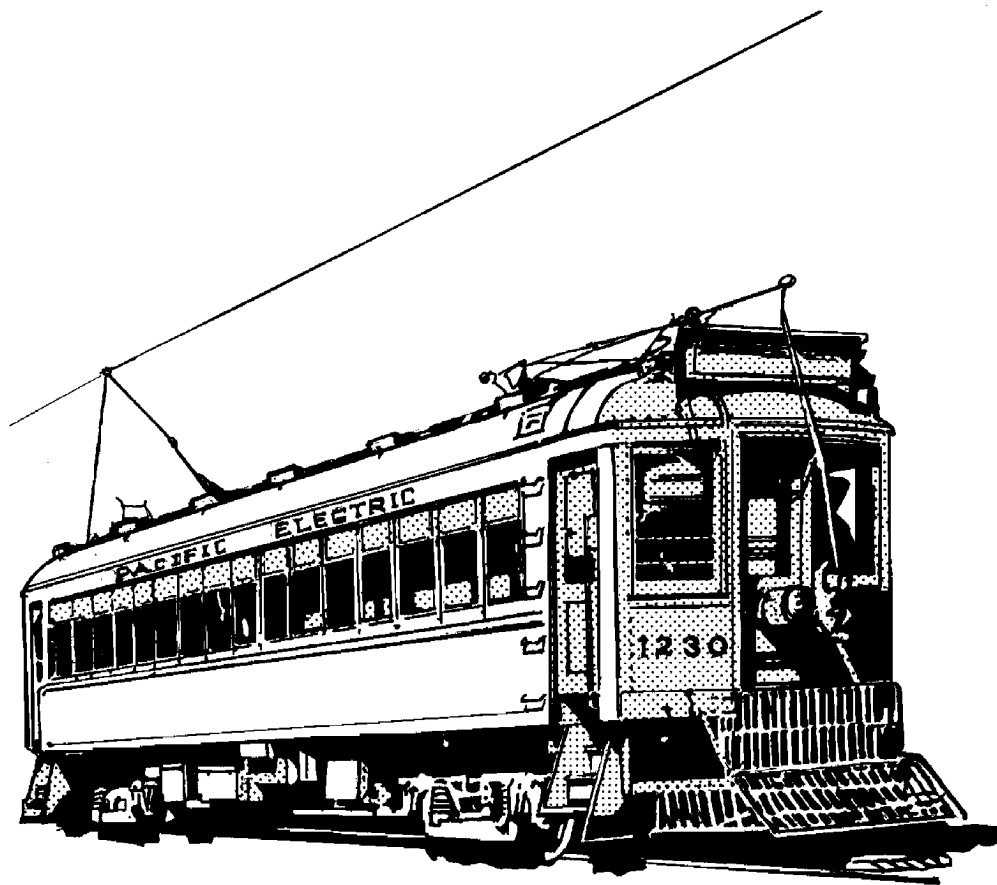


1981 Inventory of

# PACIFIC ELECTRIC ROUTES



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ANGELES - DISTRICT 7 - PUBLIC TRANSPORTATION BRANCH

1981

INVENTORY

OF

PACIFIC ELECTRIC ROUTES

PREPARED BY

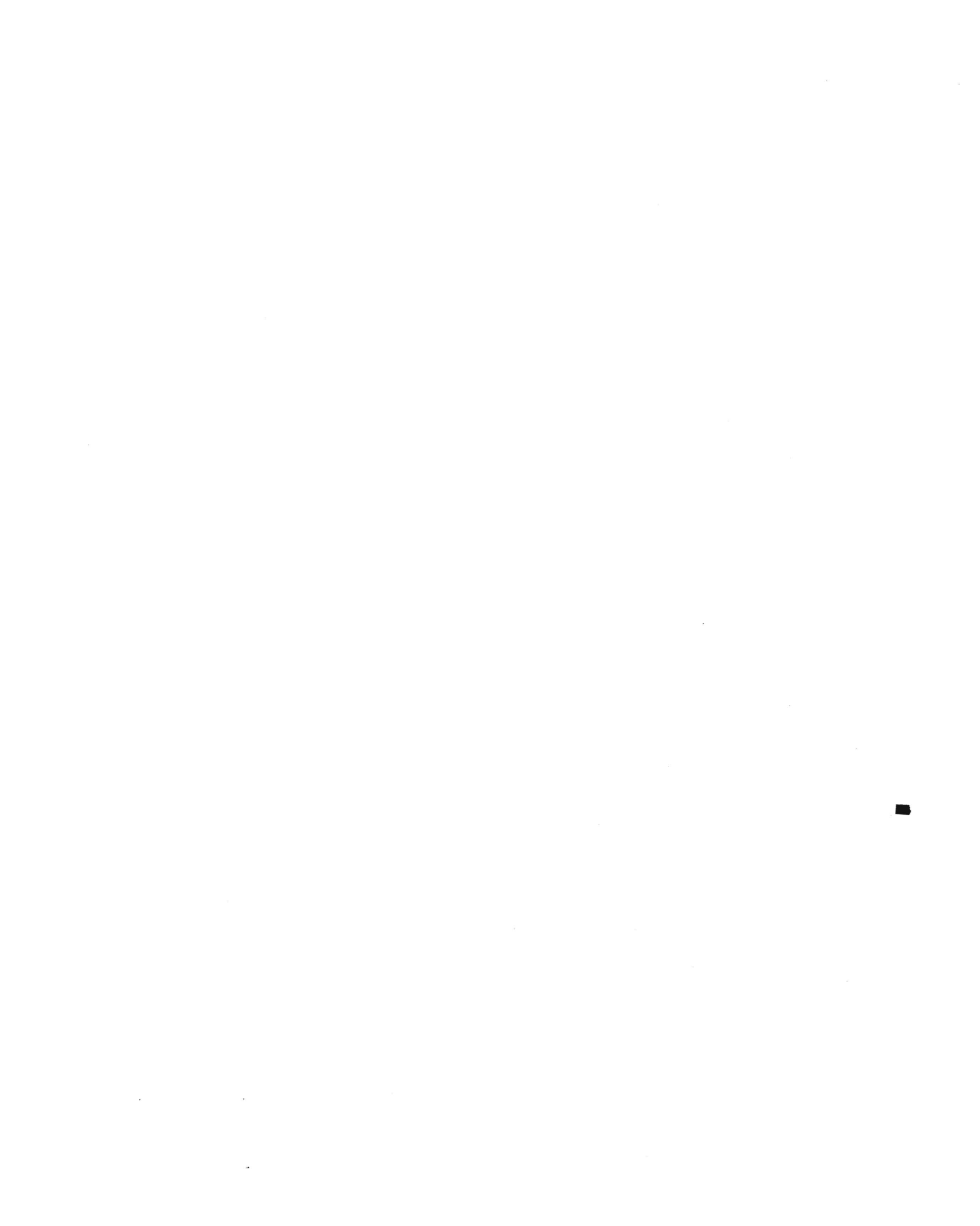
CALIFORNIA DEPARTMENT OF TRANSPORTATION

(CALTRANS)

DISTRICT 07

PUBLIC TRANSPORTATION BRANCH

FEBRUARY 1982



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I. EXECUTIVE SUMMARY

I. EXECUTIVE SUMMARY

Implementation of light rail transit (LRT) service in the Los Angeles Metropolitan area has recently emerged as a significant and timely transportation issue. CALTRANS and local agencies have completed or have under way studies of several former Pacific Electric lines, to determine their feasibility for potential light rail use in major transportation corridors in the region.

This report inventories the former Pacific Electric Railway network and assesses the existing conditions of major Pacific Electric routes. The inventory was prepared by CALTRANS to provide decision-makers with another tool for determining the feasibility of near-term implementation of LRT service and to aid in identifying routes for further study.

The Pacific Electric, nicknamed "The Big Red Cars" was the most extensive interurban trolley system ever constructed and was highly respected for its quality standards. During the first half of this century, the Pacific Electric was the prime transportation force in the development of Southern California. A map of the former Pacific Electric System is shown on Page 3a.

Since the utilization of abandoned or under utilized rail rights of way can be an extremely cost effective method in the application of LRT, evaluating the suitability of using remnants of



the Pacific Electric System is a logical step towards future LRT development.

The inventory covers approximately 440 miles of the former Pacific Electric System. Historical investigation was followed by a field review of all the lines. Review and inventory activities included evaluating alignments in terms of the following factors:

- . Structural Obstructions
- . Surface Conditions
- . Neighborhood Environment
- . Adjacent Facilities
- . Existing Usage

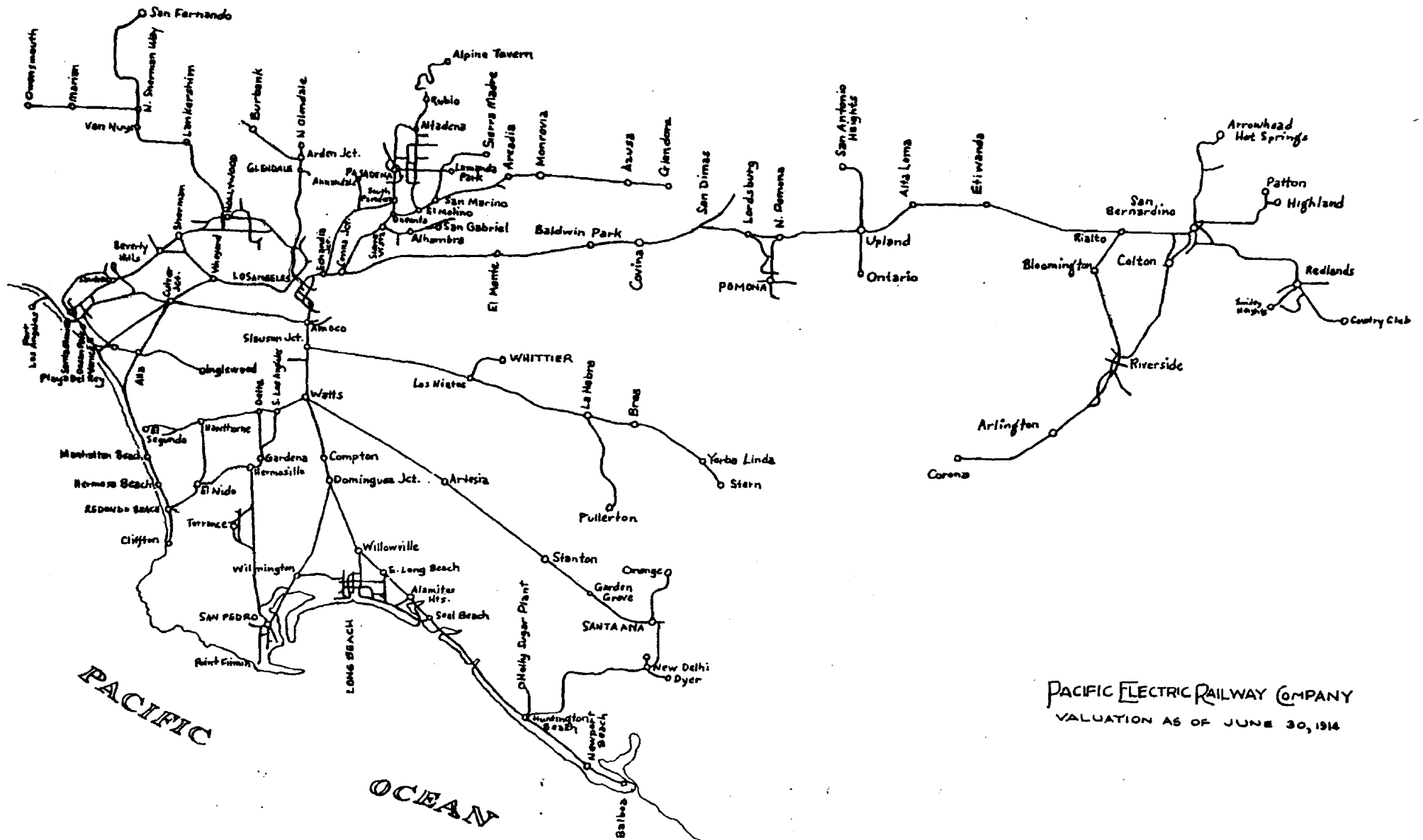
The present day conditions of the lines were then categorized under several classifications of usage. A composite map showing the lines and their usage is included on Page 3b. A summary of usages and mileages is provided in the following table:

<u>EXISTING USAGE</u>	<u>MILEAGE</u>
EXISTING FREIGHT LINES	165
RIGHT OF WAY REMAINS, RAILS REMOVED	35
BOULEVARD MEDIAN	80
PAVED AS STREET/FREEWAY	95
BUILT UPON, OR USED FOR ANOTHER PURPOSE	70

The final section of the report identifies major problems and issues relative to each former Pacific Electric line that would have to be addressed in order to implement light rail transit on the line. Further analysis of these issues is needed to determine the potential for developing light rail transit on specific lines.

This "Inventory of Pacific Electric Routes" is intended to serve as a reference document in the overall development of rail transit in the Los Angeles area. Much of the data included in this inventory will aid in the identification and prioritization of lines suitable for "near-term" light rail implementation. Moreover, certain sections of lines may prove appropriate as future links to achieve regional connectivity or may prove desirable for use as a local transit facility. It is hoped that the background information provided herein will expedite the effective utilization of the valuable transportation resource which the former Pacific Electric System lines represent.

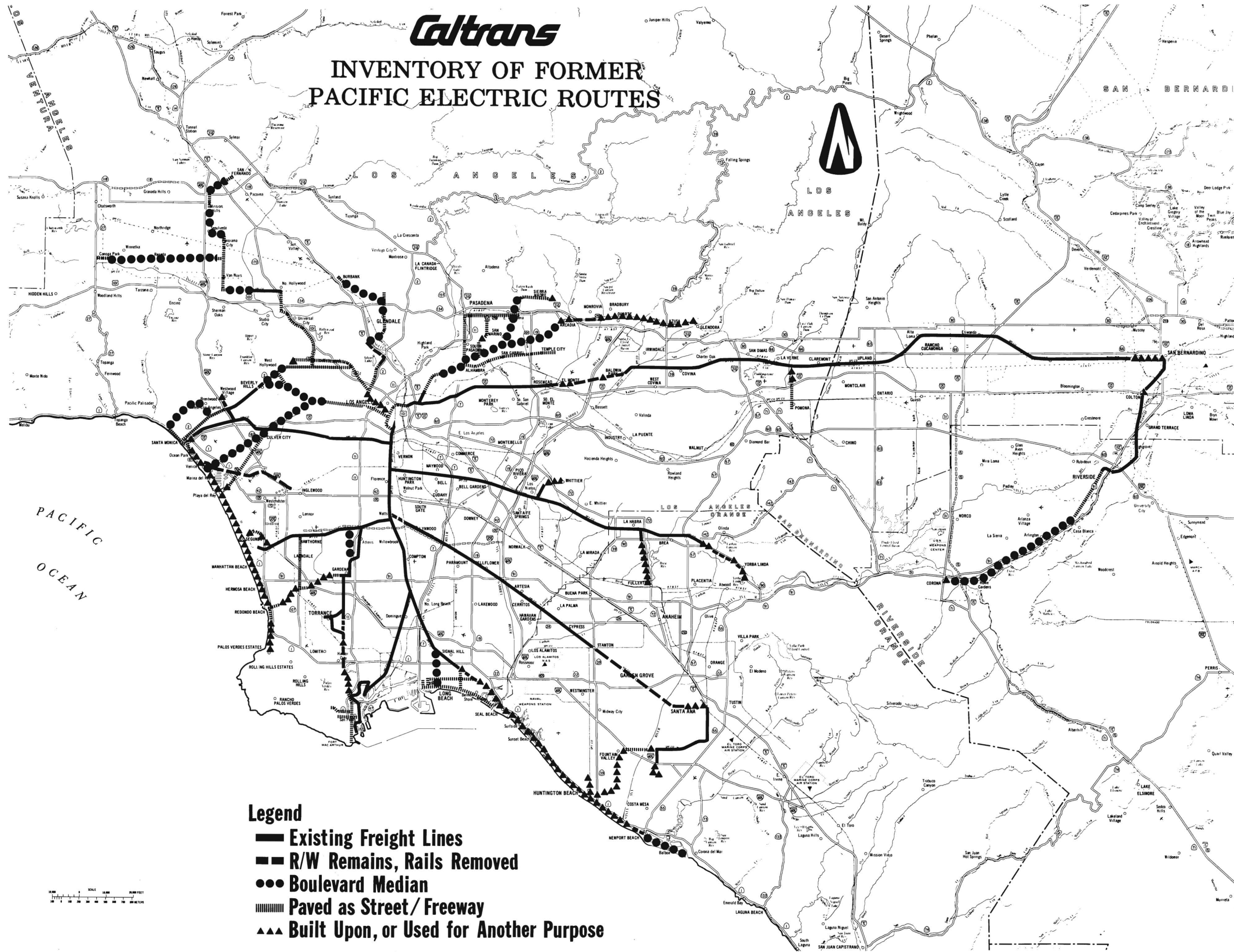
A special thanks is extended to INTERURBANS for permission to use their maps from Lines of the Pacific Electric, Interurbans Special 60 and Special 61.



PACIFIC ELECTRIC RAILWAY COMPANY  
VALUATION AS OF JUNE 30, 1914

# Caltrans

## INVENTORY OF FORMER PACIFIC ELECTRIC ROUTES



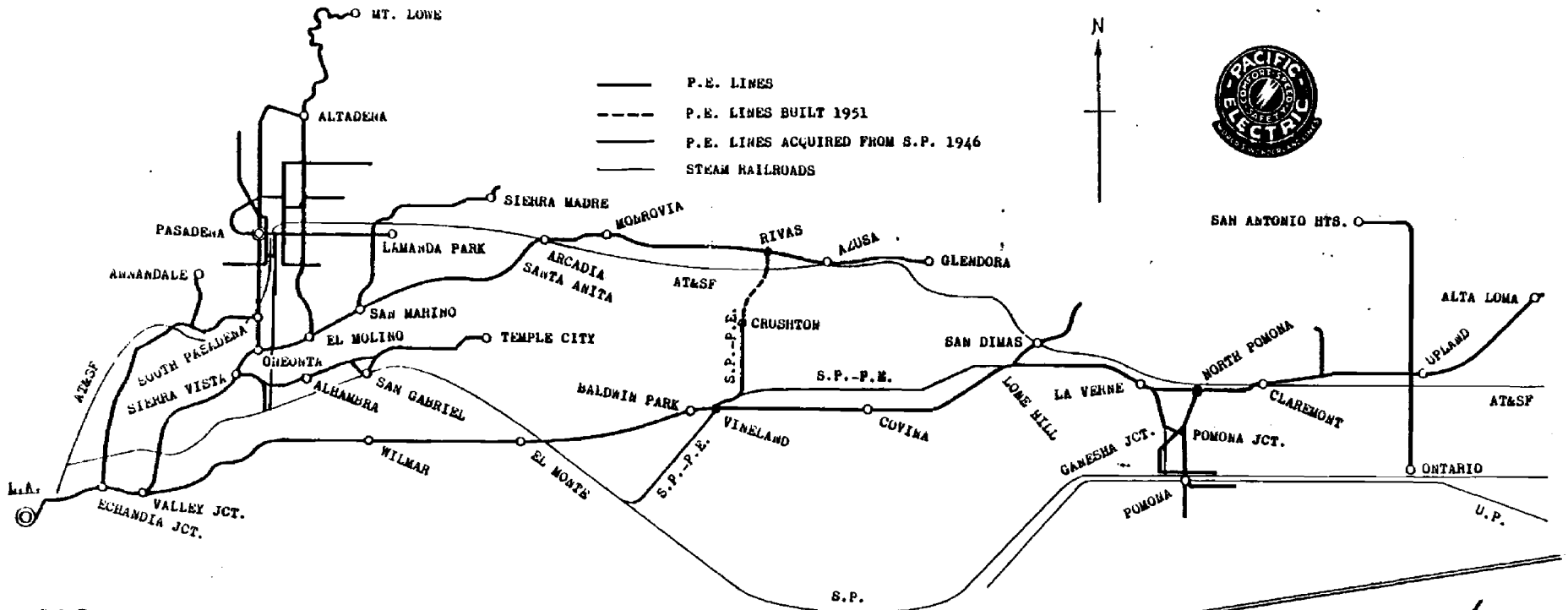
### Legend

- Existing Freight Lines
- - - R/W Remains, Rails Removed
- Boulevard Median
- ||||| Paved as Street/Freeway
- ▲▲▲ Built Upon, or Used for Another Purpose

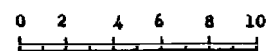
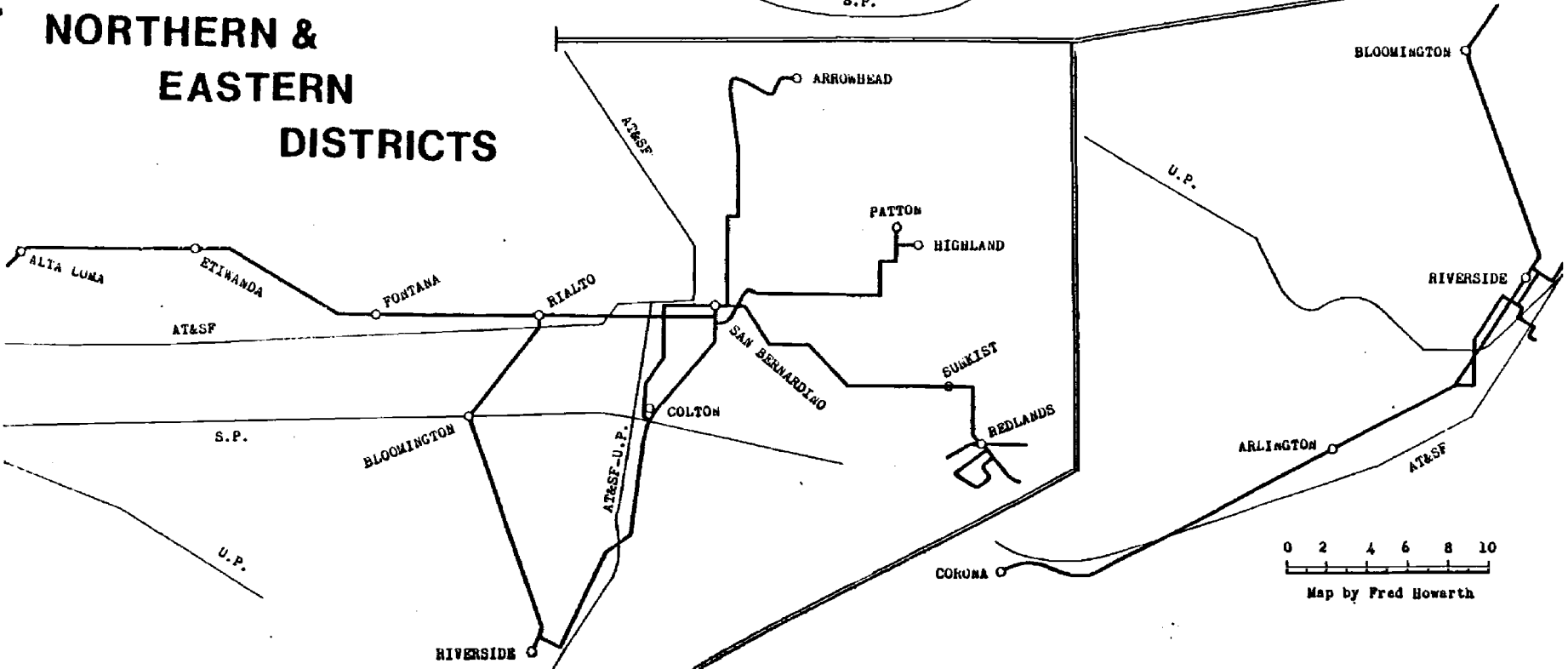


II. NORTHERN AND EASTERN DISTRICTS





# NORTHERN & EASTERN DISTRICTS



Map by Fred Howarth



A. SAN BERNARDINO LINE

Original Route

Originating from the 6th and Main Street station in downtown Los Angeles, the SAN BERNARDINO LINE exited to the east via an elevated structure over downtown streets to reach San Pedro Street at grade. The dual-tracks, running in the pavement of the city streets, proceeded north on San Pedro Street, east on Aliso Street (past its connection to Union Station) to cross the Los Angeles River and Mission Road on the Aliso Street Viaduct.

Directly east of Mission Road the tracks entered a private way which ran easterly and then northerly under the Brooklyn Avenue (Macy Street) Bridge. Paralleling Ramona Boulevard (Since obliterated by construction of the I-10 Freeway), the line continued northerly, past the Macy Carhouse, to Enchandia Junction, where the SOUTH PASADENA LINE branched north. From the junction, the tracks headed easterly, still paralleling Ramona Boulevard on the right, through the State Street Yard to Valley Junction, where the PASADENA and MONROVIA-GLENDORA Lines also branched to the north.

From Valley Junction, (Soto Street & I-10 Freeway) the dual tracks on private way continued east along Ramona Boulevard, through City Terrace, Monterey Park, Alhambra, San Gabriel and Rosemead to Baldwin Avenue in El Monte.

From that point, the line proceeded east on private way to cross the Rio Hondo on a single track steel girder bridge. The line then returned to dual tracks and continued east, still on private way paralleling Ramona Boulevard, crossing Valley Boulevard and Peck Road to reach the east city limits of El Monte at the San Gabriel River. Again, the line reduced to single track to cross the river on a long wood-pile bridge before returning to dual tracks on the east bank.

From the San Gabriel River, the line continued east, on private way paralleling Ramona Boulevard, to Badillo Street in Baldwin Park. Continuing, the double tracks ran along Badillo Street as far as Grand Avenue in Covina.

At Grand Avenue, the line became single track and ran on private way along the north side of Badillo Street as far as Banna Avenue in Covina. Here, the line turned in a northeasterly direction and ran on private way (presently intermittently paved by Ruddock Street, Badillo Street and Stratford lane). At Stratford Lane and Lone Hill Avenue (San Dimas Junction) the main line turned and proceeded east toward Pomona while a branch line continued on private way northeasterly into San Dimas on single track.

The main line continued on private way east from Lone Hill passing streets such as Cataract Avenue and Walnut Avenue and, turning gently southeast by Puddingstone Channel,

proceeded parallel to Orange Street as far as E Street in Pomona. At E Street, a Pomona local branch line branched south and continued on private way.

The SAN BERNARDINO LINE continued east, on single track on private way, paralleling the Santa Fe rails north of Arrow Highway, and passing Towne Avenue and Indian Hill Boulevard in Claremont. Then turning northeasterly the line proceeded to Benson Avenue in Upland where it turned east again to run between Arrow Highway and 9th Street. At 13th Avenue, a northeasterly course took the line to Alta Loma, along private way, as far as Grande Street and Archibald Avenue.

Proceeding east from Alta Loma in open country north of Baseline Road, the line passed Etiwanda Avenue and then turned southeasterly at East Etiwanda Creek into Fontana. It turned east again at Citrus Avenue in Fontana and proceeded north of Arrow Route Boulevard, paralleling it through Rialto toward San Bernardino. The line entered San Bernardino in the pavement of Rialto Avenue and proceeded east to a point between "E" and "F" Streets. Here, the SAN BERNARDINO LINE turned north to follow a private way to its terminus at the PE-SP station on 3rd Street.

#### Present Condition of Route

The former 6th and Main Street Pacific Electric Station is (now used partially as a SCRTD Bus Terminal, with the

remainder replaced by commercial businesses. The elevated track structure between the station and San Pedro Street has been removed and replaced by the expanded SCRTD building and the Greyhound Bus Terminal and other commercial development. Pavement has replaced tracks on San Pedro Street between the former elevated tracks and Aliso Street. Former alignment of tracks on Aliso Street has been obliterated by construction of the Santa Ana Freeway east to the Los Angeles River. The Aliso Street Viaduct has been reconstructed to a freeway bridge and the tracks have been removed.

(The existing tracks show up at Mission Road and parallel Route 10 (San Bernardino) Freeway on the north side adjacent to the Busway until it crosses under the westbound lanes of the Route 10 Freeway at the Route 7/10 Interchange to occupy the median of the San Bernardino Freeway. The single tracks <sup>of the SPTC State Street Line has</sup> ~~have~~ been relocated on a well defined right of way enclosed between concrete barrier walls and separated from automobile traffic. Reaching El Monte, the track exits under the westbound lanes of Route 10 and crosses the Rio Hondo as it turns northward on an elevated structure. The steel girder bridge over the Rio Hondo and trackage were obliterated by the construction of the SCRTD El Monte Bus Facility. The private way has now been "built upon" by Santa Anita Boulevard, residential and commercial sections from the bus facility to the San Gabriel River.

Six remaining piers and abutments of the old San Gabriel River Bridge are the only traces of the line that can be found followed by a long stretch of former P E right of way in Baldwin Park along Ramona Boulevard. Six condominiums have been erected at Harlin Avenue on this right of way and the remainder is vacant land into downtown Baldwin Park. Through Baldwin Park to the junction at Badillo Street the former right of way has been replaced by parking for downtown businesses. At the junction of Ramona Boulevard and Badillo Street is the still standing red brick P E substation. From the junction to Glendora Avenue, landscaped median and paved city streets now replace the former P E private way.

A trackless private way reemerges again east of Glendora Street traversing in a north-easterly direction in form of an empty land strip to Lone Hill Boulevard in the City of San Dimas. The former SAN BERNARDINO LINE then turns eastward on existing trackage which is now the SPTC Baldwin Park Branch. Proceeding toward Pomona, some traces of 80 lb. tracks in dilapidated state indicate the route, that once served the city.

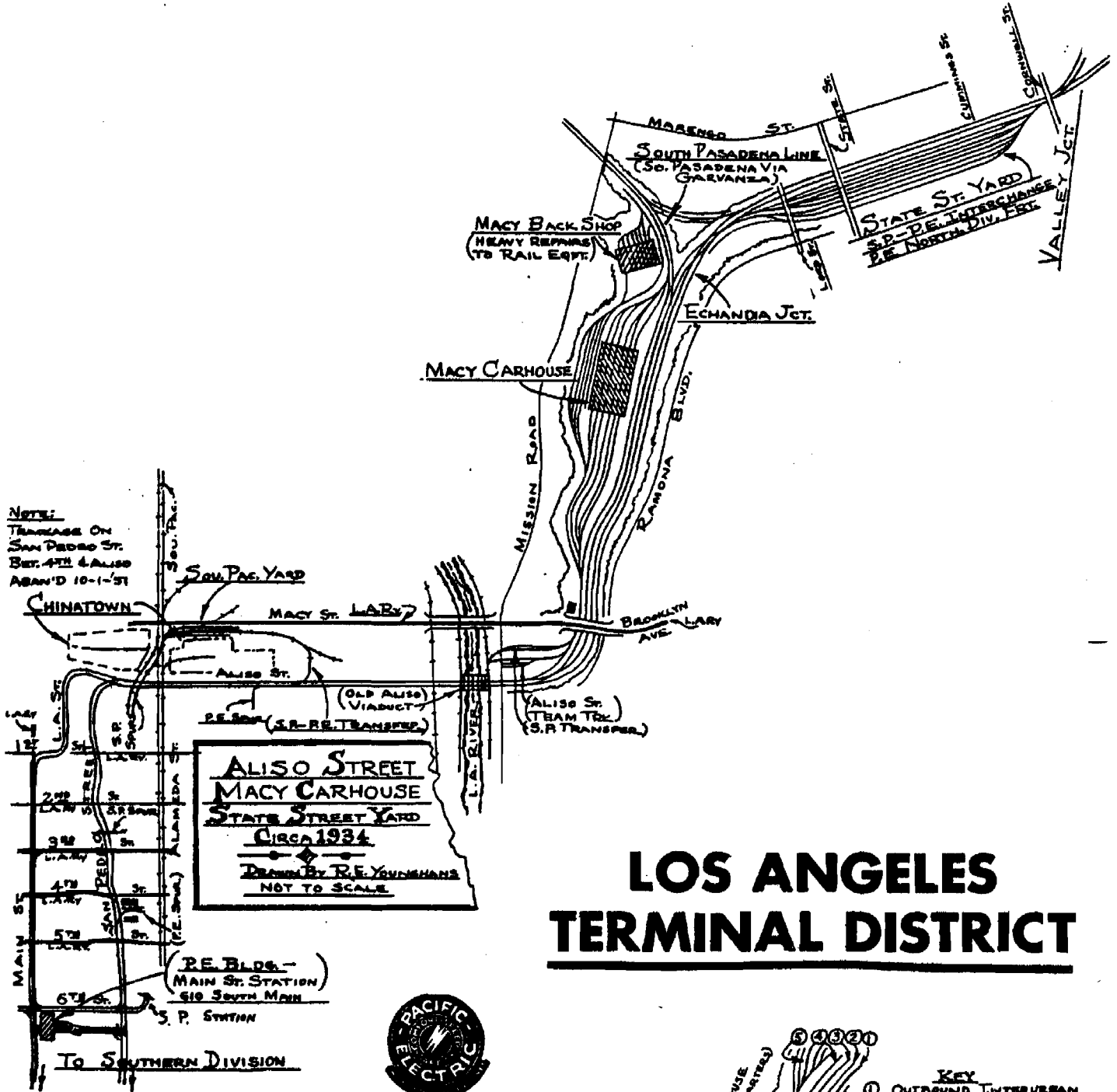
The line proceeds basically next to Arrow Highway in Pomona, La Verne, Claremont and Upland then crossing Rte. 66 north-easterly to Cucamonga, then turns south easterly in Fontana and continues through Rialto to San Bernardino. This former

Pacific Electric line is now an industrial line serving various enterprises along the route with some sidings at those facilities.

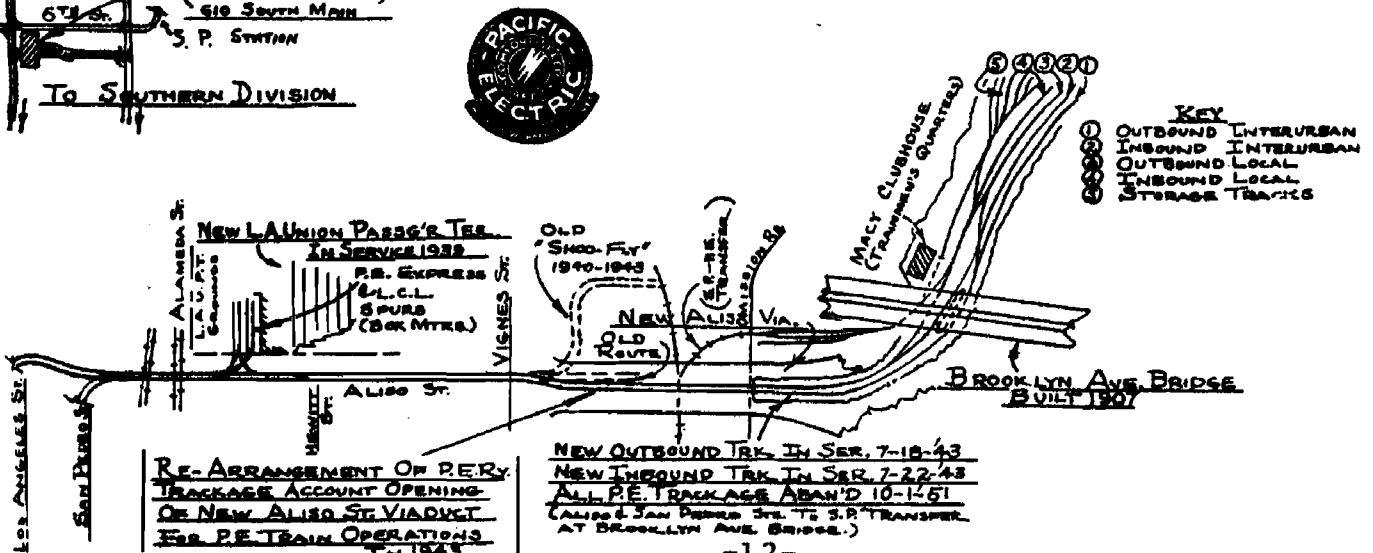
The SPTC tracks consisting of fair ballast, and 90 lb. rail continue almost to San Bernardino ending at the SPTC Colton line connecting West Colton and Mojave.

It should be noted that Pacific Electric service between Vineland (near Vineland Avenue in Baldwin Park) and Lone Hill (near Lone Hill Avenue in San Dimas) was shifted north to the acquired Southern Pacific Covina Branch on November 4, 1946, at which time the old route along Badillo Avenue was abandoned. The new route on former Southern Pacific tracks was used until Pacific Electric passenger service was discontinued on March 28, 1947. The northern track still exists as part of the SPTC Baldwin Park Branch.

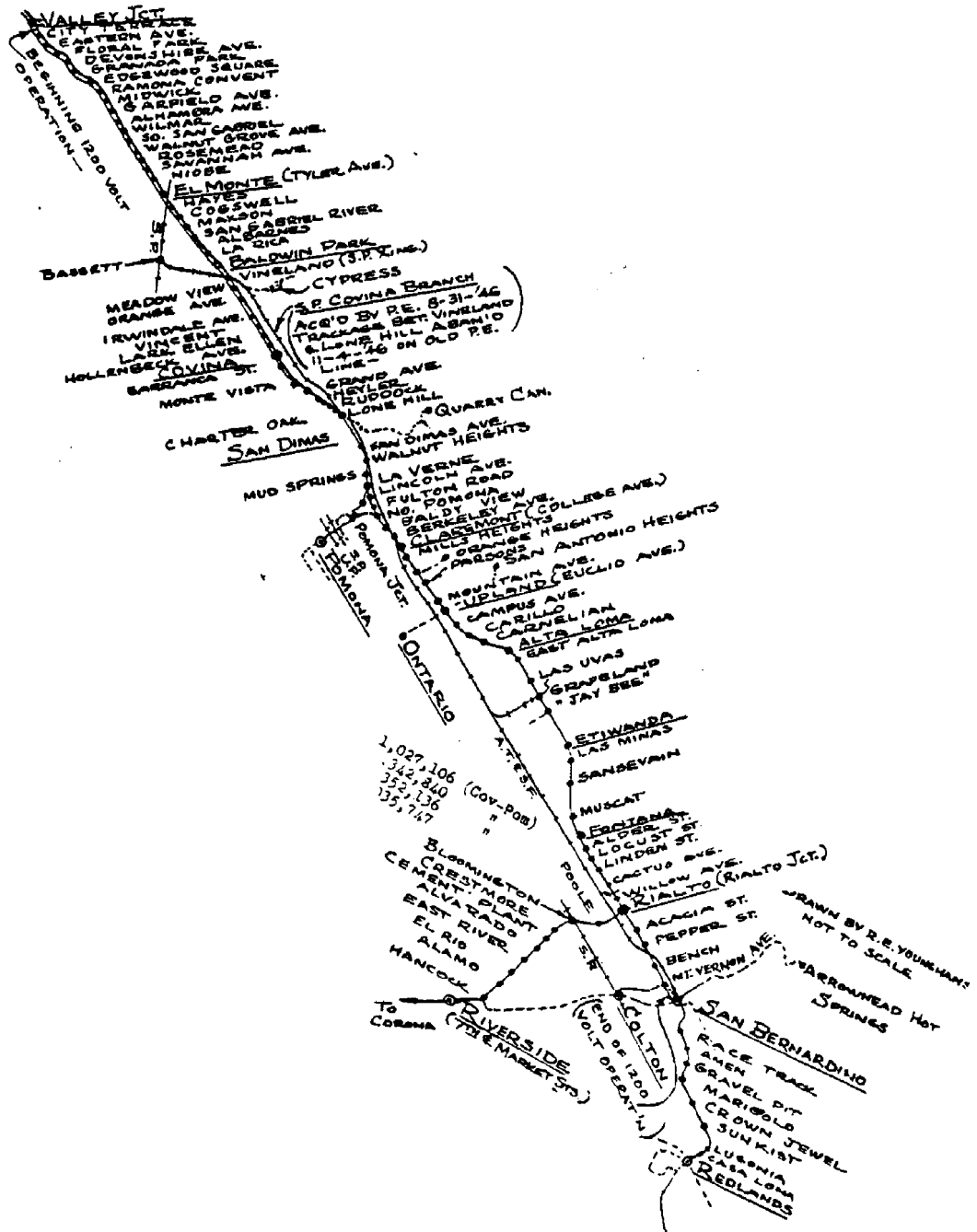
# San Bernardino Line



## LOS ANGELES TERMINAL DISTRICT



# SAN BERNARDINO LINE





## B. MONROVIA - GLENDORA LINE

### Original Route

From the 6th and Main Street Station in Los Angeles, the MONROVIA-GLENDORA LINE ran on the SAN BERNARDINO LINE to "Valley Junction" (near Marengo Street, west of Soto Street) where the SAN BERNARDINO LINE continued east.

From "Valley Junction," the dual tracks continued on private way, in a northeasterly direction, paralleling Soto Street on the west, crossing over Valley Boulevard and the SPRR Mainline on a steel bridge and continuing northerly to reach Indian Village (in the vicinity of Soto Street and Multnomah Street). Here, a four track system began. A mile or so further north, the four tracks crossed over Mission road on a concrete viaduct, and then continued northwesterly on private way between the dual roadways of Huntington Drive.

At Sierra Vista (Main Street and Huntington Drive) the ALHAMBRA-SAN GABRIEL LINE branched easterly from the four track section and proceeded on Main Street, while the MONROVIA-GLENDORA LINE continued north and then east still between dual roadways on Huntington Drive, to "Oneonta Junction" (Huntington Drive and Fair Oaks Avenue). Here, the PASADENA SHORT LINE turned north on Fair Oaks Avenue. The line then continued on a four track system as far as "El Molino" (El Molino Street) where the system returned to dual trackage. It continued northeasterly still between

the dual roadways of Huntington Drive, passed Oak Knoll Avenue, (where the OAK KNOLL LINE proceeded north into Pasadena), and in a mile or so passed what is now known as Sierra Madre Boulevard (where the local SIERRA MADRE LINE turned north).

Proceeding east, the MONROVIA-GLENDORA LINE passed southerly of Santa Anita Racetrack and continued northeasterly on private way to St. Joseph Street in Arcadia. The line ran in the pavement of St. Joseph Street from Santa Anita across the ATSF Mainline to 2nd Avenue, where it went on private way, as far as Olive Avenue at Monterey Avenue in Monrovia. The line then continued in the pavement of Olive Avenue as far as Shamrock Avenue.

From Shamrock Avenue, the dual tracks on private way, followed along Olive Avenue and Royal Oaks Avenue to Las Lomas Road where they then traversed open land to the San Gabriel River. The river was crossed on a two track bridge, which was later reduced to single track after 1938.

The line then continued across open land into Azusa and entered city streets at 9th Street and Angelino Avenue. The dual tracks reduced to single track on private way at 9th Street and Pasadena Avenue. Thereafter, the line proceeded east, north of Foothill Boulevard on private way to its terminus in Glendora at Glendora Avenue.

### Present Condition of Route

The only track remaining today is used as industrial spur near Marengo Street, west of Soto Street that runs adjacent to Soto Street to Mission Road. The remainder of the tracks from Mission Road to Glendora Avenue in Glendora have been removed.

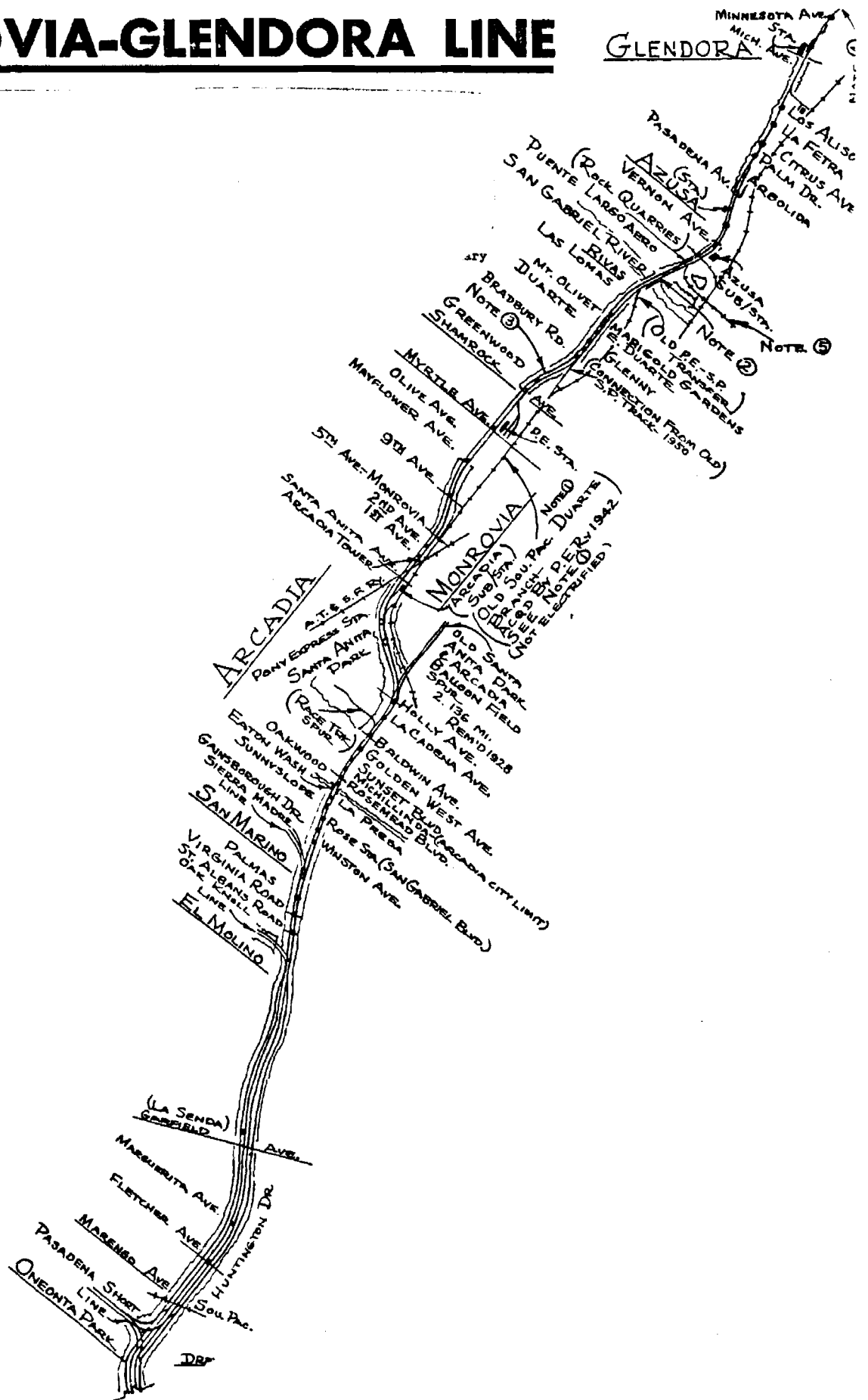
The tracks have been replaced by paving and intermittent variable width medians on Huntington Drive from Mission Road to Santa Anita Avenue in Arcadia. The line on Huntington Drive passed through Los Angeles, South Pasadena, San Marino, Los Angeles County and Arcadia.

The former line has been "built upon" by residential and commercial buildings from Santa Anita Avenue to Fifth Avenue in Monrovia. The private way remains today between Fifth Avenue and Mayflower Avenue as an unimproved dirt strip with the exception of a small park at Mayflower Avenue. From Mayflower Avenue to Mountain Avenue in Monrovia the private way has been "built upon" by residential and light commercial buildings. The stretch from Mountain Avenue to Mount Olive in Bradbury has been converted to a bicycle path. From Mount Olive to the San Gabriel River, the private way has been replaced by residential development.

Over the San Gabriel River, concrete piers with steel girders and portions of concrete arch bridge are still visible today where the former line ran.

The remainder of the line from the San Gabriel River to Glendora has been obliterated by the Consolidated Rock Quarries, Monrovia Nursery, Citrus College and various residential development. The former depot site on Glendora Avenue in Glendora has been replaced with a shopping mall and the easterly extension for storage and turnaround is a ballpark today.

# MONROVIA-GLENDORA LINE



### C. ALHAMBRA - SAN GABRIEL LINE

#### Originating Route

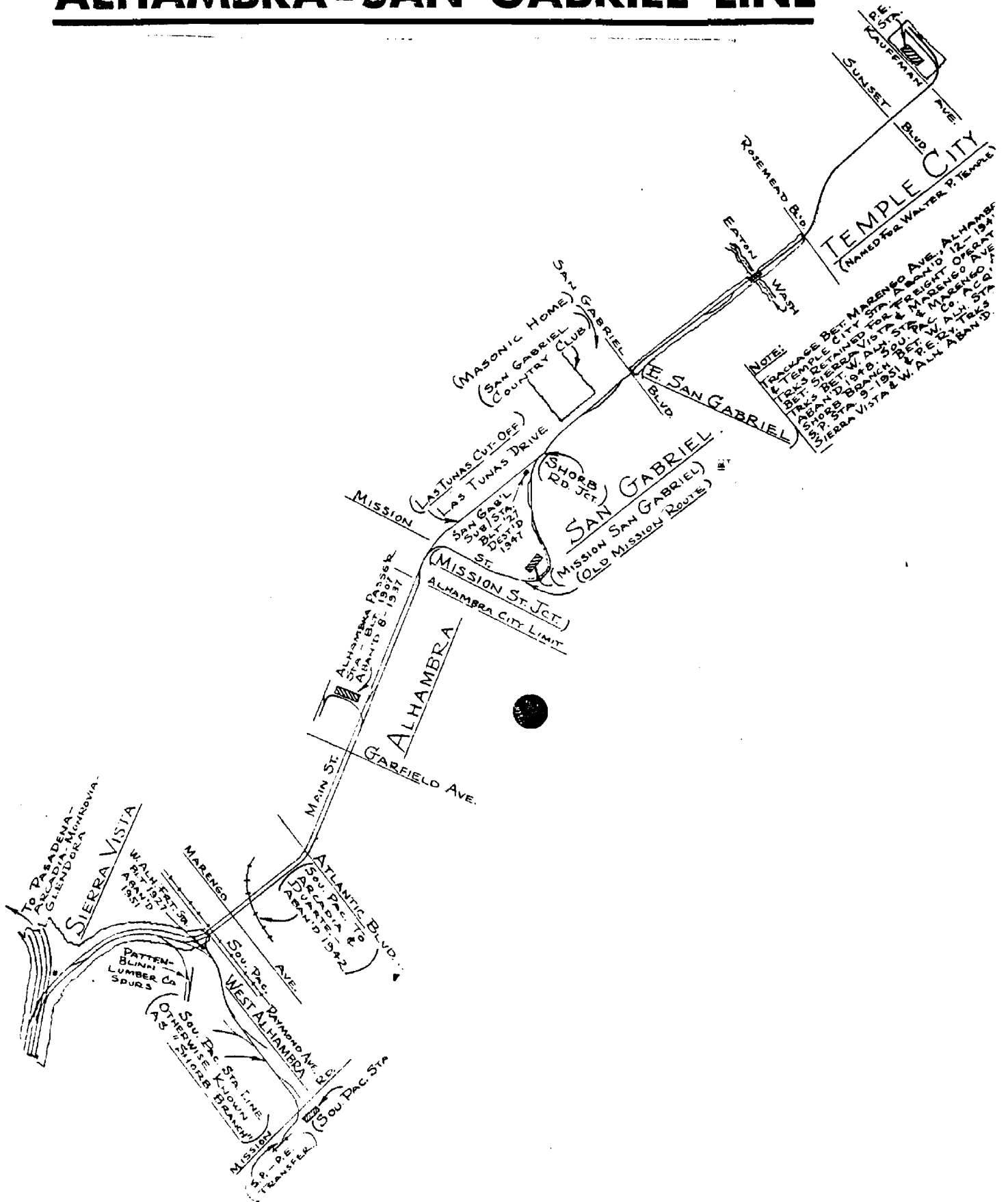
The ALHAMBRA-SAN GABRIEL LINE followed the same route as the MONROVIA-GLENDORA LINE from the 6th and Main Street Station as far as Sierra Vista (Huntington Drive and Main Street). From this point, it diverged onto its own double-track line and ran east and then southeasterly on private way in the center of dual roadways of Main Street. At Raymond Avenue the dual roadway ended, and continued on double track in the center of pavement of Main Street through the line Alhambra to Mission Street in San Gabriel. Here, the double track ended and the SAN GABRIEL LINE turned south in the center of Mission Street to Mission San Gabriel. It then ran north via Junipero Sierra Drive to the main line at Las Tunas Drive. Single track then continued east through San Gabriel in the center of Las Tunas Drive to a terminus in Temple City at Kaufman Avenue, where "Temple City Park" now exists at the old location of the P E station.

#### Present Condition of Route

There are no tracks remaining today along the entire route. Main Street from Huntington Drive to Fremont Avenue in Alhambra is an eight lane undivided paved city street. From Fremont Avenue to Raymond Avenue there is a wide landscaped median with 6 lane paving. Continuing on Main Street from Raymond Avenue to Del Mar Avenue the Street is a 6 lane undivided road.

In San Gabriel, Main Street becomes Las Tunas Drive. From Del Mar Avenue in San Gabriel to Kaufman Avenue in Temple City, Las Tunas Drive is a four lane undivided city street.

# ALHAMBRA - SAN GABRIEL LINE



#### D. PASADENA SHORT LINE

##### Original Route

The PASADENA SHORT LINE followed the MONROVIA-GLENDORA LINE (Huntington Drive) to Fair Oaks Avenue in South Pasadena (Oneonta Junction). Here, the line branched north along double tracks in the pavement of Fair Oaks Avenue to California Boulevard. It then ran east one block on California Boulevard to Raymond Avenue and then north in the pavement of Raymond Avenue, past Colorado Street several blocks to the North Fair Oaks Carhouse (Located between Raymond and Fair Oaks Avenues). It then exited out the west side of the Carhouse on to Fair Oaks Avenue for its return trip. The Raymond Avenue track was abandoned in 1940 and Fair Oaks Avenue was used in both directions thereafter.

##### Present Condition of Route

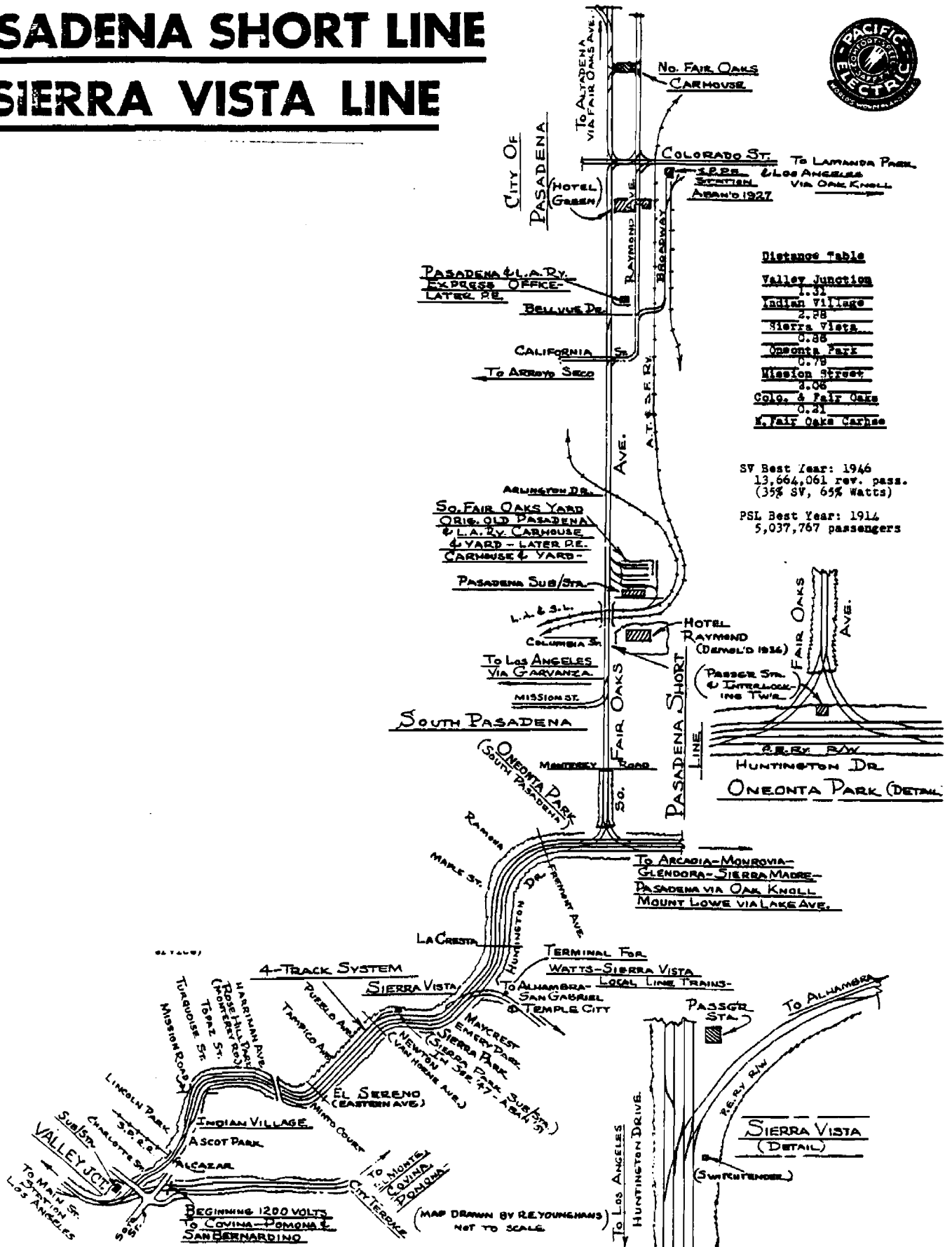
No tracks remain on the entire route.

(The tracks were removed and replaced by pavement on the city streets of Pasadena and South Pasadena.



# PASADENA SHORT LINE

## SIERRA VISTA LINE



## E. PASADENA OAK KNOLL LINE

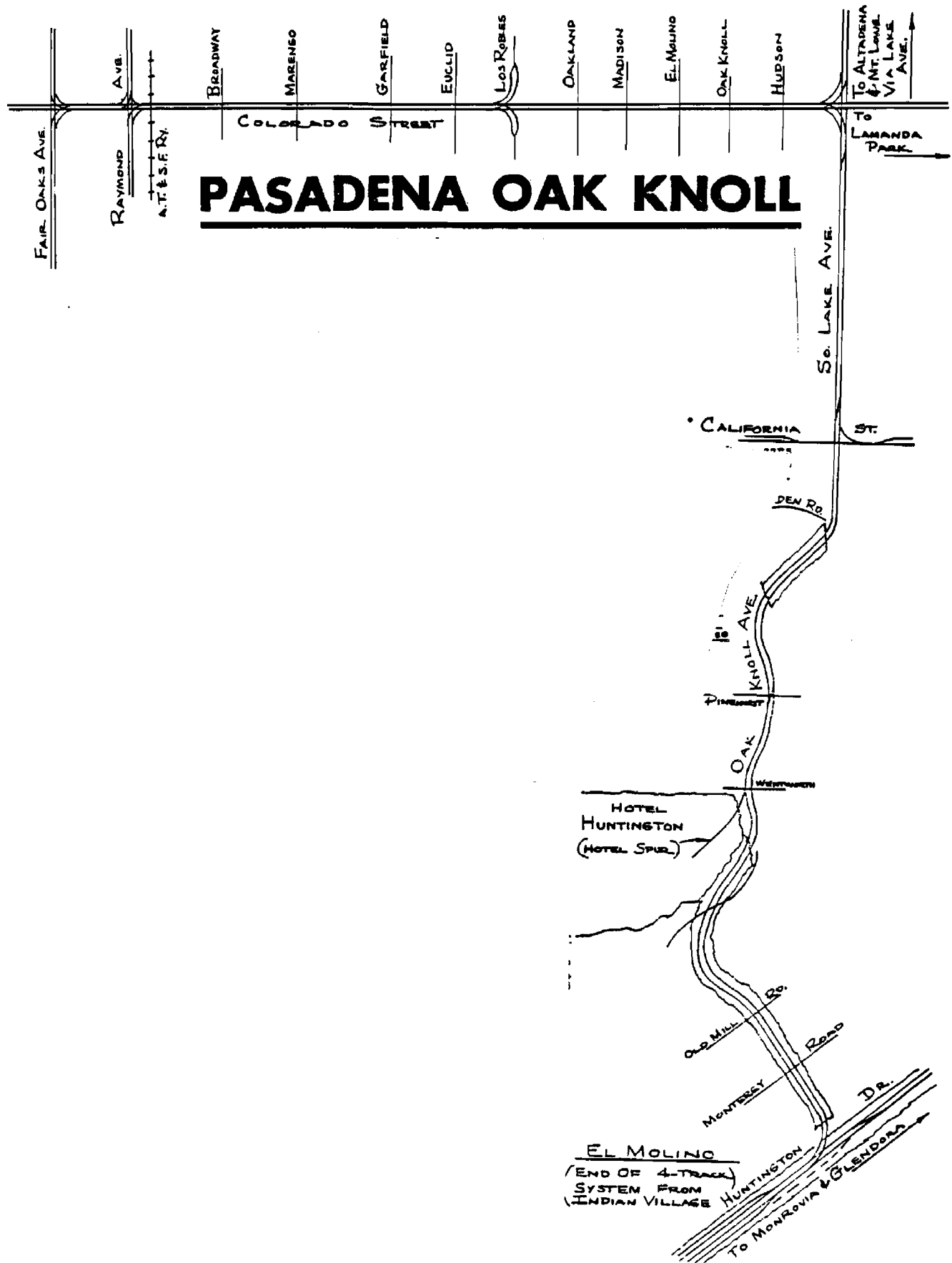
### Original Route

The line followed the MONROVIA-GLENDORA LINE to the end of the four track system at El Molino Junction. From that point (at Huntington Drive) two tracks, on private way, ran northerly on what is presently Oak Knoll Avenue to the Huntington Hotel (presently the Sheraton Huntington). At this point, the line proceeded north in the pavement of city streets, running on Oak Knoll Avenue and South Lake Avenue as far as Colorado Street. It then turned west and ran on Colorado Street through the Pasadena business district to Fair Oaks Avenue. Here, the line turned north and ran on Fair Oaks Avenue several blocks to the terminus of the route at the North Fair Oaks Carhouse.

### Present Condition of Route

There are no existing tracks along the entire route.

Pavement has replaced the tracks on the city streets of San Marino and Pasadena. The former private way, south of the Huntington-Sheraton Hotel, is now Oak Knoll Avenue in San Marino.



## F. SIERRA MADRE LINE

### Original Route

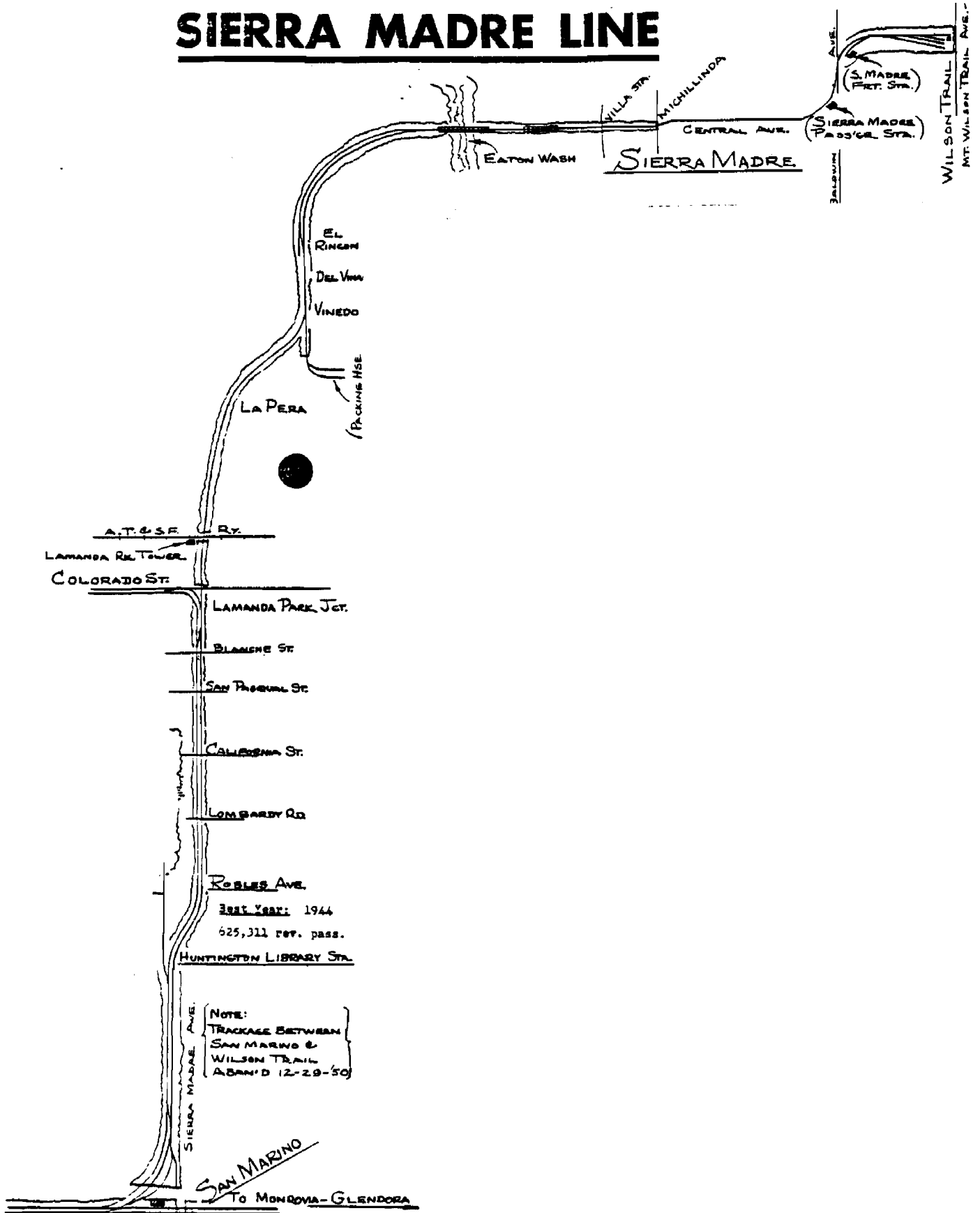
The SIERRA MADRE LINE branched north from the MONROVIA-  
GLENORA LINE in San Marino and its two tracks ran between  
the dual roadways passing Lamanda Park Junction (Colorado Street  
and Sierra Madre Boulevard) where it met the EAST COLORADO  
STREET LINE of the Pasadena P E system. From this point, the  
line continued on single track in a northerly direction along  
private way in the center of Sierra Madre Boulevard to  
Michillinda Avenue. There the tracks entered into the pavement  
of city streets and proceeded on Central Avenue (Sierra Madre  
Boulevard) to Baldwin Avenue in Sierra Madre where the station  
was located. It then continued north one and one-half blocks via  
Baldwin Avenue and turned easterly onto private way (between  
Montecito Avenue and Highland Avenue) to the end of the line of  
Mountain Trail Avenue, where a small storage yard was located.

### Present Condition of Route

There are no existing tracks along the entire route.

The tracks have been removed and replaced by pavement and  
intermittent landscaped medians along the entire length of  
Sierra Madre Boulevard in the cities of San Marino, Pasadena  
and Sierra Madre. Tracks have also been replaced by pavement  
on Baldwin Avenue in Sierra Madre. The one-block section  
of private way in that city is used for other purposes.

# SIERRA MADRE LINE



EST. YEAR: 1944  
 625,311 rev. pass.

NOTE:  
 TRACKAGE BETWEEN  
 SAN MARINO &  
 WILSON TRAIL  
 ABAND'D 12-29-'50

SAN MARINO  
 To MONROVIA - GLENDORA

MAP DRAWN BY R.E. YOUNGMAN - NOT TO SCALE -

## G. SOUTH PASADENA LINE

### Original Route

The SOUTH PASADENA LINE originated at the 6th & Main Street Station in downtown Los Angeles. The dual track line exited the station on to Main Street and ran in the pavement of city streets: north on Main Street, east on 1st Street, north on Los Angeles Street and east on Aliso Street to the Los Angeles River. The line crossed the river and Mission Road on the Aliso Street Viaduct and ran east on private way (that has been obliterated by construction of the San Bernardino, I-10 Freeway) to Echandia Junction. It then turned north, crossing Mission Road and over the SPRR Mainline, and continued on private way along the present route of the Golden State Freeway (I-5) to Daly Street, where the line returned to surface street travel. It then continued north on Daly Street and Pasadena Avenue and then ran northeast on Figueroa Street (as far as York Boulevard. Then, turning east and proceeding on private way, (presently York Boulevard and Pasadena Avenue) it crossed the Arroyo Seco on the Garvanza Viaduct and then proceeded to Mission Street. The line continued east in the pavement of Mission Street to reach its terminus at Fair Oaks Avenue.

1895 route  
not stated

Present Condition of Route

(There are no existing tracks on the entire route.

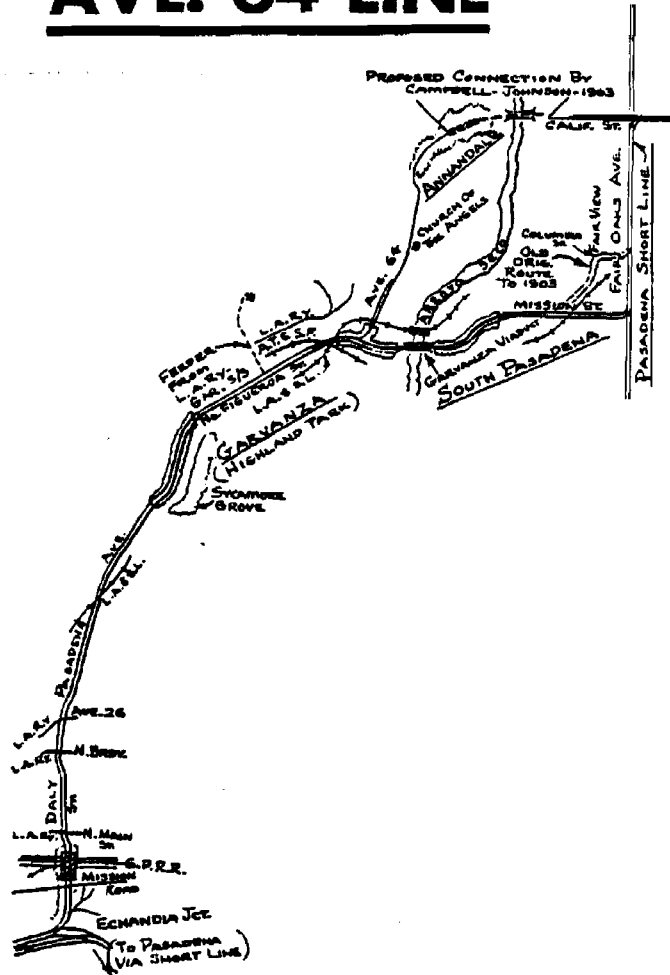
Paving has replaced all the tracks from the former terminal at 6th and Main Street in Los Angeles on Main Street, First Street, Los Angeles Street and Aliso Street.

The tracks have been removed and the private way obliterated by portions of the San Bernardino Freeway and the Golden State Freeway to Daly Street.

The tracks have been removed and replaced by pavement on the Pasadena Avenue, Figueroa Street, and Mission Street to Fair Oaks Avenue in South Pasadena.

# SOUTH PASADENA LINE

## AVE. 64 LINE





#### H. NORTH LAKE AVENUE LINE

##### Original Route

The NORTH LAKE AVENUE LINE was a local Pasadena line that traveled on a double track system in pavement of Lake Avenue from Colorado Boulevard north to Woodbury Road. It then proceeded north on a single track to El Mendocino Street (Mendocino Street) where it turned east to its terminus at Allen Avenue.

##### Present Condition of Route

There are no existing tracks along the entire route.

Pavement has replaced the tracks on Lake Avenue and on Mendocino Street.

## I. NORTH FAIR OAKS AVENUE LINE

### Original Route

The NORTH FAIR OAKS AVENUE LINE was a local Pasadena Line that ran in the pavement of Fair Oaks Avenue north from Colorado Street along double tracks into Altadena. It turned into private way (Mariposa Street) and proceeded east to its terminus at Lake Avenue.

### Present Condition of Route

There are no existing tracks along the entire route.

Pavement has replaced the tracks on Fair Oaks Avenue and Mariposa Street (former private way).

## J. EAST COLORADO STREET LINE

### Original Route

The EAST COLORADO STREET LINE was a local Pasadena Line from Fair Oaks Avenue to Daisy Avenue running in the pavement on East Colorado Street (Colorado Boulevard). The Line was double track from Fair Oaks to Lamanda Park Junction (Sierra Madre Boulevard) and single track on the remainder of the line to Lamanda Park (Daisy Avenue).

### Present Condition of Route

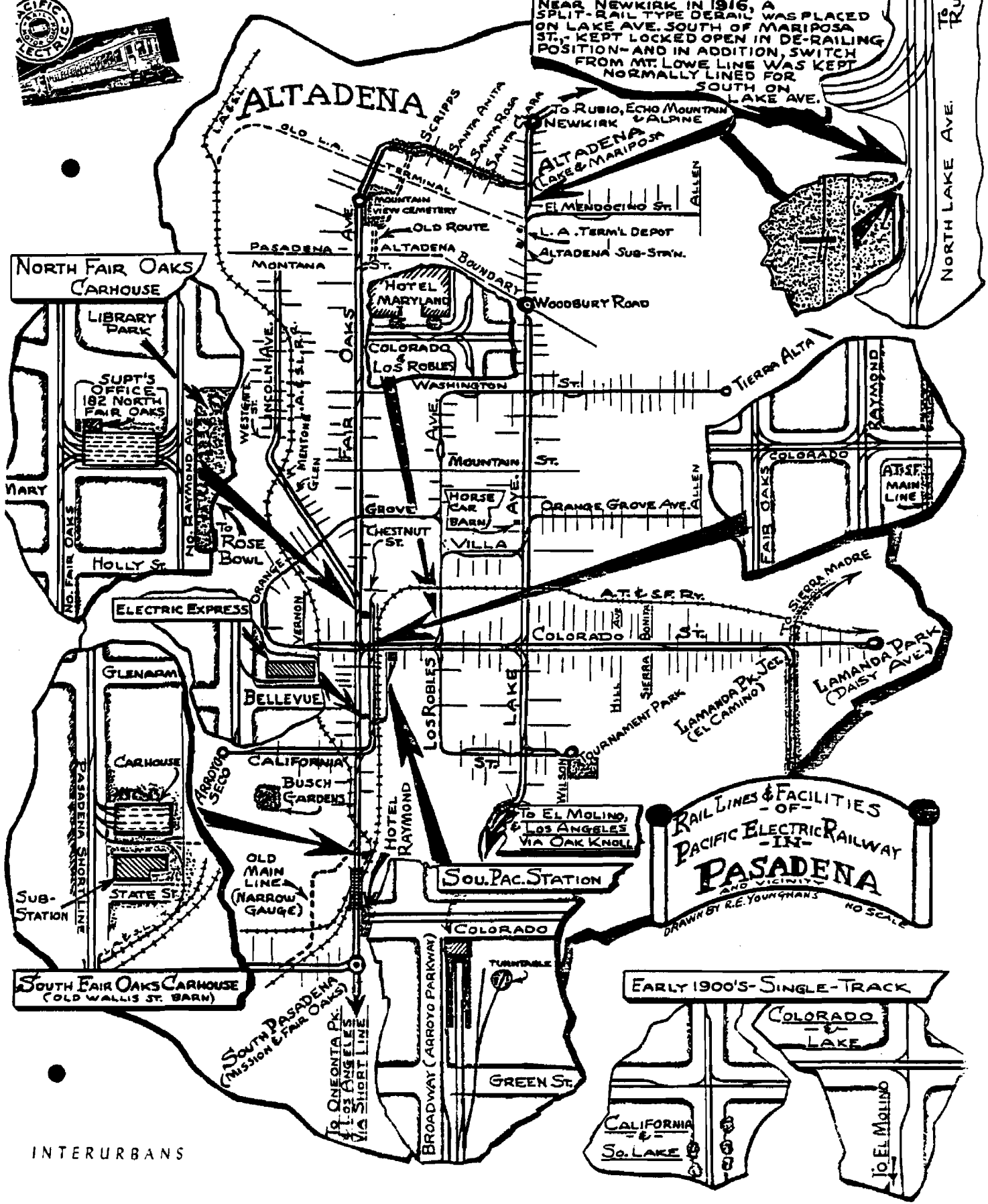
There are no existing tracks along the entire route.

The tracks have been replaced by pavement on Colorado Boulevard for the entire route.

**PASADENA LOCAL LINES**



**AFTER RUN-AWAY OF RE. 1602**  
 NEAR NEWKIRK IN 1916, A  
 SPLIT-RAIL TYPE DERAIL WAS PLACED  
 ON LAKE AVE. SOUTH OF MARIPOSA  
 ST. - KEPT LOCKED OPEN IN DERAILING  
 POSITION - AND IN ADDITION, SWITCH  
 FROM MT. LOWE LINE WAS KEPT  
 NORMALLY LINED FOR  
 SOUTH ON  
 LAKE AVE.



INTERURBANS

K. POMONA - UPLAND LINE

Original Route

Originating from the Pomona Pacific Electric Station at Third Street and Garey Avenue, the POMONA - UPLAND LINE proceeded north on Garey Avenue, as far as Cadillac Drive. From there, the line proceeded in a northeasterly direction on private way until it joined the SAN BERNARDINO LINE, just east of Maple Avenue. From there, the POMONA - UPLAND LINE ran on the SAN BERNARDINO LINE to its terminus at College Avenue in Claremont.

Present Condition of Route

The tracks have been removed and replaced by pavement on Garey Avenue to Cadillac Avenue. The former private way has been "built upon" with homes to the former P E SAN BERNARDINO LINE (SPTC Baldwin Park Branch).



## L. SAN BERNARDINO-RIVERSIDE LINE

### Original Route

(The line originated at the SP~~X~~-PE Station on 3rd Street in San Bernardino where connections were made to Los Angeles, Redlands, and the SAN BERNARDINO LOCAL LINES.

The line was single track to Riverside and shared the private way with a parallel SP LINE to Grand Terrace where the PE LINE branched to the southeast and continued to Riverside in its own private way.

The line ran south from the 3rd Street Station west of and parallel to E Street past the SAN BERNARDINO LINE junction to Los Angeles at Rialto Avenue, then crossed the ATSF Redlands District track at grade just south of Rialto Avenue. The line then went past the PE shops and freight yard to cross Mill Street. The line then turned southwesterly towards Colton crossed Lytle Creek and ran north of Colton Avenue and then crossed Mount Vernon Avenue at B Street.

The line turned to the south at I Street (now Valley Boulevard) and west of 9th Street, crossed SP Yuma to Los Angeles Main Line, went past the SPTC west Colton Passenger Station, and crossed the SP West Colton Yards. The line continued to the south through open land and then across the Santa Ana River on a single-track through truss steel bridge to the west of the SP Santa Ana River Bridge. In 1938, after PE discontinued passenger service and due to flood damage PE and SP trains shared the Santa Ana River Bridge.

After crossing the Santa Ana River the PE line branched south-westerly leaving the joint PE-SP private way and continued to Riverside in its own private way. The line passed under the ATSF Third District tracks, turned southerly and ran to Riverside west of La Cadena Drive.

In Riverside, south of Spruce Street the line turned westerly at Market Junction (La Cadena Drive, north of 1st Street) and continued to Market Street.

Market Junction was the terminus of the SAN BERNARDINO-RIVERSIDE LINE and was the transfer junction between PE, SP, and the UPRR. From the Junction the RIVERSIDE-RIALTO LINE, ran to the northwest operating on the UPRR tracks to Rialto, the RIVERSIDE-CORONA LINE ran to the south to Corona, and the RIVERSIDE LOCAL LINES connected to Market Street.

In 1943, the PE line from the Santa Ana River to Market Junction was abandoned and the PE operated on the SP tracks in private way between the river and Market Junction. By this date the PE operation was freight only. The joint use single track line went south to Highgrove through the orange groves east of the ATSF tracks. After crossing Columbia Avenue the line turned south-westerly, crossed the ATSF San Jacinto District tracks at-grade south of Highgrove, crossed Massachusetts Avenue then turned to the west. The line ran to the west, south of and parallel to Massachusetts Avenue, passed through Riverside Junction (west of Kansas Avenue) then turned northwesterly, crossed over the ATSF Third District tracks at-grade, then crossed La Cadena drive and joined the PE tracks at Market Junction.



### Present Condition of Route

The SP-PE Station on 3rd Street in San Bernardino has been removed. There is no sign of the private way between 3rd Street and Rialto Avenue. The single track line and private way starts south of Rialto Avenue. This is now the SPTC San Bernardino Branch to the south as far as Colton. The line in unimproved private way runs south between commercial buildings to the west of and parallel to E Street. The line then crosses Mill Street and turns to the south west. The private way is adjacent to the north edge of Inland Center Drive. The line crosses over the Route I-15 E Freeway on a single-track plate girder bridge. The private way remains adjacent to the street until Lytle Creek and the Colton City limits are crossed and the street name is changed to Colton Avenue.

At Western Avenue, the line in private way centers the unimproved curbed median of Colton Avenue. At G Street and 10th Street the curbed median ends and the single track line crosses G Street and ends in the Lumber yard at G Street.

There is no sign of the line along 9th Street crossing Valley Boulevard or passing under the San Bernardino Freeway to the former SP West Colton Station (commercial usage). The line no longer crosses the SPTC yard or Colton Subdivision Main Line.

The line starts again as a single track wye connection running to the south from the West Colton Yards. The line is now the SPTC Riverside Branch. The Branch is single track in private way the entire length.

The private way is surfaced with cinder fill between the rails as the line runs to the south east of and parallel to 9th street to O street.

From O street the line runs across open country crossing the Santa Ana River on the original single-track bridge to Grand Terrace, passes under Barton Road then crosses over the Route I-15 E Freeway on a plate girder bridge. The line then crosses the Riverside County Line and Main Street in Highgrove.

The line runs to the south past houses and orange groves to Columbia Street where the line turns southwesterly then crosses the ATSF San Jacinto District tracks at-grade. The line then crosses Spruce Street and passes under the Route I-15 E Freeway at Chicago Street, then crosses Massachussets Avenue.

The line then turns to the west parallel to Massachusetts Avenue, crosses Kansas Avenue then turns southwesterly from the PE route to Third Street where the track ends.

The track on remainder of the line to Market Junction has been removed. The unimproved private way remains. The trackless railroad bridge over the Route I-15 E Freeway remains.

The section of PE route between the Santa Ana River and Market Junction adjacent to La Cadena Drive that was abandoned in 1943, has been replaced by the Route I-15 E Freeway.



## M. RIVERSIDE-CORONA LINE

### Original Route

The line started at 6th and Main Streets in Riverside north of the Mission Inn and ran south in the center lanes of Main Street to 14th Street where the line turned southwesterly to run in the center of Magnolia Avenue. The line was double tracked on Main Street between 1st Street and 14th Street. The remainder of the line to Corona was single track with passing sidings.

The line went north on Main Street to 1st Street where it connected to the RIVERSIDE LOCAL LINES, to the RIVERSIDE-RIALTO LINE and to Market Junction where it connected to the SAN BERNARDINO-RIVERSIDE LINE (all single track lines).

In 1936, service was transferred one block west to the MARKET STREET LOCAL LINE and the Main Street rails were removed. Market Street was a single track line in the pavement between 1st and 14th Streets and connected to Market Junction northeast of 1st Street and to the RIVERSIDE-RIALTO LINE north of 1st Street. Market Street became Magnolia Avenue at 14th Street.

From 14th Street the single track line ran south in the center of Magnolia Avenue, crossed the UPRR Second Subdivision tracks, went past Central Avenue to Magnolia Junction at Arlington Avenue.

At Arlington Avenue the line turned southwesterly and the track entered the private way between the dual roadways of Magnolia Avenue. The line ran southwesterly past Casa Blanca, then past

the Sherman Indian School to Arlington. The line continued through Arlington to La Sierra, then crossed the ATSF Third District tracks at grade (at May) at present Corona City limits.

The line in private way on Magnolia Avenue continued to Porphyry (Home Gardens) which was an interchange junction with the ATSF. The line turned westerly and ran to the Corona Civic Center where Magnolia Avenue ended. The line then left the private way and turned southwesterly onto 3rd Street in Corona and ran down the center of 3rd Street to the terminus at Merrill Avenue.

#### Present Condition of Route

The entire line has been abandoned and all the track has been removed. The two steel plate girder bridges over Main Street in Riverside remain in place. The private way east from Market Street to the Route I-15 E Freeway remains. Pavement has replaced the tracks on 1st, Main and Market Streets. Magnolia Avenue is fully paved from 14th Street to Arlington Avenue with some median islands at intersections.

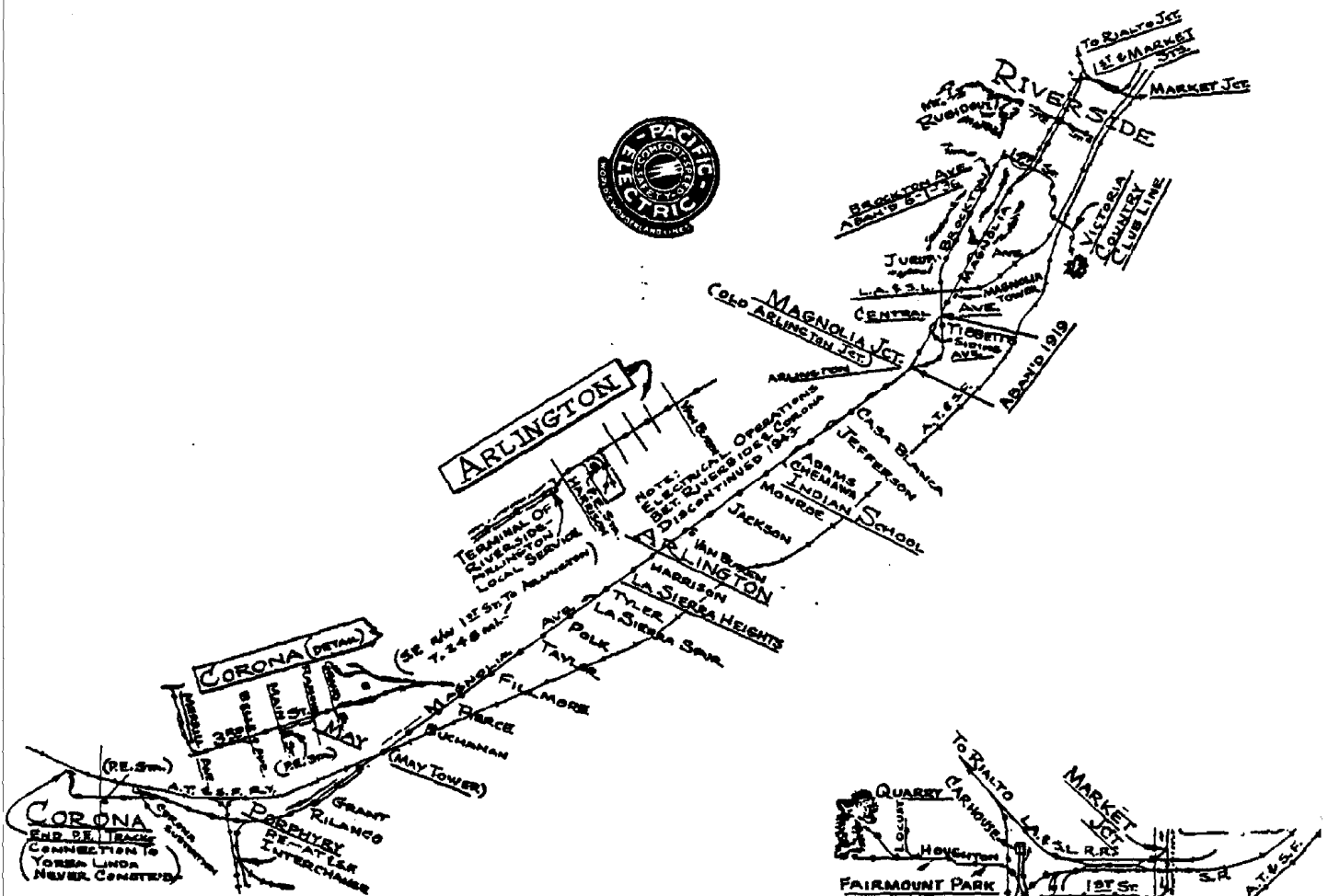
From Arlington Avenue, the private way between the dual roadways of Magnolia Avenue is now a narrow improved curbed median of varying widths with power poles and trees to McKinzie Street in Arlington. From McKinzie Street to Banbury Drive through Arlington, the curbed improved median is narrow without the utility poles. From Banbury Drive to La Sierra Avenue, the wide

curbed median is unimproved with utility poles and light poles in the center.

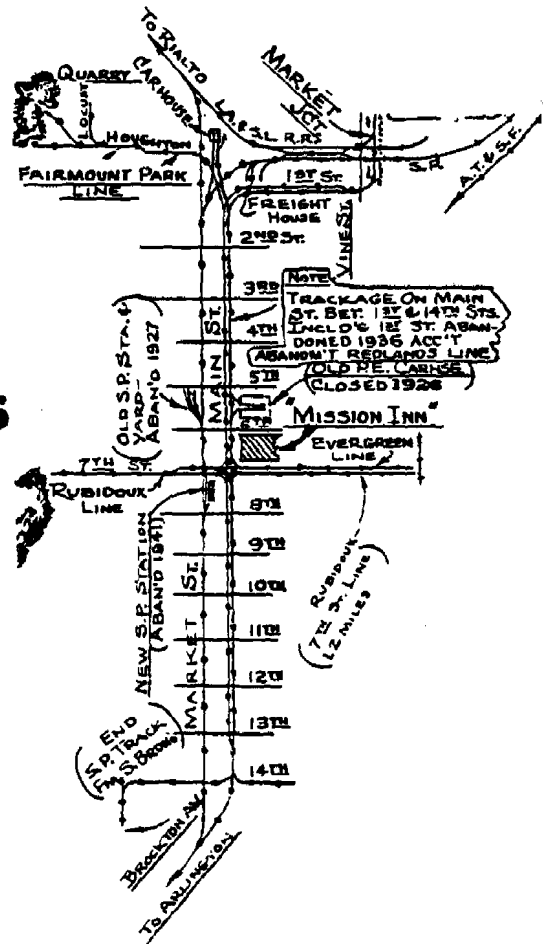
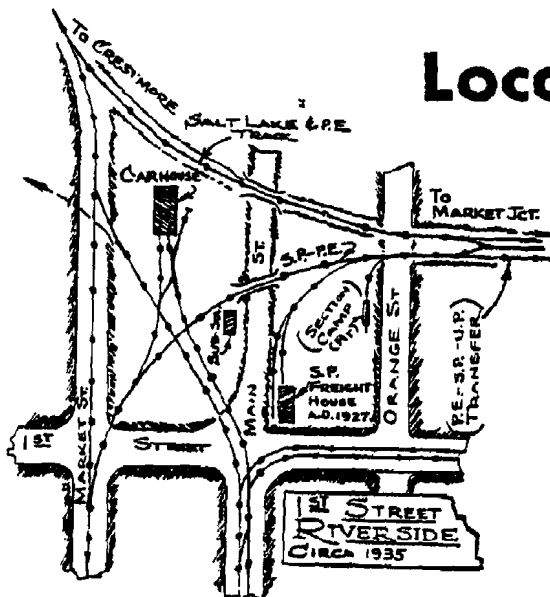
From La Sierra Avenue passing under the Route 91 Freeway to Pierce Street in La Sierra, the wide unimproved curbed median has only pipe line warnings in it. From Pierce Street to the ATSF crossing at May, the median is the full width of the original private way and is curbed, unimproved, with utility poles in the center.

After the ATSF crossing, the median is no longer curbed and the ( original track bed is visible. There are turn pockets in the unimproved median at various street crossing until Magnolia Avenue turns south to become 6th Street in Corona. There is no sign of the private way to 3rd Street in Corona. The remainder of the line on 3rd to Merrill Avenue has been replaced by pavement.

# RIVERSIDE - CORONA LINE



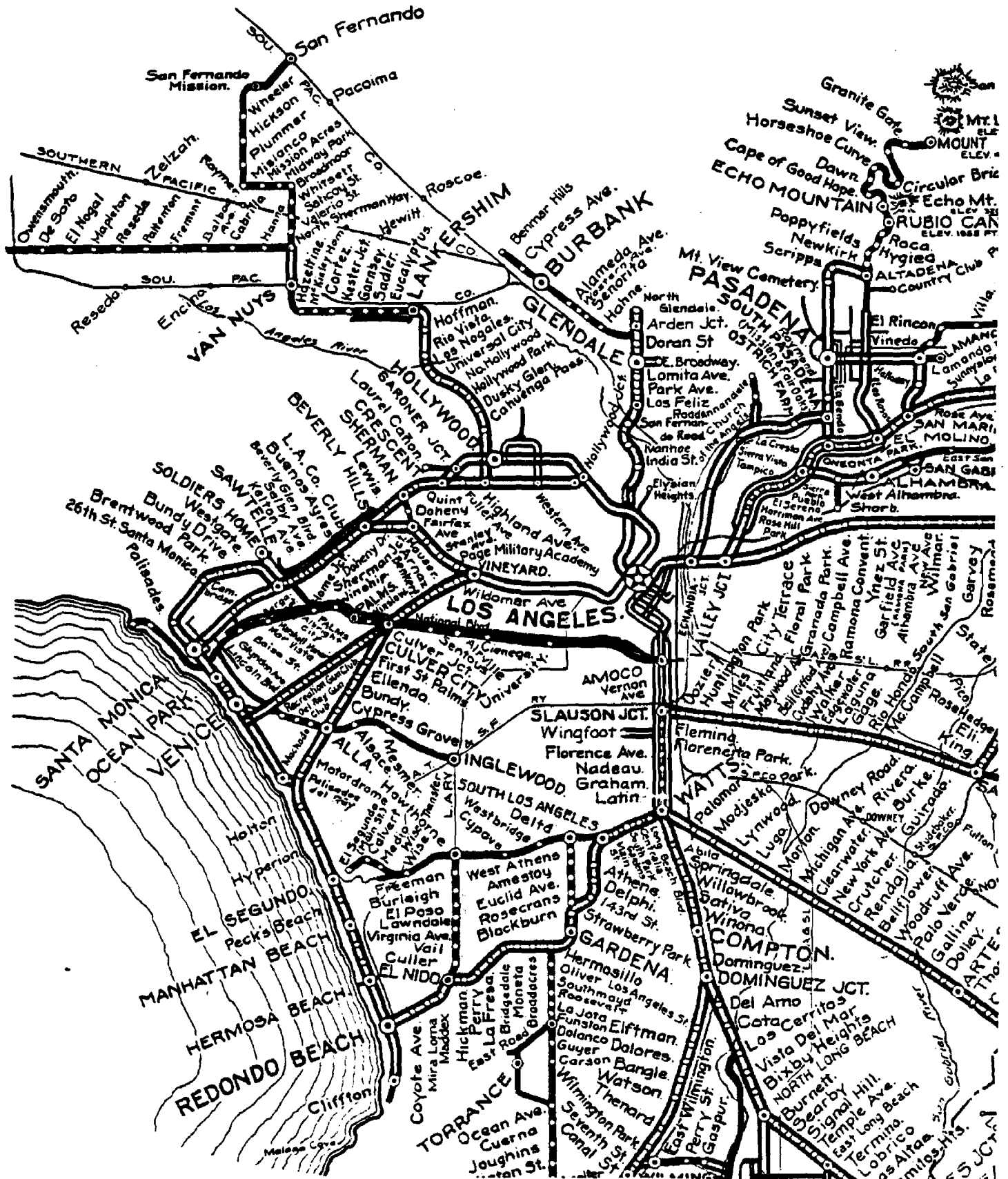
## Local Lines



III. WESTERN DISTRICT



# WESTERN DISTRICT



#### A. GLENDALE - BURBANK LINE

##### Original Route

The route started at the Subway Terminal Building located in Downtown Los Angeles on the west side of Hill Street just south of 4th Street.

The Subway Terminal was completed in 1925 in order to bring the rails northwesterly out of the congested downtown area, under Bunker Hill, as far as the Toluca Yard and Substation. Once out of the tunnel, dual tracks traversed the yard, crossed under the Beverly Boulevard Viaduct into the center of Glendale Boulevard where they ran northerly across Temple Street, and in the 1950's under the Hollywood Freeway. Following in the pavement of Glendale Boulevard, the tracks ran directly to the west of Park Junction at intersection Park Avenue (one block south of Sunset Boulevard). There was a connection up Park Avenue to the HOLLYWOOD LINE on Sunset Boulevard.

The GLENDALE LINE, crossed under the Sunset Boulevard Bridge where it entered a three-track private way which allowed passing of the Glendale and Edendale cars. The three-track private way extended north, in the center of Glendale Boulevard, past Montana Street, Alvarado Street, and Berkeley Street as far as Effie Street.

Double-track street operation was then resumed and ran to Allesandro Street. Here, the dual tracks left Glendale Boulevard

to enter a private way through the Ivanhoe Hills, past Lakeview Avenue and India Street to eventually run parallel to Riverside Drive. A high wooden trestle and steel deck girder bridge carried the dual tracks over Fletcher Drive with a clearance of 40 feet. The line continued northwesterly, still along the edge of the Hills, to Monte Santo, (Glendale Boulevard and Riverside Drive) the terminus of the Edendale Line.

From Monte Santo, a series of three bridges carried the tracks northeasterly over Riverside Drive and Los Angeles River. The line then traversed the Atwater district on private way in the center of Glendale Boulevard to the Glendale City limit where the line crossed Southern Pacific's coast line at grade (where Glendale Boulevard becomes Brand Boulevard).

The dual rails then crossed San Fernando Road where the private way ended and the line continued northerly in the pavement of Brand Boulevard, crossing Los Feliz Boulevard, Chevy Chase Boulevard, Colorado Boulevard, Broadway and Lexington Drive. The main line continued north to Verdugo Wash where the line became a single track.

At Arden Junction at Glenoaks Boulevard, the line branched. The old main line continued north in the pavement of Brand Boulevard to a terminus in North Glendale at Mountain Avenue. The BURBANK LINE diverged westerly as a single-track line on private way in the center of Glenoaks Boulevard, then continued westerly past Central, Pacific, Highland, Western, and Alameda Avenues to a

terminus in Burbank at Cypress Avenue. From 1925 to 1940 the BURBANK LINE continued west, following Glenoaks Boulevard, on private way to Ben Mar Hills (Eton Drive).

Present Condition of Route

No rails remain on the entire route.

The Subway Terminal Building is no longer used as a transportation terminal, and the subway tunnel has been blocked off. The Toluca Yard and Substation, located at the outbound end of the tunnel, just south of the Beverly Boulevard Viaduct over (Glendale Boulevard, is abandoned. The viaduct is the same as it was when the "Red Cars" passed underneath.

On Glendale Boulevard, from Beverly Boulevard, past Temple Street, the Hollywood Freeway and Echo Park, the tracks have been replaced by pavement. Vertical clearance under the Hollywood Freeway and Sunset Boulevard is approximately the same as when there were tracks on Glendale Boulevard. North of Sunset Boulevard, Glendale Boulevard is a divided roadway with a wide landscaped median, (until it reaches Allesandro Street at the present southerly terminus of the Glendale Freeway. From there north, through the Ivanhoe Hills, near the Glendale-Golden State Freeways Interchange, part of the original roadbed has been replaced by the Glendale Freeway. With the exception of some minor encroachments the Allesandro cut private way is intact from the Glendale Freeway to Fletcher Drive.

At Fletcher Drive, where the high bridge had been, all that remains are its foundations. North of Fletcher Drive the

trackless roadbed continues following the hills just southerly of the intersection of Glendale Boulevard and Riverside Drive.

No traces remain of the series of three bridges <sup>and intermediate fill</sup> over the Los Angeles River <sup>Riverside Drive,</sup> and Glendale Boulevard

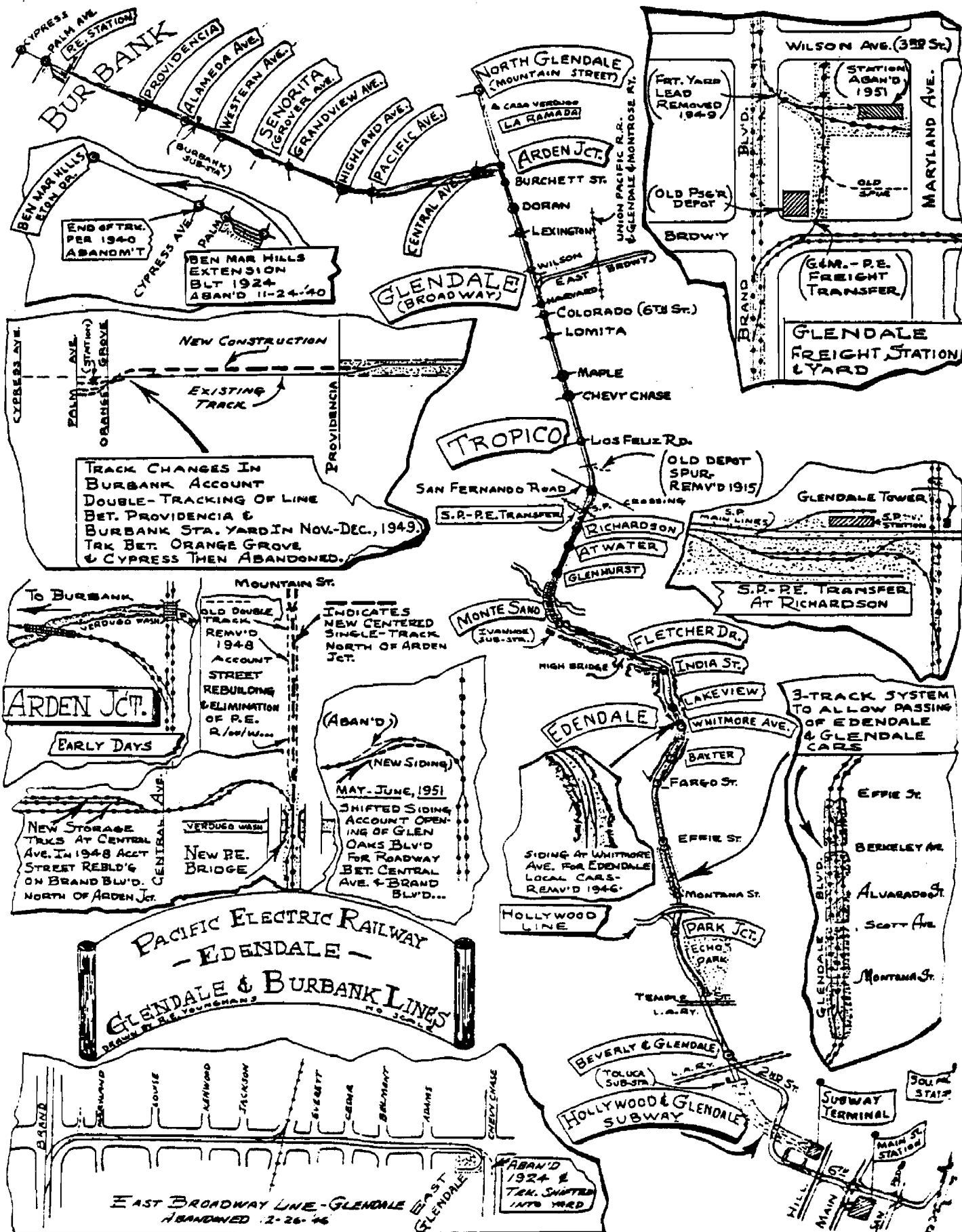
Through Atwater, from the Memorial Bridge to just short of the Southern Pacific main line, a landscaped median now replaces the dual tracks in the center of Glendale Boulevard. At the end of the landscaped median, Glendale Boulevard is now in an underpass of the Southern Pacific <sup>trunk</sup> main line tracks, <sup>near the SP/Amtrak station in Glendale</sup> where it becomes Brand Boulevard.

Richardson  
Local R/W

Trackless Brand Boulevard crosses San Fernando Road, Chevy Chase Drive, and Colorado Boulevard. In this section it is still the very wide thoroughfare it was when it accommodated the Pacific Electric tracks. However, from Colorado <sup>Street</sup> Boulevard, across Broadway, to Lexington Drive, Brand Boulevard has a decorative landscaped median, including mid-block pedestrian crosswalks. From Lexington Drive north to the Verdugo Wash and Glenoaks Boulevard, rails have been replaced by pavement. On Brand Boulevard north to Mountain Avenue, however, pavement has replaced the rails.

Rails of the single-track BURBANK LINE, in the center of Glenoaks Boulevard in the Cities of Glendale and Burbank have been removed. In their place is a landscaped median continuing westerly from Brand Boulevard past Central, Pacific, Highland, Western and Alameda Avenues as far west as Providencia Avenue. The remainder of the tracks, between Providencia and Cypress Avenue, centered in Glenoaks Boulevard, have been replaced by pavement.

# GLENDALE-BURBANK LINE



B. HOLLYWOOD LINE SEGMENT - Via Hill Street and Sunset Boulevard to Park Avenue and Sunset Boulevard

Note: Before the opening of the Subway Terminal Building (1926) all Hollywood cars and most Santa Monica Boulevard cars ( except those routed through Vineyard to Beverly Hills) had to use this segment. Some cars continued to use it even after the Subway Terminal's opening in order to serve the North Hill Street and <sup>Echo Park</sup> ~~Elysian Park~~ areas.

Original Route

The route began at the Hill Street Station which was located at the site of the Subway Terminal Building, on the west side of Hill Street between 4th and 5th Street. The Red Cars exited the Station (or later the Subway Terminal Building) at ground level directly into Hill Street.

The dual tracks ran north in the center of the pavement of Hill Street, crossing major intersections in Downtown Los Angeles to reach 1st Street. North of 1st Street was the first of the two tunnels on the route. The dual tracks ran through the first tunnel (under Bunker Hill) to Temple Street, while the Hill Street roadway passed through its own parallel tunnel directly to the east. The rails continued north of Temple Street through the second tunnel (under Fort Moore Hill) to Sunset Boulevard, while Hill Street ran above on a separate alignment.

On Sunset Boulevard, dual tracks ran westerly in the center of the pavement, crossing Grand Avenue, Figueroa Street, and over the Pasadena Freeway. The rails continued in a general north-westerly direction, past Beaudry, Elysian Park and Echo Park Avenues to arrive at Park Avenue, where cars routed through the Subway Terminal turned west into Sunset Boulevard.

#### Present Condition of Route

No rails remain on the entire route.

The Hill Street Station (Subway Terminal Building) is no longer used as a transportation terminal. The building has been bought by private developers.

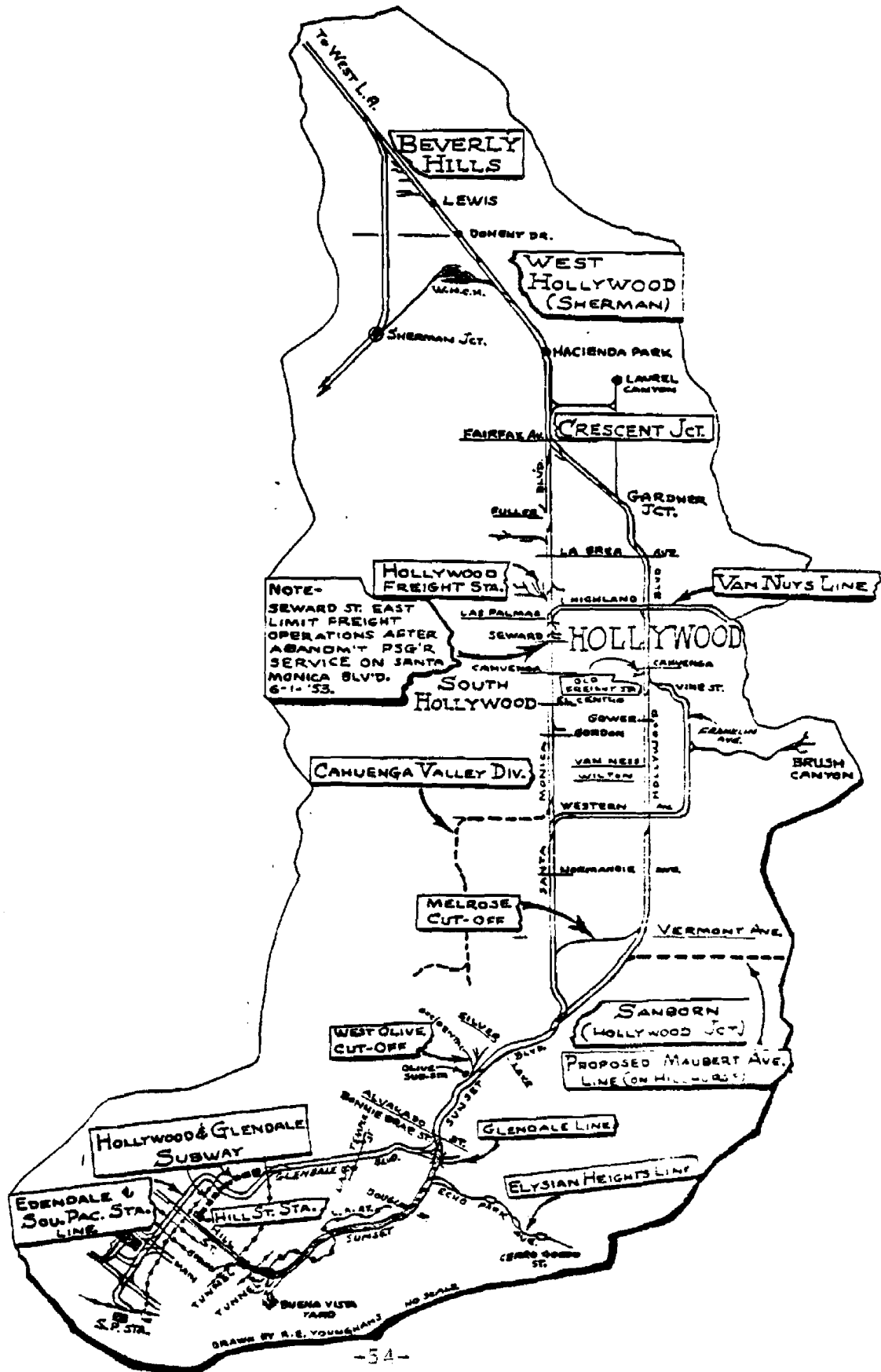
Tracks have been replaced by pavement on Hill Street between the Hill Street Station and 1st Street.

The tunnels and rails between 1st Street and Sunset Boulevard have been removed for the construction of the Santa Ana Freeway and the revised Civic Center. The only exception is the blocked end of the tunnel under Fort Moore Hill, which can still be seen on the south side of Sunset Boulevard, just east of Grand Avenue.

On Sunset Boulevard, dual rails have been replaced by pavement between the former end of the tunnel and Park Avenue near Echo Park.



# HOLLYWOOD LINE SEGMENT-VIA HILL STREET



### C. SOUTH HOLLYWOOD-SHERMAN LINE

#### Original Route

The SOUTH HOLLYWOOD SHERMAN LINE followed the GLENDALE-BURBANK LINE as far as Park Junction, located on Glendale Boulevard one block south of Sunset Boulevard. Here at the present location of Park Avenue opposite Angeles Temple, the HOLLYWOOD-SHERMAN LINE branched left to climb up a slight grade on private way (later paved as Park Avenue, with tracks in the center) to turn left (west) into Sunset Boulevard.

The dual tracks ran westerly and then northwesterly, running in the middle of Sunset Boulevard, crossing such major intersections as Alvarado Street and Silverlake Boulevard, to reach Sanborn Junction, where the line branched left (west) into Santa Monica Boulevard.

On Santa Monica Boulevard, the dual tracks in the center of the pavement headed west, passing such major streets as, Vermont Avenue, Western Avenue and Vine Street in Hollywood. Leaving Vine Street, the tracks continued west past Highland Avenue (where the San Fernando Valley Line branched north), and La Brea Avenue, to Crescent Junction. Crescent Junction, located near Fairfax Avenue, is where the HOLLYWOOD LINE joined the SOUTH HOLLYWOOD-SHERMAN LINE.

Leaving Crescent Junction, the dual tracks continued west in the pavement of Santa Monica Boulevard, passing Crescent Heights Boulevard to Hacienda Park (two blocks east of La Cienega Boulevard)

here, the tracks entered an unimproved private way between the dual roadways of Santa Monica Boulevard, ran southwesterly across La Cienega Boulevard, and then four blocks farther to the terminus of the route at Sherman (West Hollywood). The dual rails turned southerly out of the private way into the West Hollywood Carhouse and shops (located on the south side of Santa Monica Boulevard between Huntley Drive and San Vicente Boulevard).

#### Present Condition of Route

No rails remain on the entire route.

On Park Avenue from Park Junction to Sunset Boulevard the dual tracks have been replaced by pavement.

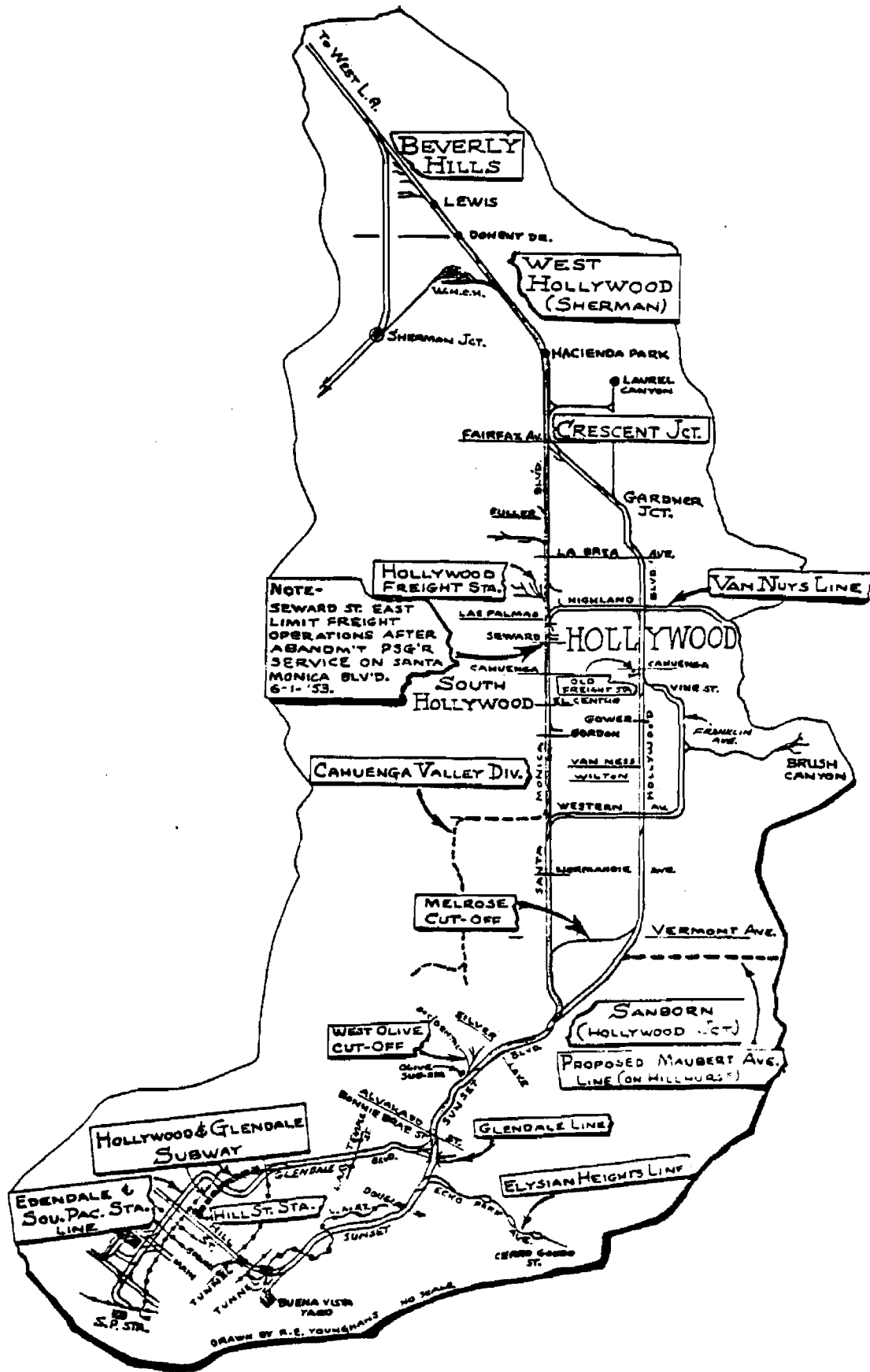
On Sunset Boulevard from Park Avenue to Sanborn Junction (Santa Monica Boulevard) dual tracks have been removed and replaced by pavement.

Dual tracks have been removed and replaced by pavement on Santa Monica Boulevard from Sanborn Junction (Sunset Boulevard) to Hacienda Park (two blocks east of La Cienega Boulevard near Olive Drive).

On Santa Monica Boulevard from Olive Drive (Hacienda Park) to west of Huntley Drive (Sherman), dual tracks have been removed and the unimproved private way remains.

The west Hollywood Carhouse and shops have been demolished to make way for commercial development and the SCRTD facilities.

# SOUTH HOLLYWOOD-SHERMAN LINE



#### D. SUBWAY-HOLLYWOOD LINE

##### Original Route

The SUBWAY-HOLLYWOOD LINE followed the SOUTH HOLLYWOOD-SHERMAN LINE as far as Sanborn Junction, at the intersection of Sunset and Santa Monica Boulevard.

From Sanborn Junction, on Sunset Boulevard, the dual tracks ran northwesterly, in the center of the pavement, crossing Fountain Avenue to reach the common intersection of Sunset Boulevard, Virgil-Hillhurst Avenue and Hollywood Boulevard. Here, the dual tracks leave Sunset Boulevard to run northwesterly in the center of Hollywood Boulevard to the major intersection of Vermont Avenue.

From Vermont Avenue the dual tracks, in the center of Hollywood Boulevard, ran west, crossing such major intersections as Normandie, Western, and Van Ness Avenues to reach the center of Hollywood at Vine Street. From Vine Street, the line continued west crossing the major intersection of Cahuenga Boulevard, and Highland Avenue before reaching La Brea Avenue.

On the west side of La Brea Avenue, the dual tracks entered an unimproved private way and ran southwesterly approximately two blocks to Hawthorne Avenue where the private way ended. The tracks then ran west, in the center of Hawthorne Avenue, to near the intersection of Martel Avenue, where another unimproved private way opened to the southwest. The dual track followed in the private way southwesterly approximately two blocks to Gardner Junction (Gardner Street and Sunset Boulevard). From Gardner

Junction the dual tracks entered yet another unimproved private way and then ran southwesterly crossing Fountain Avenue before reaching the terminus of the line at Crescent Junction (Santa Monica Boulevard and Fairfax Avenue).

#### Present Condition of Route

No rails remain on the entire route.

On Sunset Boulevard, from Sanborn Junction, Santa Monica Boulevard to the common intersection of Virgil-Hillhurst Avenue and Hollywood Boulevard, dual tracks have been replaced by pavement.

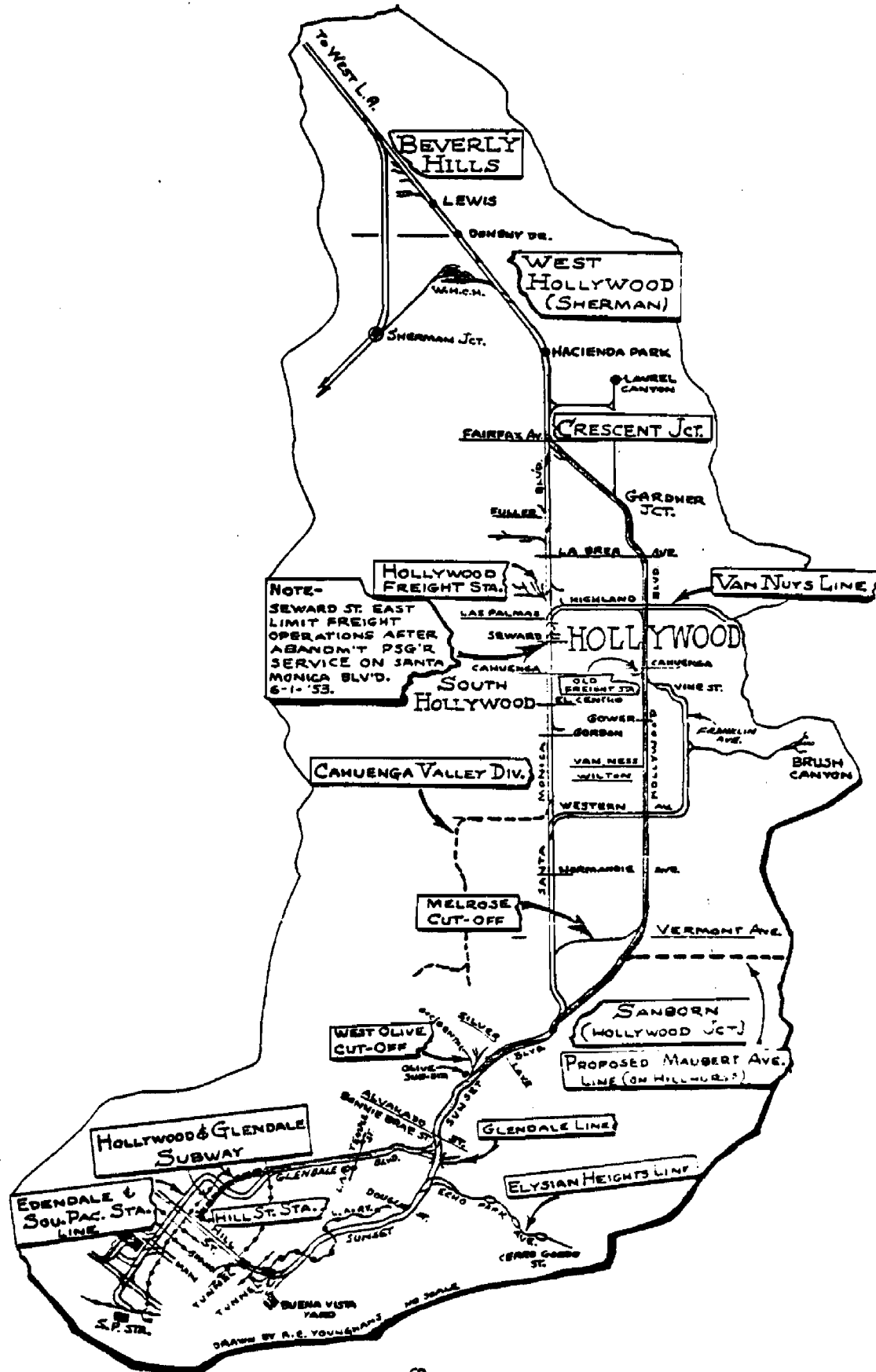
On Hollywood Boulevard, from the common intersection of Virgil-Hillhurst Avenue and Sunset Boulevard to La Brea Avenue, dual tracks have been replaced by pavement.

Rails have been removed from the private way between La Brea Avenue and Hawthorne Avenue, and the section has been "built upon" with residential development.

Dual tracks have been replaced by pavement on Hawthorne Avenue.

Rails have also been removed from the two other sections of private way; one between Hawthorne Avenue and Gardner Junction (Sunset Boulevard and Gardner Street), and the other between Gardner Junction and Crescent Junction (Santa Monica Boulevard and Fairfax Avenue). Both sections have been "built upon" with residential development.

# SUBWAY - HOLLYWOOD LINE



## E. SAN FERNANDO VALLEY LINE

### Original Route

The SAN FERNANDO LINE followed the SOUTH HOLLYWOOD-SHERMAN LINE as far as the intersection of Santa Monica Boulevard and Highland Avenue. There the double tracks turned right into Highland Avenue and proceeded north in the center of the pavement of Highland Avenue using the tracks of the CAHUENGA AVENUE LINE, past Fountain Avenue, Sunset Boulevard, Hollywood Boulevard, and Franklyn Avenue to the mouth of Cahuenga Pass (approximately opposite the Hollywood Bowl). It was here that the San Fernando Lines own trackage commenced.

Originally, the line negotiated Cahuenga Pass via a double track line located to the east of the State Highway. However, when the Hollywood Freeway was constructed through the Cahuenga Pass in 1938-39, the double tracks were relocated in a private way in the freeway median.

Rails of this last routing of the line in the Cahuenga Pass entered the median of the Hollywood Freeway from Highland Avenue just opposite the Hollywood Bowl. Northbound Highland Avenue, with the dual tracks, went under the inbound Hollywood Freeway lanes allowing the dual tracks entrance to the private way in the freeway median. The dual rails proceeded north in the freeway median, under the Pilgrimage Bridge, Mulholland Drive and Barham Boulevards, and over Lankershim Boulevard, to exit the median at Vineland Avenue.



The exit was accomplished by the dual tracks passing under the outbound lanes of the freeway and Vineland Avenue to follow an unimproved private way north immediately adjacent to Vineland Avenue on the west. Continuing north approaching the Los Angeles River, the dual tracks converged to a single track to cross the river on single track steel trestle; after which the dual tracks continued north on unimproved private way in the center of Vineland Avenue passing major intersections, such as, Riverside Drive, Camarillo Street, Magnolia Boulevard and Weddington Street.

The double tracks merged to a single track just short of the Southern Pacific tracks at Chandler Boulevard. The single track then turned west into private way between Chandler Boulevard and the S P tracks, and ran several blocks west across Lankershim Boulevard to the North Hollywood Station.

West of the North Hollywood Station, the single track P.E. line joined the Southern Pacific Burbank Branch line, where P. E., under a lease agreement, shared the single track line west 2.26 miles as far as Kester Junction. In a common private way, between the dual roadways of Chandler Boulevard, the line crossed Laurel Canyon Boulevard and Coldwater Canyon Avenue to reach Kester Junction, at Ethel Avenue.

From Kester Junction, the S P Line branched to the northwest to leave the P.E. Line, once again in its own unimproved private way, heading west between dual roadways of Chandler Boulevard. The single track continued west, past Woodman and Hazeltine Avenues, to turn northerly in a wide curve, following in the center of Chandler Boulevard, into the center of Van Nuys Boulevard.

In the center of Van Nuys Boulevard, the line proceeded north, crossing Burbank Boulevard and Oxnard Street and the SP BURBANK BRANCH LINE to Calvert Street. Here, the single track branched to two tracks for the run through Van Nuys. At Van Owen Street, the Line was reduced again to a single track.

At Sherman Way, the line branched into two single track lines. One branch turned west into the center of dual roadways, and on unimproved private way, followed Sherman Way west across such major intersections as Sepulveda Boulevard, Woodley Avenue, Balboa Avenue, and White Oak Avenue, to Lindley Avenue in Reseda. The line continued west, crossing other major intersections such as, Wilber, Tampa, Winnetka, and De Soto Avenues, as well as the SP BURBANK BRANCH LINE again near Canoga Avenue to reach its terminus at Owensmouth, (Topanga Canyon Avenue) in Canoga Park.

The other branch continued north from Sherman Way on unimproved private way, in the center of Van Nuys Boulevard, crossing the SP Mainline Tracks and Roscoe Boulevard before turning westerly in a wide curve into the center of Parthenia Street. Then the single track, in private way, between dual roadways, followed Parthenia Street west, crossed Pacoima Wash on a trestle before turning northerly in another wide curve (on Parthenia Place) into the center of Sepulveda Boulevard. Still in private way between dual roadways, the single track followed Sepulveda Boulevard north past such major intersections such as Nordoff, Lassen, Devonshire and Chatsworth Streets before curving into the center of Brand Boulevard. The single track on private way then followed the center

of Brand Boulevard in still another wide curve easterly and a smaller curve northeasterly, across Laurel Canyon Boulevard into the City of San Fernando as far as San Fernando Road.

There were 3 blocks of two track operation ending at San Fernando Road. A connection was provided with the nearby Southern Pacific's Coast Route mainline tracks after crossing San Fernando Road adjacent to the SP San Fernando Station.

#### Present Condition of Route

On Highland Avenue, from Santa Monica Boulevard through Hollywood to the area of the Hollywood Bowl, tracks have been replaced by pavement. Highland Avenue, in the area of Hollywood Bowl and the Hollywood Freeway, has been reconstructed without rails. Pavement has replaced tracks in the center of the Hollywood Freeway between Highland Avenue (Hollywood Bowl) and Vineland Avenue (part of the construction contract was removal of rails south of the Los Angeles River). The single track bridge over the river has been removed. On Vineland Avenue, tracks have been removed from the mostly unimproved median (small portions have been landscaped) between the Los Angeles River and Chandler Boulevard. In this connection, columns of the freeway bridges for the Hollywood and Ventura Freeways have been placed in the Median of Vineland Avenue. Rails have been removed from the private way along Chandler Boulevard from Vineland Avenue to the abandoned PE Station (west side of Lankershim Boulevard).

The section from the abandoned PE Station, at Lankerhsim Boulevard, 2.26 miles west to Kester Junction (at Ethel Avenue) is the

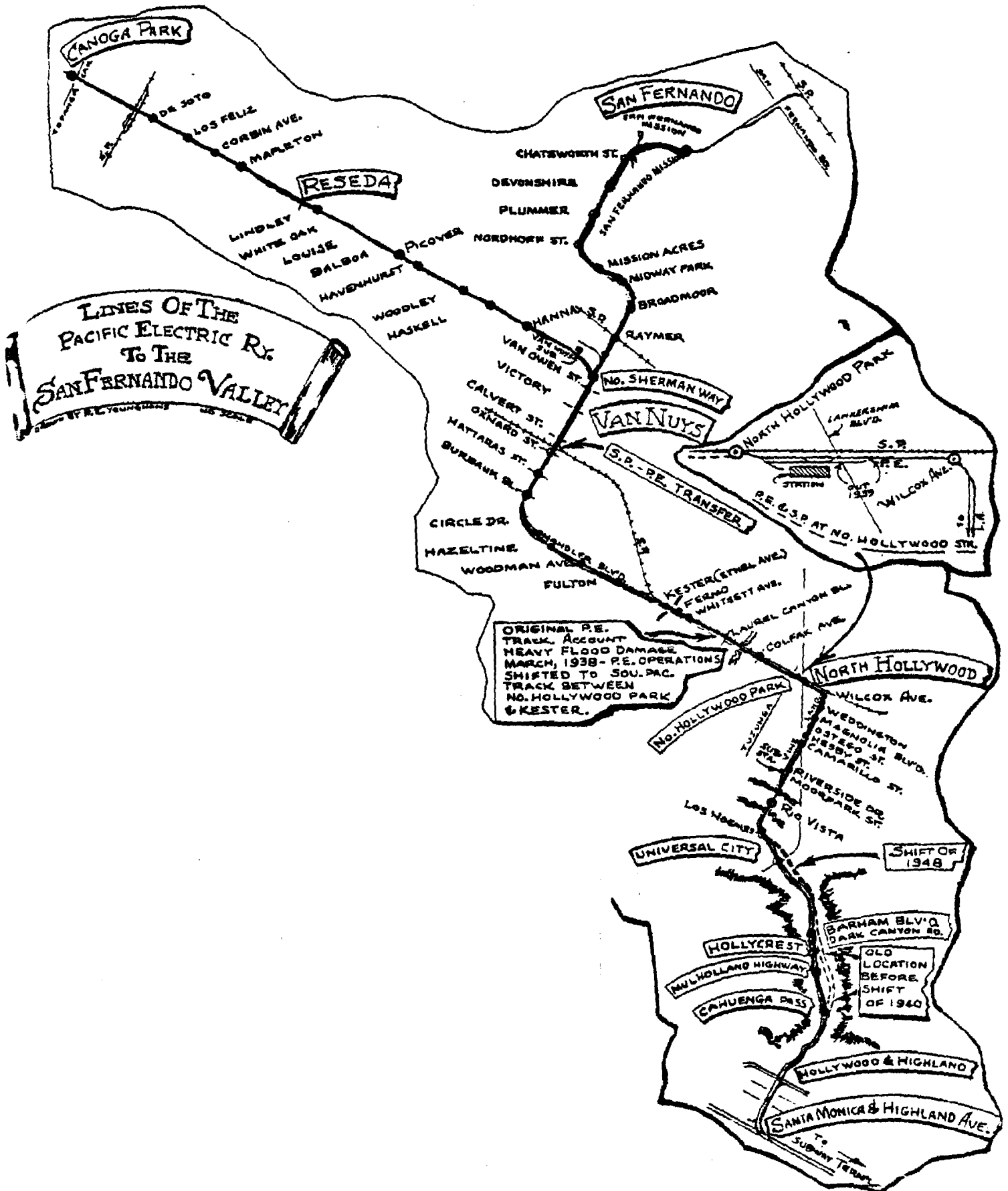
only portion of this former P E line with rails remaining. It is now, and has always been, part of the SPTC BURBANK BRANCH LINE. At Kester Junction, the single track SPTC line leaves the former common line going northwesterly. Between Ethel Avenue (Kester Junction) and Van Nuys Boulevard rails have been removed and a landscaped median installed in the center of Chandler Boulevard. Pavement has replaced rails on Van Nuys Boulevard all the way north through Van Nuys to Sherman Way.

No rails remain on the branch that traveled west from Van Nuys Boulevard in the center of Sherman Way. A landscaped median has been installed from Van Nuys Boulevard to Variel Avenue (West of De Soto Avenue) on Sherman Way. Exceptions to the landscaped median are: Under San Diego Freeway, where there is a curbed, paved, median containing center columns for the freeway bridge, and in the tunnel under the Van Nuys Airport runways, where there is a curbed median containing a tunnel structure under the runways. Rails have been replaced by pavement on the remainder of the branch line, seven blocks up to Topanga Canyon Road.

On the former SAN FERNANDO LINE, pavement has replaced rails in the center of Van Nuys Boulevard from Sherman Way to Roscoe Boulevard. North of Roscoe Boulevard, rails have been replaced by a combination of pavement and narrow paved traffic islands until reaching the place where Van Nuys Boulevard curves westerly to intersect Parthenia Street. A landscaped median replaces the track on private way on Parthenia Street and Parthenia Place up to Sepulveda Boulevard. This is also true for Sepulveda Boulevard as far north as Chatsworth Street.

North of Chatsworth Street on Sepulveda Boulevard, the single track on private way has been replaced by a paved median with bridge columns in the area under the Route 118 freeway bridge. From the edge of the freeway area a landscaped median continues north along Sepulveda and curves easterly along Brand Boulevard replacing the single track on private way. With the exception of a section under the Golden State Freeway Bridge (also paved median with bridge columns), the landscaped median follows Brand Boulevard northeasterly into the City of San Fernando as far as Hewitt St. On the remainder of the line on Brand Boulevard in San Fernando, rails have been removed and replaced by pavement.

# SAN FERNANDO VALLEY LINE



F. HOLLYWOOD - VENICE LINE

Original Route

The HOLLYWOOD - VENICE LINE followed the SUBWAY - HOLLYWOOD LINE as far as Crescent Junction, and then followed the SOUTH HOLLYWOOD - SHERMAN LINE, on Santa Monica Boulevard, as far as Sherman (West Hollywood).

On Santa Monica Boulevard, the dual tracks ran southwesterly from Sherman (near Huntley Drive), on unimproved private way in the center of twin roadways, three blocks to San Vicente Boulevard. The dual tracks on private way continued southwesterly, crossing the major intersections of Robertson Boulevard, Doheny Drive, and Beverly Boulevard to reach the Beverly Hills Station near Beverly Drive. Here, the dual rails of the SANTA MONICA VIA SAWTELLE LINE joined the HOLLYWOOD - VENICE LINE.

From Beverly Hills Station, dual rails of the HOLLYWOOD - VENICE LINE continued southwesterly, on private way between twin roadways of Santa Monica Boulevard, crossing such major intersections as Wilshire, Beverly Glen (on a high Bridge), and Westwood Boulevards to reach Sepulveda Boulevard. Here, the private way ends and the dual tracks entered the Sawtelle business district in the center of Santa Monica Boulevard. The tracks crossed Sawtelle Boulevard, Federal Avenue, Bundy Drive and into the City of Santa Monica at Centralia Avenue.

The dual tracks continued southwesterly, in the center of Santa Monica Boulevard, crossing the various numbered streets of

Santa Monica until reaching Ocean Avenue. Here the line turned south on Ocean Avenue and ran one block to Broadway, the terminus of the VENICE SHORT LINE. From Broadway to its terminus at Windward Avenue in Venice, the route of the HOLLYWOOD - VENICE LINE is identical with the VENICE SHORT LINE.

#### Present Condition of Route

Dual tracks have been removed from the unimproved private way (in the center of Santa Monica Boulevard between <sup>Croft Avenue in</sup> Sherman (West Hollywood) and near Arden Drive in Beverly Hills. On this section of Santa Monica Boulevard, the unimproved private way remains.

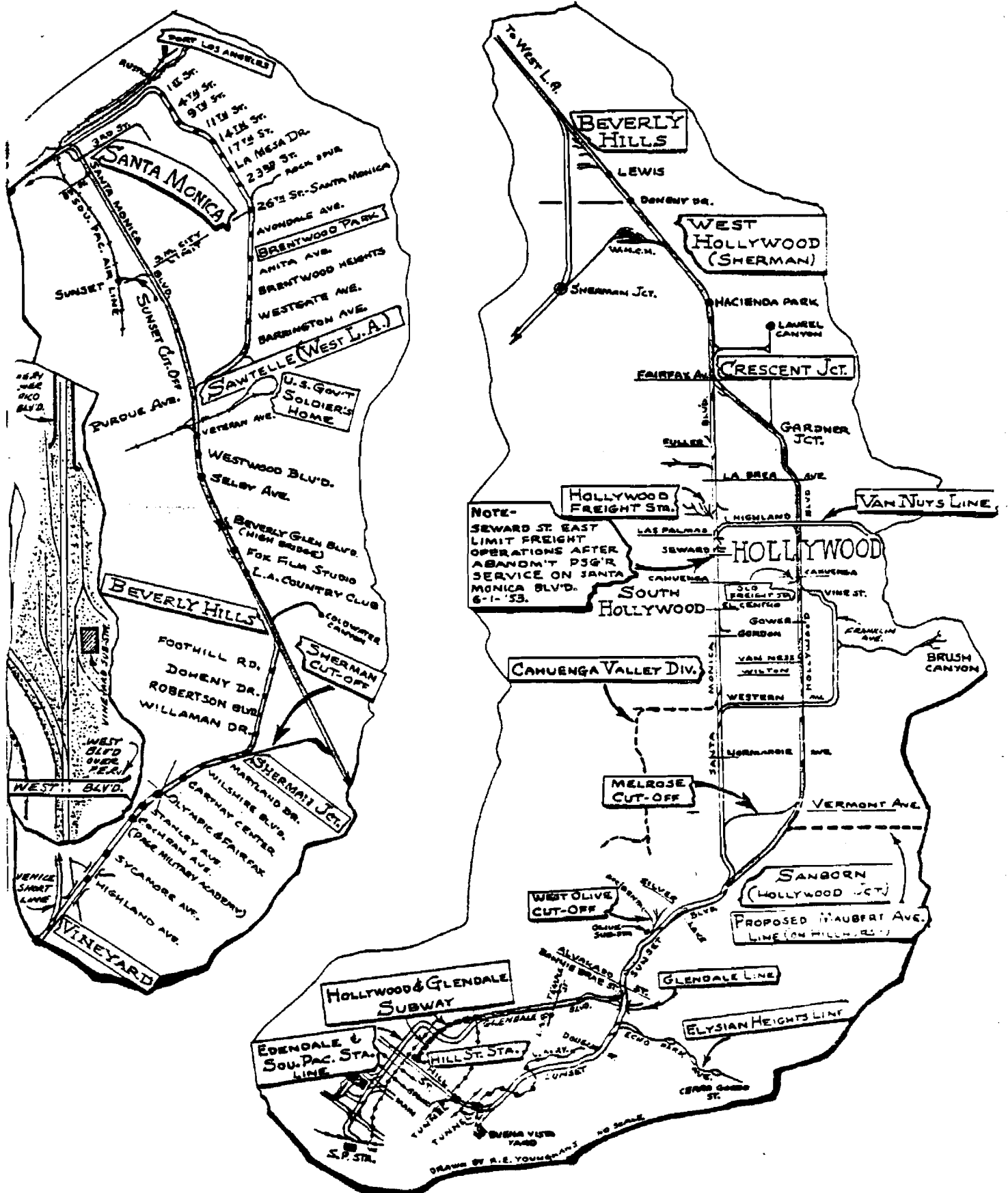
In the unimproved way in the center of Santa Monica Boulevard near Arden Drive in Beverly Hills to Sepulveda Boulevard, a single track replaces the dual tracks. This section of rail is the SPTC West Los Angeles Branch. The SPTC branch line runs parallel to, and on the west side, of Sepulveda Boulevard.

Dual tracks have been replaced by pavement on Santa Monica Boulevard from Sepulveda to Ocean Avenue in Santa Monica.

On Ocean Avenue, between Santa Monica Boulevard and Broadway, tracks have been replaced by pavement.



# HOLLYWOOD-VENICE LINE



## G. VENICE SHORT LINE

### Original Route

The line originated in Downtown Los Angeles at the Hill Street Station (Subway Terminal Building) located between 4th and 5th Streets on the west side of Hill Street. The Red Cars exited the station at ground level directly on to Hill Street.

The dual tracks ran south in the middle of Hill Street crossing major intersections such as 6th Street, Olympic Boulevard and Pico Boulevard until the line turned west onto Venice Boulevard.

On Venice Boulevard the dual tracks located in the middle of the paved street continued westerly passing major streets such as Figueroa, Hoover and Vermont until the Berendo Street siding track which allowed passing of other Red Cars. Upon leaving the siding the tracks continued on the middle of Venice Boulevard passing Normandie and Western until the line reached Arlington Avenue. At Arlington the tracks then entered an unpaved private way in the center of dual roadways which ended at Crenshaw Boulevard. From Crenshaw Boulevard the dual tracks entered another section of private way located on the north side of Venice Boulevard and continued on to Vineyard Avenue. It was here that the SAWTELLE LINE branched northwesterly to Beverly Hills. Westerly of Vineyard Avenue, Venice Boulevard became a split roadway with the dual tracks located on private way between the roadways. The VENICE SHORT LINE continued westerly crossing over La Cienega Boulevard passing the Helms Bakery on its way to Culver Junction which is westerly of Exposition Boulevard.

It is at the Junction that the REDONDO BEACH-DEL REY LINE branched southwesterly and the SANTA MONICA AIR LINE crossed. The dual tracks continued westerly from the Junction on unpaved private way in the center of Venice Boulevard passing intersections such as Overland Avenue, Sepulveda Boulevard, Centinella Avenue, Lincoln and Washington Boulevards. The line then crossed the Grand Canal in Venice on a concrete arch bridge and turned north onto Pacific Avenue.

The double tracks then ran on the pavement of Pacific Avenue for five blocks before entering a wide private way known then as the "Trolleyway". From Windward Avenue in Venice the line followed the "Trolleyway" north, past the Ocean Park Carhouse and yard, through Ocean Park to Pico Boulevard where the "Trolleyway" ended and "street running" resumed directly into Ocean Avenue. The tracks then followed Ocean Avenue north to the terminus of the VENICE SHORT LINE at Broadway in Santa Monica.

#### Present condition of the Route

No rails remain on the entire route.

The Hill Street Station (Subway Terminal Building) is no longer used as a transportation terminal. The building has been bought by private developers.

The tracks have been removed and replaced by pavement on Hill Street from the former terminal to Venice Boulevard.

On Venice Boulevard from Hill Street to Arlington Street the tracks have been replaced by pavement.

The rails have been removed from the center of Venice Boulevard, between Arlington Avenue and Crenshaw Boulevard and the former private way has been paved as a city street. Rails have also been removed from the north side of Venice Boulevard between Crenshaw Boulevard and Vineyard Junction. The entire section has been paved over as a city street with a very narrow curbed median.

West of Vineyard Junction, past Rimpau Boulevard, La Brea Avenue, Redondo Boulevard, Hauser Boulevard, Carson Avenue, Genesee Street, the dual tracks, on medium-to-high fills, have been replaced by a narrow landscaped median at street grade. The grade crossing viaduct and embankment over La Cienega Boulevard was removed for the construction of the Santa Monica Freeway. The freeway now crosses over Venice and La Cienega Boulevards just to the north of their intersection. The narrow landscaped median on Venice Boulevard continues at street grade, across Robertson Boulevard, past the old Helms Bakery Building, (now an antique furniture mart), to Culver Junction.

Venice Boulevard continues westerly through Palms and Culver City, the former dual rails replaced by very narrow landscaped median, past Overland Avenue and Sepulveda Boulevard, under the San Diego Freeway into Mar Vista; past McLaughlin Avenue, Inglewood Boulevard, and Venice High School to Lincoln Boulevard. Venice Boulevard, all this way, is now a wide boulevard with a narrow landscaped median. West of Lincoln Boulevard, the former private way

is now a trackless dirt median which is quite wide west of Washington Boulevard and is built on in some places. At the Grand Canal, the ancient arch bridge remains, however, the rails and ties are gone and it is in a dilapidated condition. A short distance further west, the rails that had turned north into Pacific Avenue in Venice for five blocks ending at Windward Avenue, have been removed and replaced by pavement. From Windward Avenue north, various portions of the former "Trolleyway" have been "built upon" all the way to its end at Pico Boulevard in Santa Monica. Ocean Avenue in Santa Monica, from Pico Boulevard north to the terminus of the route at Broadway, has had the track removed and replaced by pavement.

# VENICE SHORT LINE



## H. SANTA MONICA VIA SAWTELLE LINE

### Original Route

The SANTA MONICA VIA SAWTELLE LINE followed the VENICE SHORT LINE as far as Vineyard Junction.

At Vineyard Junction, the SANTA MONICA VIA SAWTELLE LINE branched northwesterly from the VENICE SHORT LINE. Inside the Vineyard grounds, dual tracks ramped up on fill to join a massive grade separation structure that carried the tracks over Pico Boulevard and down on to an unimproved private way in the center of the twin roadways of San Vicente Boulevard.

Continuing northwesterly, in the center of San Vicente Boulevard the dual tracks crossed the major intersections of La Brea, Hauser, and Olympic Boulevards, Fairfax Avenue, as well as Wilshire and La Cienega Boulevards. Then they continued one block west of La Cienega to Sherman Junction (at Le Doix Road), where the Sherman cut-off branched north (in the middle of San Vicente Boulevard) to Sherman (West Hollywood).

From Sherman Junction, the SANTA MONICA VIA SAWTELLE LINE turned west into private way, in the center of the twin roadways of Burton Way. Running west, the dual tracks crossed Robertson Boulevard, Doheny Drive, and some of the downtown Beverly Hills Streets to reach the Beverly Hills Station (located adjacent to Santa Monica Boulevard near Beverly Drive).

At the Beverly Hills Station, the SANTA MONICA VIA SAWTELLE LINE joined the HOLLYWOOD-VENICE LINE, and both lines were identical from that location to their common terminus at Windward Avenue in Venice.

### Present Condition of Route

The Vineyard Junction yard area has been taken over by commercial development. An exception is the strip provided through the former yard to extend San Vicente Boulevard southeasterly from Pico Boulevard to Venice Boulevard.

The grade separation structure across Pico Boulevard has been removed.

Rails have been removed on San Vicente Boulevard, between Pico Boulevard and Hauser Boulevard, and the private way has been replaced with a medium to wide landscaped median.

On San Vicente Boulevard, between Hauser Boulevard and Olympic Boulevard, rails have been removed and the private way has been replaced with a narrow landscaped median.

Rails have been removed from San Vicente Boulevard, between Olympic Boulevard and Wilshire Boulevard, and the private way has been replaced with a wide landscaped median.

On San Vicente Boulevard, between Wilshire Boulevard and La Cienega Boulevard, rails have been removed and the private way has been replaced with a narrow landscaped median.

On San Vicente Boulevard between La Cienega Boulevard and former Sherman Junction (one block), and on Burton Way, from former Sherman Junction to Rexford Drive in Beverly Hills, rails have been removed and the private way replaced with a very wide landscaped median.



From Rexford Drive to the Beverly Hills Station, rails have been removed and the private way has either been taken over as part of Beverly Hills Civic Center, or paved as a city Street. The Beverly Hills Station has been demolished and the grounds have been "built upon" with commercial development.



## I. THE WESTGATE LINE

### Original Route

The WESTGATE LINE followed the SANTA MONICA VIA SAWTELL LINE as far as Sawtelle.

From Sawtelle (Santa Monica Boulevard between Purdue and Butler Avenues) the WESTGATE LINE branched northwesterly into an unimproved private way. Dual tracks ran in the center of the private way, across Ohio Avenue, and then along the westerly edge of the U. S. Government Soldier's Home property to a location near Rochester and Butler Avenues. Here the dual rails entered the grounds of the Soldier's Home and continued northwesterly on private way, across Wilshire Boulevard to enter another section of unimproved private way in the center of San Vicente Boulevard.

The dual tracks followed San Vicente Boulevard, between twin roadways, in a sweeping curve to the west, crossing out of the Soldier's Home property at Bringham Avenue. Continuing in the center of San Vicente Boulevard, the rails ran west crossing Barrington and Montana Avenues, and Bundy Drive to reach the Santa Monica city limit at 26th Street.

Once into Santa Monica the dual tracks, still on private way between twin roadways, ran approximately 2 miles southwesterly, across the various numbered streets of Santa Monica, to Ocean Avenue.

The dual tracks then ran southeasterly in the pavement of Ocean Avenue, crossing the major intersections of Montana Avenue, Wilshire Boulevard and Santa Monica Boulevard to reach the terminus of the line, one block farther south at Broadway.

#### Present Condition Route

Rails have been removed from the private way between Santa Monica Boulevard and Ohio Avenue, and the section has been "built upon" with commercial and residential development.

Rails have been removed from the private way between Ohio Avenue and the U. S. Government Soldier's Home property, and it has been "built upon" with residential development.

The section of private way across the Soldier's Home property between near Rochester Avenue and Wilshire Boulevard has been abandoned and the rails have been removed.

Rails have been removed from the private way between Wilshire Boulevard and the Soldier's Home Boundary at Bringham Avenue. Both the private way and the twin roadways of San Vicente Boulevard have been abandoned and their right ways taken over by the U. S. Government for the Soldier' Home.

On San Vicente Boulevard, from the Soldiers Home boundary (Bringham Avenue) to Ocean Avenue in Santa Monica, dual tracks have been removed. The former unimproved private way has been replaced with a very well developed landscaped median which

includes many large trees throughout the entire length of the section.

Rails have been replaced by pavement on Ocean Avenue between San Vicente Boulevard and Broadway in Santa Monica.

Continuing west after Crenshaw Boulevard still in private way the track ran between the dual roadways of Exposition Boulevard until the termination of the south roadway at Farmdale Avenue, at Dorsey High School. From there, the single track ran west directly south of Exposition Boulevard until crossing La Brea Avenue. From that point the single track ran between Exposition Boulevard (on the south) and Jefferson Boulevard (on the north) west to the place Exposition Boulevard ends in a cul-de-sac. From there, the rails followed the south side of Jefferson Boulevard through the Sentous Yard and across La Cienega Boulevard.

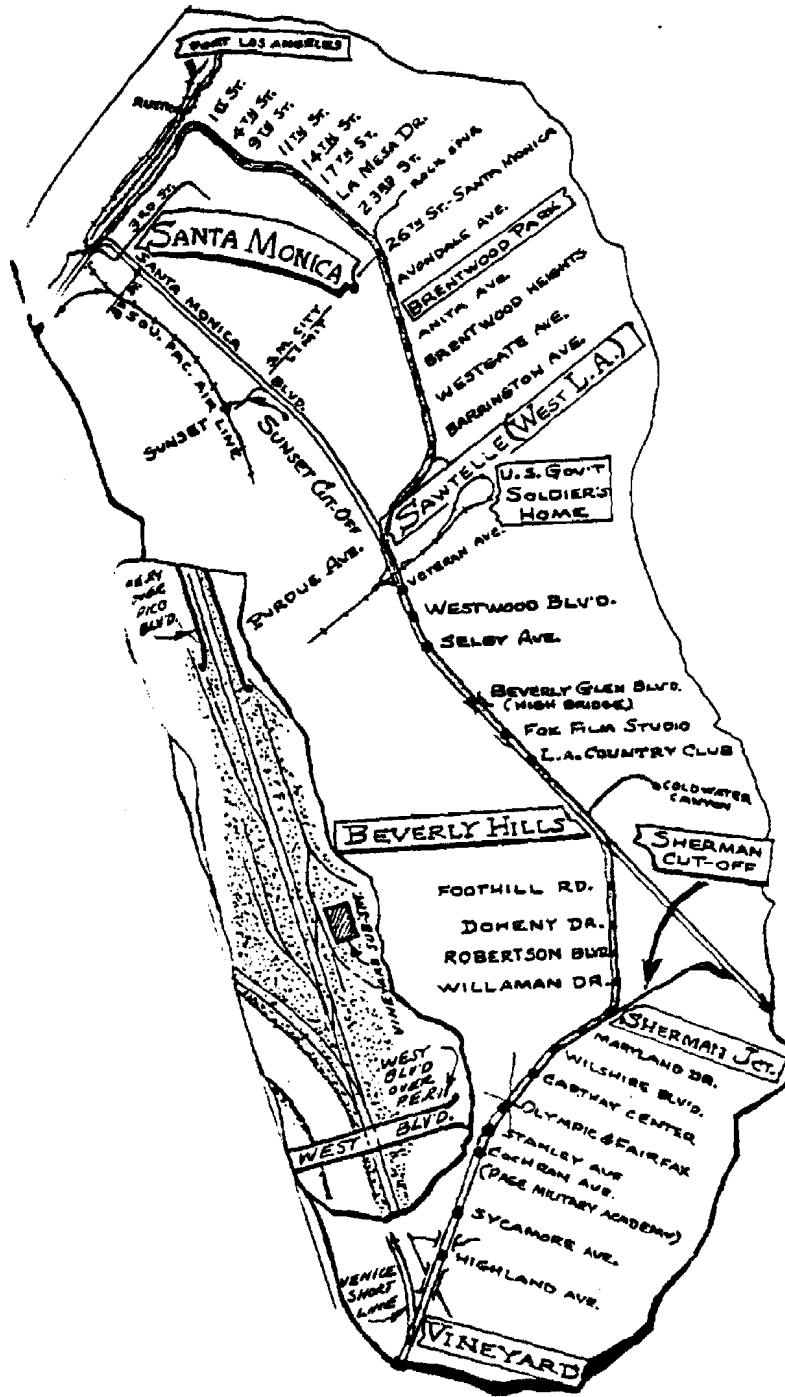
West of La Cienega Boulevard, the single track on private way followed intermittent sections of Jefferson and National Boulevards to a point just east of the intersection of Washington and National Boulevards. Crossing over the National Boulevard, the track continued for about a quarter of a mile on private way to Culver Junction. Here, the SANTA MONICA AIR LINE crossed the VENICE SHORT LINE just southeast of the intersection of Robertson and Venice Boulevards.

Leaving Culver Junction, the single track on private way headed through Palms following intermittent portions of Exposition Boulevard while crossing Hughes and Motor Avenues. West of Motor Avenue, the track ran northwesterly following the westerly side of Northvale Road until it curved westerly and intersected Overland Avenue.

After crossing Overland Avenue, the single track in private way ran west to Westwood Boulevard where the private way ran between dual roadways of Exposition Boulevard. East of Sepulveda Boulevard, (about half mile from Westwood Boulevard) the line reached Home Junction, where the Soldier's Home Branch joined from its run to the north along the west side of Sepulveda Boulevard. West from Home Junction, the line ran on the north side of Exposition Boulevard, crossing Sepulveda Boulevard and then Pico Boulevard at an extreme skew near the intersection of Gateway Boulevard. From Pico Boulevard the track went west, running on the north side of Exposition Boulevard, crossing Federal and Barrington Avenues and Bundy Drive to the Santa Monica City limit at Centinella Avenue.

The single track on private way continued westerly, running between Olympic Boulevard (on the north) and Exposition Boulevard (on the south) to Stewart Avenue. At the terminus of Exposition Boulevard at Stewart Avenue, the track continued westerly on the southern side of Olympic Boulevard. Directly west of Cloverfield Avenue, Olympic Boulevard turned southwesterly crossing the SANTA MONICA AIR LINE, which continued westerly paralleling Colorado Avenue on the south. The single track on private way then ran westerly into Santa Monica, crossing the major numbered streets to reach and cross Lincoln Boulevard. West of Lincoln Boulevard, the track continued for another quarter of a mile before curving southwesterly and southerly to reach Pico Boulevard just west of Main Street. West of Pico Boulevard, the single track

# WESTGATE LINE





## J. SANTA MONICA AIR LINE

### Original Route

From the 6th and Main Street Station in Downtown Los Angeles to Amoco Junction, the Santa Monica Air Line followed the same route as the Long Beach Line.

At Amoco Junction (located on Long Beach Avenue south of 25th Street) the Line entered private way on single track and ran west, crossing Compton and Hooper Avenues to reach Central Avenue.

West of Central Avenue, the single track on private way ran between 30th and 31st Street to San Pedro Street, Just east of San Pedro Street, it turned west to run diagonally across the city grid, crossing Maple Avenue, Main Street (just south of Jefferson Boulevard) Broadway, Hill Street, and Grand Avenue to arrive at Flower Street. Crossing Flower Street, the single track ran on the south side of Exposition Boulevard for one block to cross Figueroa Street.

West from Figueroa Street the line ran in the median of Exposition Boulevard crossing Vermont, Normandie and Western Avenues. Between Western Avenue and Arlington Avenue, the single track ran between Exposition Boulevard (on the north) and Rodeo Road (on the south), while from Arlington Avenue to Crenshaw Boulevard, it followed directly south of Exposition Boulevard.

ran in the median of Main Street pavement five blocks to Hollister Avenue, where it entered into another private way. The single track continued southerly in the private way approximately one mile to the terminus of the SANTA MONICA AIR LINE at the Ocean Park Car House in Santa Monica.

#### Present Condition of Route

Pacific Electric tracks and right-of-way between Amoco Junction (Long Beach Avenue south of 25th Street) and a point just west of 16th Street, in Santa Monica, are now part of the SPTC SANTA MONICA BRANCH.

Basically, the line is single track with numerous spurs and sidings, serving adjacent businesses and industries. Most sections of the track run in an exclusive railroad right-of-way with frequent at-grade crossings.

From Amoco Junction, the single track runs westerly in unimproved private way serving the light industrial area between Long Beach Avenue and Figueroa Street. In this area, protective devices are provided at all at-grade crossings. Type 9 crossing gates are provided at Hooper Avenue and 28th Street, 29th Street and Naomi Avenue, Central Avenue and 27th Street, 30th and San Pedro Streets, and Broadway and 35th Street. The track bed is in need of reballasting, while some sections of track need replacement.

From Figueroa Street to Vermont Avenue (U.S.C. area), the single track runs in a landscaped private way between dual roadways of Exposition Boulevard. Type 8 crossing devices are provided at Figueroa Street and Vermont Avenue. The rails are in a fair state of maintenance. From Vermont Avenue to just east of Arlington Avenue (Wilton Place), the remainder of the way (3 blocks) to Arlington Avenue is within unimproved private way. This section is equipped with Type 8 crossing devices at the major street crossings. From Arlington Avenue to Crenshaw Boulevard, the single track runs on unimproved private way. From Seventh Avenue to Crenshaw Boulevard, the line has numerous sidings to serve the adjoining light industrial and commercial area.

From Crenshaw Boulevard to La Brea Avenue, the major character of the line is the raised track bed on the unimproved private way. Type 8 crossing devices are provided at crossings at Crenshaw

Boulevard and Farmdale Avenue; however, the crossing at La Brea Avenue is provided with Type 9 gates. There are sidings just east of La Brea Avenue to serve the adjoining businesses.

Alternate street-level and above-grade rail sections exist from La Brea Avenue to past La Cienega and the private way is wider. The Sentous Yard still occupies a portion of the right-of-way directly east of La Cienega, and spur tracks and sidings exist directly west of La Cienega. A Type 8 crossing device is provided at La Cienega Boulevard.

One quarter mile west of La Cienega, the single track crosses Ballona Creek on a modern steel bridge, and on a wide unimproved private way runs a half mile further to cross National Boulevard and Washington Boulevard, where Type 9 crossing gates are provided.

The single track on private way runs sidings directly west of Washington Boulevard, and crosses the former VENICE SHORT LINE at Venice Boulevard (where rails have been removed). Another small yard is then traversed, and the track then follows in a wide private way between Exposition Boulevard (on the south) and the Santa Monica Freeway (on the north), rising up in a bench alongside of the freeway to cross both National Boulevard and Motor Avenue on steel structures. The entire section between Washington Boulevard and Motor Avenue is on unimproved private way.

West of Motor Avenue, the single track runs northerly through a tunnel under the Santa Monica Freeway, and then north and northwesterly, on sparsely landscaped private way to intersect and cross Overland Avenue, where Type 8 crossing devices are provided. Between Overland Boulevard and Westwood Boulevard, the single track runs in a minimal landscaped private way, and between West Boulevard and Home Junction the private way is unimproved. Home Junction still exists as a connection to the SPTC west Los Angeles Branch (former Soldier's Home Line). Just east of Sepulveda Boulevard, a section of the private way approximately 300' x 20' has been paved with asphaltic concrete. Type 8 crossing devices are provided at Sepulveda Boulevard crossing.

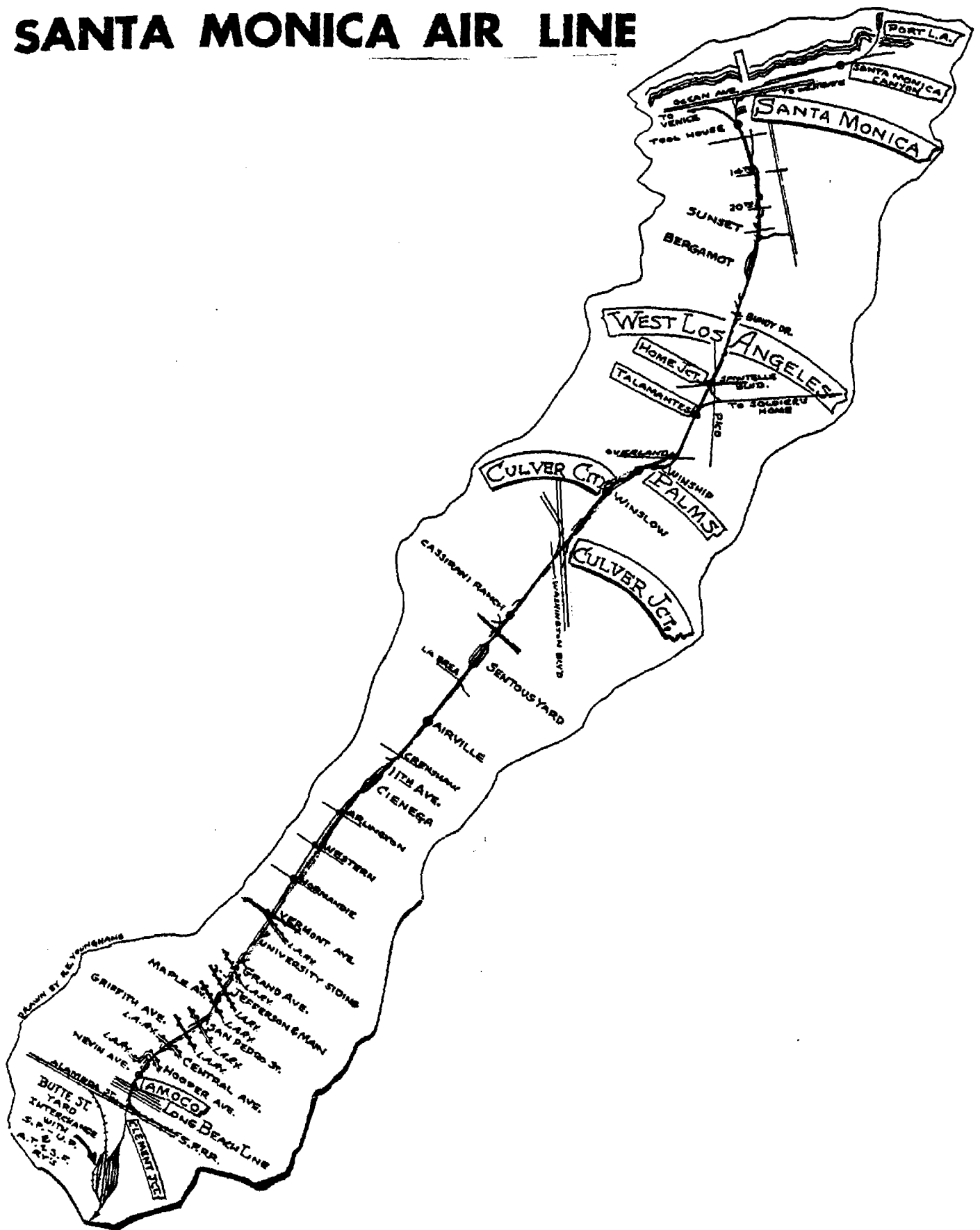
West of Sepulveda Boulevard, the single track runs through a small yard, then passes under the San Diego Freeway and crosses Sawtell and Pico Boulevard at-grade. Here, Type 8 devices are provided. The single track on private way then runs through the light industrial area of Sawtelle along the north side of Exposition Boulevard and into the larger industrial district south of Olympic Boulevard in Santa Monica, where some sidings are provided for local industries. Crossings at Olympic Boulevard and other major streets are provided with Type 8 crossings devices.

The remainder of the existing single track continues through Santa Monica on unimproved private way to terminate at 16th street, just south of Colorado Avenue. Type 8 crossing devices have been provided at major streets.

Rails have been removed, and the former private way has been abandoned and taken over for other uses on the section in Santa Monica between 16th Street and Lincoln Boulevard. No rails remain on the section between Lincoln and Pico Boulevard, where the former private way has been obliterated by construction of the Santa Monica Freeway and Santa Monica Civic Center.

Rails have been replaced by pavement in the center of Main Street from Pico Boulevard to Hollister Avenue. The single track has been removed and the private way abandoned and taken for other uses on the section from Hollister Avenue to the Ocean Park Car House.

# SANTA MONICA AIR LINE



## K. SOLDIERS' HOME BRANCH

### Original Route

The branch left the SANTA MONICA AIR LINE at Home Junction (Exposition Boulevard and Sawtelle Boulevard) crossed Pico Boulevard, and ran northerly in private way west of and adjacent to Sepulveda Boulevard. The branch was single tracked and in private way for its entire length. The branch crossed the SANTA MONICA VIA SAWTELLE LINE at Santa Monica Boulevard and proceeded northerly entering the grounds of the Soldiers' Home at Ohio Avenue. The branch had a return loop on the grounds of the Soldiers' Home at what is now the location of the San Diego Freeway Interchange with Wilshire Boulevard. Passenger service was discontinued in 1920 except for special movements.

### Present Condition of Route

The SOLDIERS' HOME BRANCH is now the SPTC West Los Angeles Branch. Home Junction is one leg of a wye formed on the SPTC Santa Monica Branch with Talamantes as the other leg to the east. Home Junction is located in private way east of Exposition Boulevard and the San Diego Freeway. The single track line passes through the Conrock Plant and crosses Pico Boulevard to join with the single track line from Talamantes in private way west of and adjacent to Sepulveda Boulevard. The single track line is in private way to Santa Monica Boulevard. Light industries front the railroad right of way and have access across the track as well as a narrow parking strip between the track and Sepulveda Boulevard.



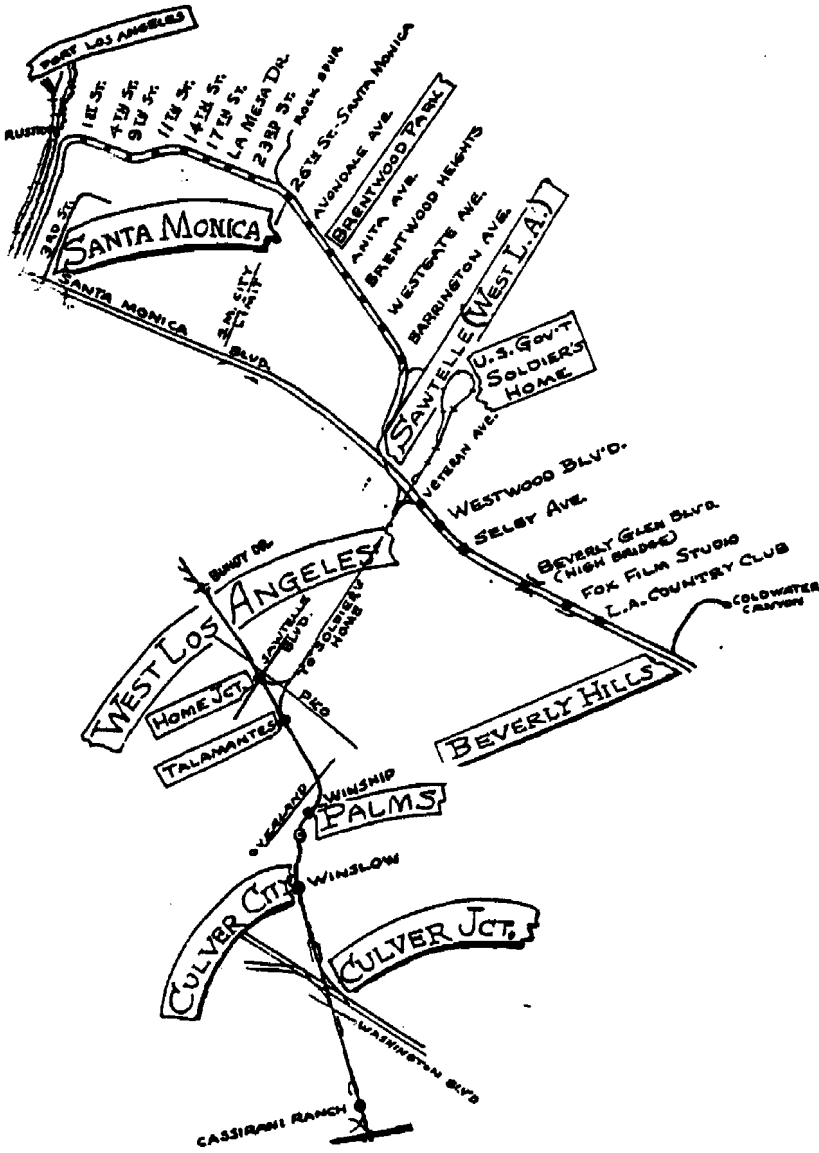
The track for the Soldiers' Home Branch ends south of Santa Monica Boulevard. At this point, the track curves to the right crossing Sepulveda Boulevard to enter private way on Santa Monica Boulevard. This was the original connection to the SANTA MONICA VIA SAWTELLE LINE. The switch has been removed south of Santa Monica Boulevard.

From the old switch location north to Santa Monica Boulevard the track has been removed. The private way is now paved and used as a parking lot. The private way is still owned by the SPTC. The SPTC retains ownership of the original private way to Ohio Avenue.

The private way is intact to Ohio Avenue. The track has been removed to a point north of Massachusetts Avenue. Part of the route has been paved with asphalt and is used by the Sawtelle Lumber Company. From the Lumber Companies' north property fence to Massachusetts Avenue the route is covered with gravel and is used for parking. The remainder of the private way has been paved with asphalt to the top of and between the rails. The private way is used by the adjacent businesses for parking and for access to Sepulveda Boulevard.

North of Ohio Boulevard onto the grounds of the Soldiers' Home the track has been removed and the route is used for other purposes. The area is now a City of Los Angeles Little League field, an Airport Fly<sup>A</sup> away Terminal, and the San Diego Freeway and its interchange with Wilshire Boulevard.

# SOLDIERS HOME BRANCH



## L. THE REDONDO BEACH-DEL REY LINE

### Original Route

From the Hill Street Station (Subway Terminal Building) to Culver Junction, the THE REDONDO BEACH-DEL REY LINE followed the route of the VENICE SHORT LINE.

From Culver Junction, dual tracks branched southwesterly from the VENICE SHORT LINE in the center of the pavement of Culver Boulevard, past Washington Boulevard to Madison Avenue. Here, the dual tracks entered an unimproved private way on the northerly side of Culver Boulevard, and ran past the MGM Studios, Overland Avenue, Sepulveda Boulevard and Centinela Boulevard, to the Culver City boundary.

The dual tracks in private way continued southeasterly along side of Culver Boulevard approximately one-half mile before ramping up on fill to cross over Lincoln Boulevard on a bridge immediately north of the bridge for Culver Boulevard roadway. West of Lincoln Boulevard, the dual tracks converged to a single track before crossing over Ballona Creek on a long steel bridge. The single track then expanded again to two tracks in private way, and continued the run, across open country roughly paralleling Culver Boulevard, into Playa Del Rey. The rails had a short stretch of "Street running" in Playa Del Rey. This was in crossing Culver Boulevard and a small section on Vista Del Mar Lane.

From Playa del Rey, the dual rails ran southerly, on unimproved private way along the edge of the bluffs bordering the Ocean, past

the Hyperion Sewage Treatment Plant, and Imperial Highway into the City of El Segundo.

Still on unimproved private way bordering the Ocean, the dual tracks continued southerly running by the Standard Oil Company Refinery, the City of Manhattan Beach, and into the City of Hermosa Beach.

In Hermosa Beach the dual rails entered another section of unimproved private way in the center of Hermosa Avenue. The rails followed this private way southerly through the business district of Hermosa Beach into the City of Redondo Beach to the center of the city at Diamond and Pacific Avenues. Here, the REDONDO VIA GARDENA LINE terminated its run from the east.

From Downtown Redondo Beach, the dual tracks ran southerly, in the pavement of Pacific Avenue as far as Torrance Boulevard, then they ran in another unimproved private way in the center of Catalina Street south to Avenue I in the Clifton Beach Area. The dual tracks then converged to a single track for the short cross country run on private way to the terminus of the Line at Clifton-by-the-Sea, located on the bluff overlooking the Ocean just north of Malaga Cove.

#### Present condition of Route

(No rails remain on the entire route.

former  
SPTC  
Alla Branch

Rails have been replaced by pavement and narrow paved median "islands" on Culver Boulevard between Culver Junction and Madison Avenue.

Rails have been removed from the private way on the northerly side of Culver Boulevard between Madison Avenue and Overland Boulevard. This strip has been taken over by MGM Studios for their use as a parking facility.

Between Overland Avenue and Sepulveda Boulevard, rails have been removed from the private way adjacent to Culver Boulevard, and an unimproved dirt strip remains. Just west of Sepulveda Boulevard, the San Diego Freeway crosses over Culver Boulevard, and the trackless private way, with a clearance sufficient for railroad operation.

Between the San Diego Freeway and Centinela Boulevard, rails have been removed from the private way adjacent to Culver Boulevard, and a wide undeveloped dirt strip remains.

Rails have been removed from the private way, adjacent to Culver Boulevard, between Centinela Boulevard and Lincoln Boulevard. In this section, the private way remains mostly as an unimproved dirt strip. However, in the vicinity of where the Marina Freeway crosses at-grade (1/2 mile east of Lincoln Boulevard), there is light commercial development (No structures) in the strip.

The double track bridge over Lincoln Boulevard has been removed, however, the bridge abutments may still be seen immediately adjacent to Culver Boulevard on the north. No trace remains of the single track steel bridge over Ballona Creek.

Rails have been removed and the private way has been abandoned between Lincoln Boulevard and Playa Del Rey, and little or nothing

of the former route is now visible in this swampy area.

Rails have been replaced by pavement in Playa Del Rey, on Culver Boulevard and Vista Del Mar Lane. Portions of private way paralleling Vista Del Mar have been condemned by the City of Los Angeles for "Public Street Purposes.

Rails have been removed from private way which ran along the edge of the bluffs from Playa Del Rey to Imperial Highway. This private way was condemned in 1947 by the City of Los Angeles for use "For Public Playground and Recreational Purposes", namely Dockweiler State Beach.

Rails have been removed from the private way between Imperial Highway and 35th Place (the Manhattan Beach - Hermosa Beach city limits), and the private way has been taken over as public beach and recreation areas.

Rails have been removed from the private way, in the center of Hermosa Avenue, between 35th Place and the Hermosa Beach - Redondo Beach city limit at Redondo Street. The former private way is now used as a combination of curbed landscaped median and pay parking facilities.

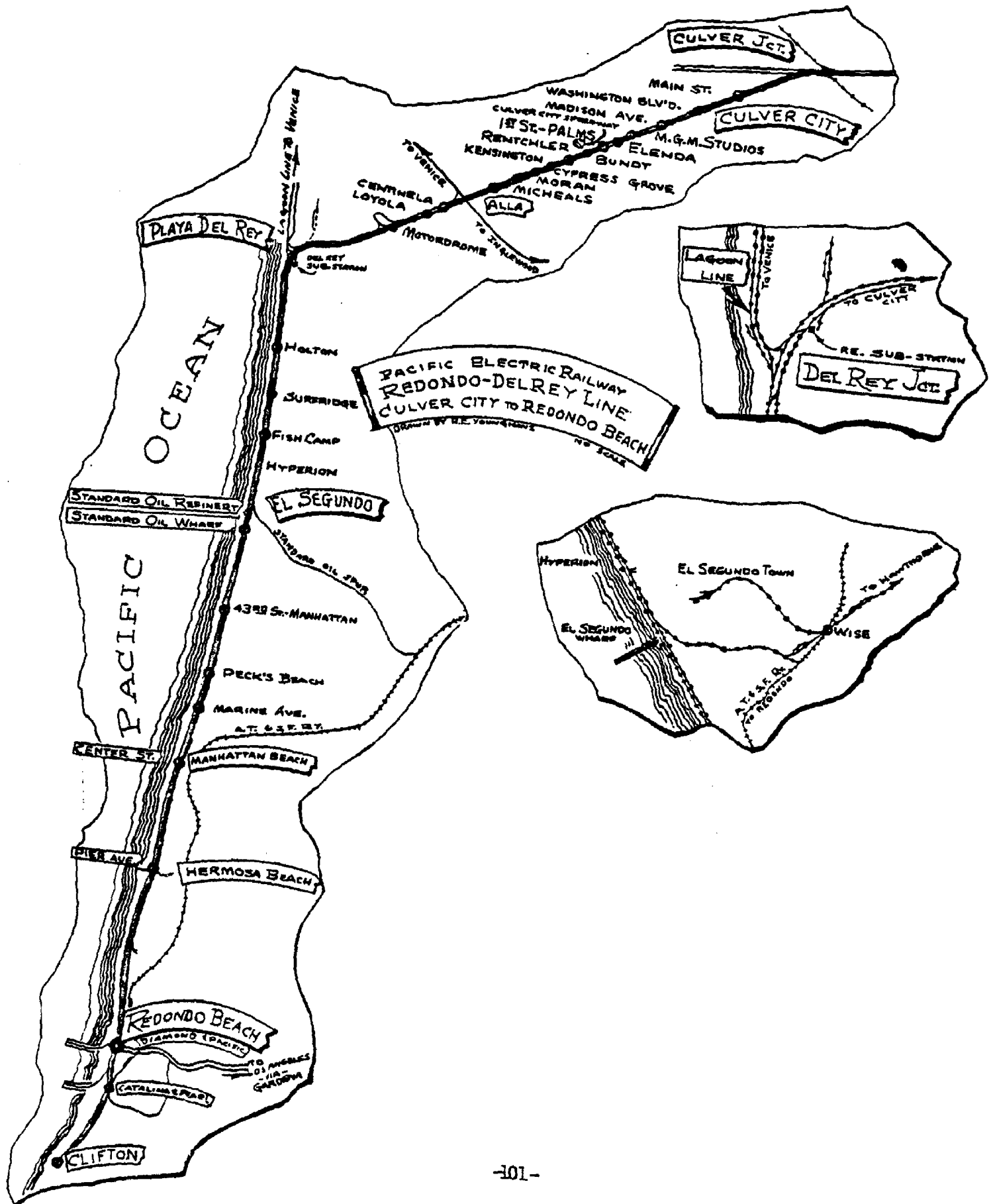
In Redondo Beach, all evidence of the section of dual tracks on private way from the Hermosa Beach city limit at Redondo Street to the Diamond and Pacific Avenues has been obliterated by the community redevelopment project of the late 1960's early 1970's.

This is also true of the section which formerly ran on Pacific Avenue from Diamond Avenue to Torrance Boulevard.

Rails have been removed from the pavement of Catalina Street between Torrance Boulevard and Avenue I, and the private way has been replaced with pavement.

No trace remains of the single track on private way "cross county " from Avenue I to Clifton-by-the-Sea. This area, that had been open county, is now completely given over to residential development.

# REDONDO BEACH-DEL REY LINE





## M. INGLEWOOD LINE

### Original Route

The INGLEWOOD LINE was a single-track line in private line. The line originated at the PE Inglewood Station and the ATSF Junction at Ivy Avenue and Ballona Street in Inglewood.

From the station, the line ran westerly and northwesterly following intermittent sections of Ballona Street, Hyde Park Boulevard and Thorneburn Street while crossing La Cienega Boulevard at-grade and passing under La Tijera Boulevard.

Continuing northwesterly, the line ran approximately one-half mile before paralleling Centinela Boulevard (on the south) and crossing Sepulveda Boulevard at-grade. Following Centinela Boulevard, the single track line curved westerly and southwesterly to run between Centinela Boulevard and the Hughes Airport. The line ran southwesterly between the runaways and Centinela-Jefferson Boulevard. It then crossed Jefferson Boulevard to head northwesterly and cross Ballona Creek.

The INGLEWOOD LINE continued northwesterly from Ballona Creek crossing Culver Boulevard and the adjacent REDONDO BEACH DEL REY LINE at-grade. Next, the track crossed Lincoln Boulevard and ran northwesterly to follow intermittent sections of Oxford Avenue while crossing Washington Street and then Washington Boulevard.

The line then crossed Venice Boulevard (with the VENICE SHORT LINE) and continued northwesterly following the west side of Electric Avenue through Venice to cross Main Street and reach the terminus of the line at the Ocean Park Carhouse (west of Main Street between Paloma and Thornton Avenues in Venice).

Present Condition of Route

No tracks remain on the entire route .

From Eucalyptus Avenue to La Cienega Boulevard an unimproved private way remains. An unimproved private way also remains from La Cienega Boulevard to La Tijera Boulevard where the line had run along the northerly side of the San Diego Freeway.

From La Tijera Boulevard the unimproved private way continues westerly along the northerly side of the San Diego Freeway until just east of Sepulveda Boulevard where the freeway curves to the north on a structure over the trackless roadbed. The unimproved private way ends at Sepulveda Boulevard.

From Sepulveda Boulevard to approximately Mesmer Avenue, the former private way is now a parking lot for nearby hotels. Westerly from that point in the vicinity of the Hughes Airport, the former private way is used for mixed parking, storage and light industrial development involving no permanent buildings.

From Jefferson Boulevard to Ballona Creek, in a well developed industrial and commercial area, only an unimproved private way

remains along with several industrial spurs with track still intact. The bridge over Ballona Creek has been removed and only the concrete piers and abutments remain.

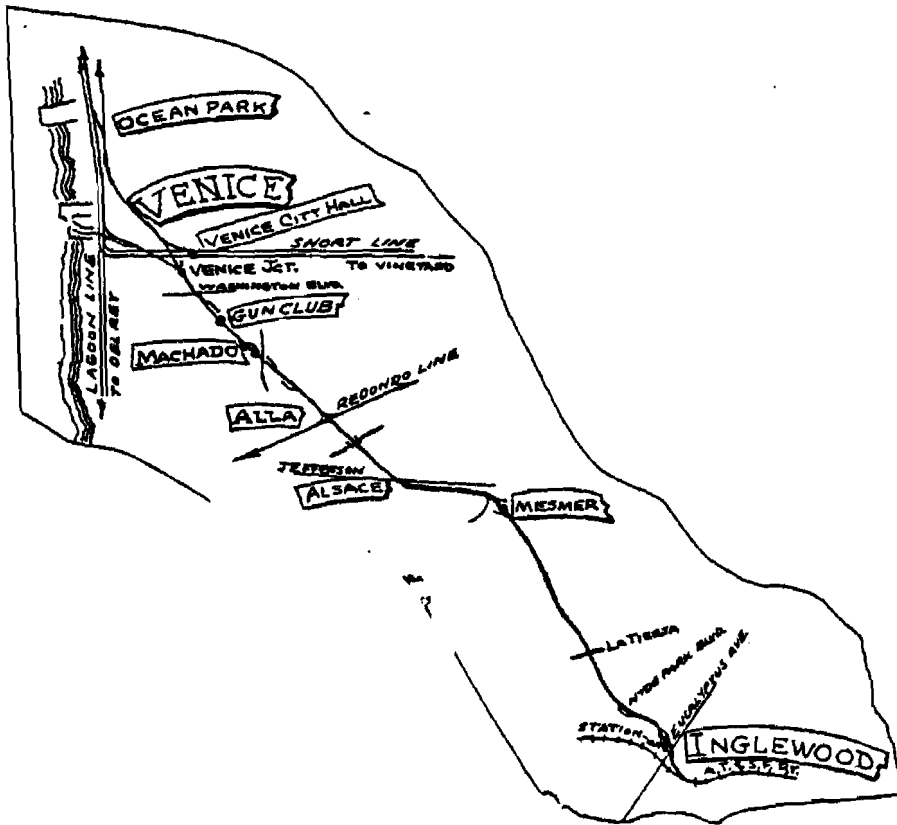
Northwesterly of Ballona Creek, an unimproved private way follows the southerly side of the Marina Freeway, crossing Culver Boulevard (and the former REDONDO BEACH-DEL REY LINE) to reach Lincoln Boulevard.

An unimproved private way is also in evidence in the Marina del Rey area from Lincoln Boulevard to just southeasterly of Washington Boulevard (Boone Avenue).

From Boone Avenue to the end of the route, the former private way has been intensively built upon and used for other purposes.

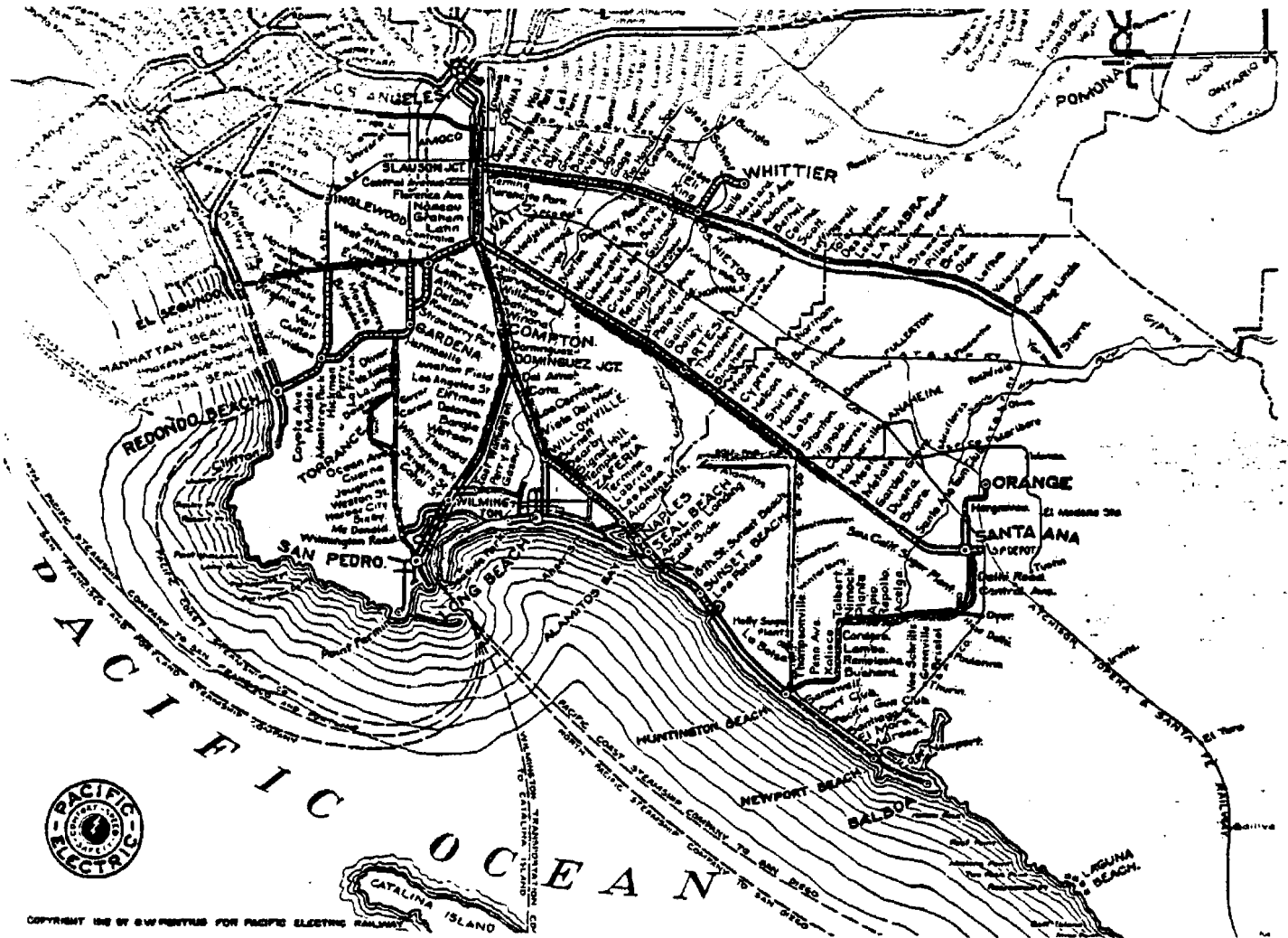
The Former Ocean Park Carhouse site is now used as a storage and maintenance facility by the Southern California Rapid Transit District.

# INGLEWOOD LINE



IV. SOUTHERN DISTRICT

# SOUTHERN DISTRICT



## A. THE LONG BEACH LINE

### Original Route

The line originated at the 6th and Main Street station in Los Angeles and exited to the east via an elevated structure over downtown streets to reach San Pedro Street at grade. The dual track line went south in the center lanes of the streets. The line then turned east on Olympic Boulevard (East 9th Street) street running to Hooper Street, then turned south and entered the private way west of Long Beach Avenue. Two additional tracks joined in the private way from PE's 8th Street Yard. This was the start of the Four Track System to Watts.

The line was within private way from Olympic Boulevard to Willow Street in Long Beach. The four track system went to Watts Junction (103rd Street). The remainder of the line was double tracked to Ocean Avenue in Long Beach.

The four track line went south from Olympic Boulevard crossing Washington Boulevard where Long Beach Boulevard becomes twin roadways on both side of the private way.

At Amoco Junction (25th Street), the SANTA MONICA AIR LINE branched off to the west and a connection to the Butte Street Freight Yard (SPTC J Yard) went to the east. Continuing to the south, the line crossed the ATSF Harbor District tracks at Slauson Boulevard at grade. The WHITTIER LINE branched to the east at Slauson Junction just south of Slauson Boulevard. A four track steel plate girder bridge carried the track over Firestone Boulevard where the Braham Freight Yard paralleled the line to 91st Street.

At Watts Junction (103rd Street) the four track system ended. Here the SANTA ANA LINE branched to the east and the REDONDO, TORRANCE and EL SEGUNDO LINES branched to the west.

The LONG BEACH LINE (on dual tracks) turned southeasterly from Watts Junction and ran towards Compton between the twin roadways of Willowbrook Avenue. Crossing Rosecrans Boulevard, the line turned to the south. Reaching Greenleaf Boulevard, Willowbrook Boulevard ended and the line proceeded to the south crossing over Compton Creek on a 2 track steel Pratt truss bridge. The line then turned southeasterly towards Signal Hill.

At Dominguez Junction the SAN PEDRO VIA DOMINGUEZ LINE branched to the south on the west side of Alameda Street. The LONG BEACH LINE crossed Alameda Street and the SPTC San Pedro Branch at grade, and followed the west bank of Compton Creek towards the Los Angeles River.

After the construction of the Long Beach Freeway, the line crossed over the freeway on a two track plate girder bridge then crossed the UPRR San Pedro Branch (Cota Crossing) at grade. A long single track deck girder bridge carried the line over the Los Angeles River towards Willow Street (North Long Beach). This was the only single track section on the line.

At Willow Street (North Long Beach) the NEWPORT-BALBOA LINE branched to the southeast and the LONG BEACH LINE ran south in the center lane of American Avenue (Long Beach Boulevard) to Ocean Avenue in Long Beach. The line turned onto Ocean Avenue and followed the same route as the AMERICAN AVENUE-NORTH LONG BEACH LINE.



### Present Condition of Route

The former 6th and Main Street Pacific Electric Station is now used partially as a SCRTD Bus Terminal, with the remainder replaced by commercial businesses. The elevated track structure between the station and San Pedro Street has been removed and replaced by the expanded SCRTD building and the Greyhound Bus Terminal.

Pavement has replaced tracks on San Pedro Street and Olympic Boulevard (East 9th Street). At Olympic Boulevard just east of Hooper Street, one track from SPTC's Hooper (8th Street) yard enters the former PE private way which is now the Wilmington Branch of the SPTC.

The single track runs south in the private way on the west side of Long Beach Avenue, passing various sidings, and running under the Santa Monica Freeway near 15th Street.

After crossing Washington Boulevard the single track line continues south in private way between the dual roadways of Long Beach Avenue through a mixed industrial and commercial area. It then crosses the SPTC's Santa Monica Branch (former PE AIR LINE) south of 24th Street and proceeds south across the ATSF Harbor District tracks at Slauson Boulevard to reach Slauson Junction. (This is where the SPTC's <sup>La Habra</sup> ~~Santa Ana~~ Branch (former PE WHITTIER LINE) diverges east into Huntington Park.

From Slauson Junction the single track line continues south in private way on the east side of South Avenue through an area of

continuing industrial and commercial development to Florence Avenue.

Crossing Florence Avenue, the line continues south following intermittent sections of Graham Avenue on a variable width private way to Firestone Boulevard.

The single track line crosses Firestone Boulevard (State route 42) on the still existing four track steel plate girder bridge. From here south, the private way widens as the single track line crosses 103rd Street and heads into Watts Junctions.

Watts Junction is the former southerly terminus of the PE four track system. Here, the SPTC's El Segundo Branch diverges to the west, and the SPTC's West Santa Ana Branch diverges to the east.

From the Watts Junction, the existing single-track SPTC Willington Branch, running southeasterly on private way, follows Willowbrook Avenue, crossing Imperial Highway, and the adopted alignment of the I-105 Century Freeway.

(After crossing Rosecrans <sup>Avenue</sup> Boulevard, the line heads directly south in a private way between the dual roadways of Willowbrook Avenue to Compton Boulevard at the center of Compton's central business district. Crossing Compton Boulevard, the private way reduces and the single track passes directly east of the Compton Civic Center.

The line continues south of Alondra Boulevard in a private way

between the dual roadways of Willowbrook Avenue as far as Greenleaf Boulevard, where Willowbrook Avenue ends.

South of Greenleaf Boulevard, the line runs south, in open country a short distance before crossing Compton Creek on a single-track steel truss bridge. The line then curves to the southeast and crosses under Artesia Boulevard and the Artesia Freeway in a mixed industrial and commercial area with various sidings before heading into Dominguez Junction.

At Dominguez Junction, the SPTC Wilmington Branch turns southwesterly to run towards Wilmington on the westerly side of Alameda Street. There no longer is a direct connection to Long Beach across Alameda Street and across the SPTC San Pedro Branch as the crossing has been removed. There is a direct connection across Alameda Street to run south on the San Pedro Branch from the Wilmington Branch. North of this connection the San Pedro Branch has a direct connection to the SPTC East Long Beach Branch (former LONG BEACH LINE).

From the Junction the single track line crosses Santa Fe Avenue and continues southerly within private way between Santa Fe Avenue (on the west) and Compton Creek (on the east) until a short distance north of Del Amo Boulevard. Here, the creek turns easterly and Santa Fe Avenue turns westerly away from the line. This leaves the single track to cross Del Amo Boulevard into a developing heavy industrial area in the vicinity of the Long Beach Freeway-Los Angeles River.

Continuing southeasterly the single track line in a private way, crosses the Long Beach Freeway on two-track wide steel plate girder bridge, and directly on the east side of the freeway reaches Cota Crossing, where the UPRR San Pedro Branch is crossed at-grade.

From Cota Crossing, the line continues southeasterly through a heavy industrial area before crossing the Los Angeles River on a single-track, steel deck girder bridge. The single track continues into the City of Long Beach, on private way, following the west side of Del Mar Avenue, to pass under the San Diego Freeway on the east side of Pacific Place.

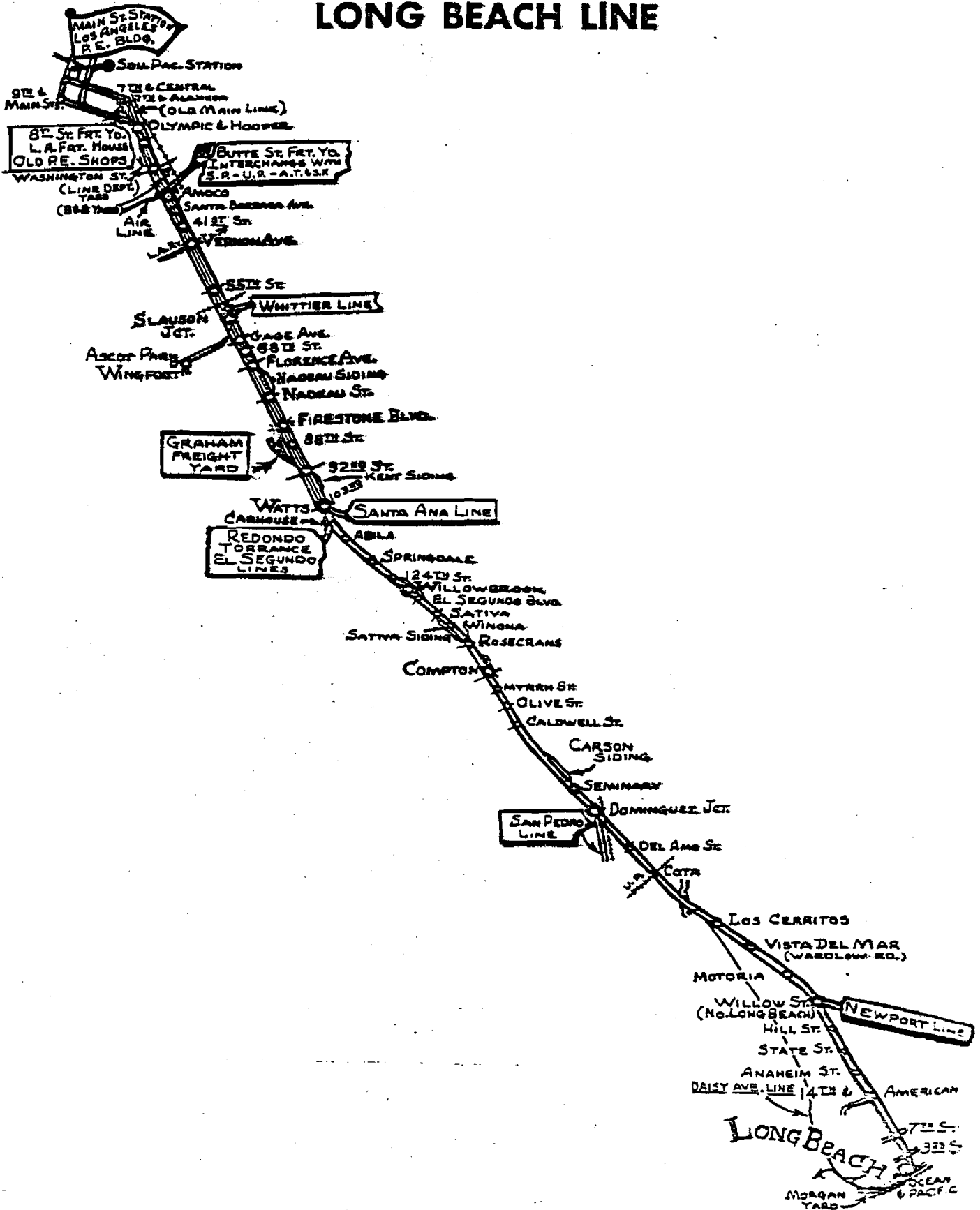
The single-track line continues southeasterly in private way following intermittent sections of Del Mar Avenue, across Wardlow Road and Spring Street to reach Willow Street.

At north Long Beach the former PE LONG BEACH LINE branched to the south, and the PE NEWPORT-BALBOA LINE branched to the southeast.

The single track SPTC East Long Beach Branch continues southeasterly following the alignment of the former NEWPORT-BALBOA LINE.

A short section of track branches to the south from the SPTC East Long Beach Branch and ends north of Willow Street. This is the last of the track on the LONG BEACH LINE. The present condition of the remainder of the Route is addressed in the section on the AMERICAN AVENUE-NORTH LONG BEACH LINE.

# LONG BEACH LINE



Courtesy of Interurbans

## B. THE AMERICAN AVENUE - NORTH LONG BEACH LINE

### Original Route

This local line as of 1923 ran entirely on tracks of the inter-urban line to Los Angeles. Its downtown terminus was at PE Station at the terminus of Pacific Avenue at Ocean Avenue.

From this station, the line ran on dual tracks in the pavement of Ocean Avenue six blocks to American Avenue (Long Beach Boulevard). The dual tracks then ran north in the pavement of American Avenue to a terminus in North Long Beach at the junction of the NEWPORT - BALBOA LINE, a short distance north of Willow Street.

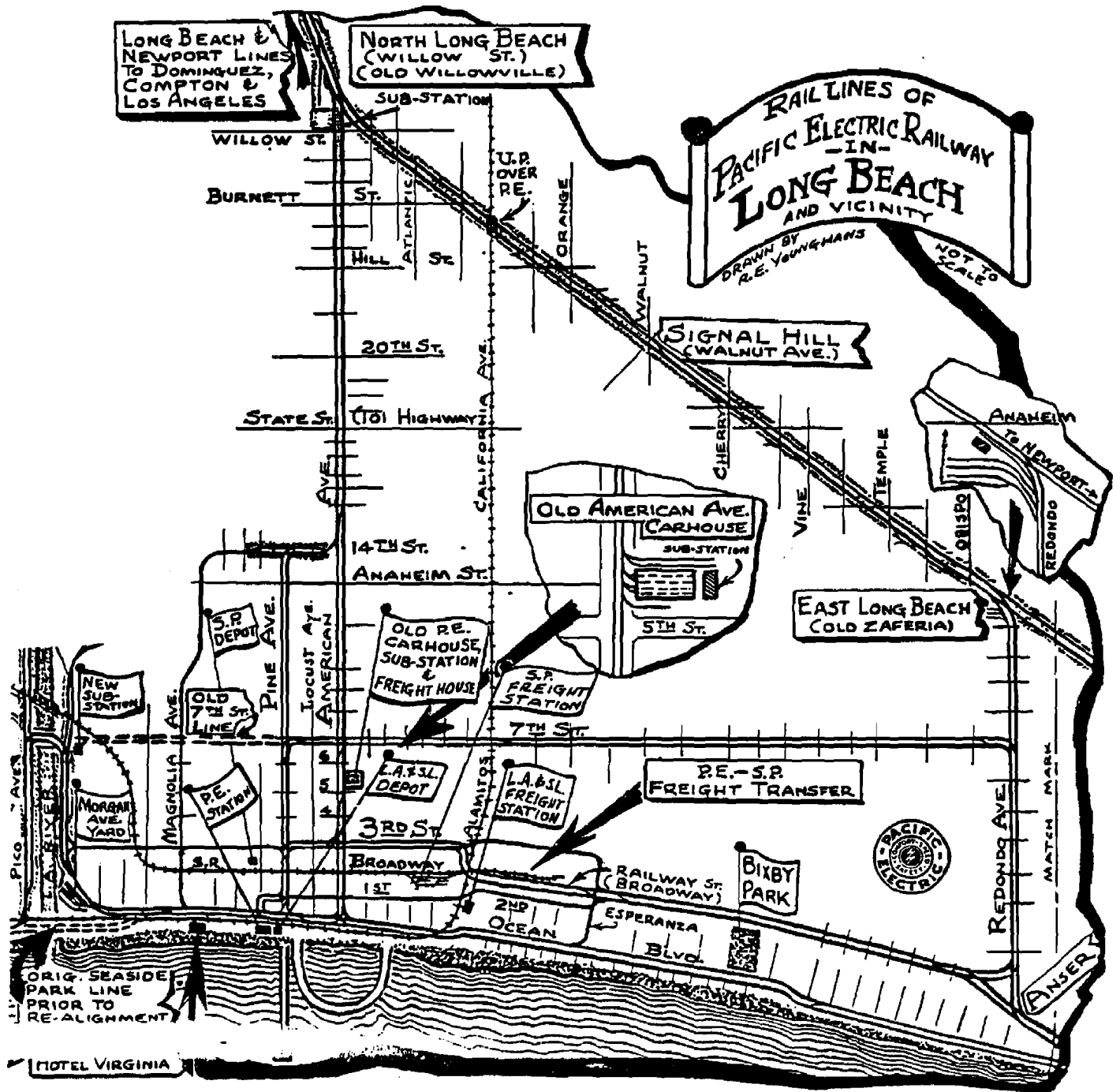
Operation of this line was discontinued on June 1 1935; thereafter the interurban trains of the LONG BEACH LINE made all local stops. This continued until abandonment of the interurbans on April 9, 1961.

### Present Condition

The only remainder of this interurban track is a rail 'stub' which extends for about 200 feet from the junction with the NEWPORT BALBOA LINE to Willow Street.

Tracks have been removed from the center of Long Beach Boulevard and replaced with landscaped median islands. Close to downtown, between 6th and 3rd streets, the Long Beach Plaza is being constructed. As a consequence, Long Beach Boulevard is in this area presently (as of November 1981) being reconstructed to a dual roadway with landscaped median islands.

AMERICAN AVENUE - NORTH LONG BEACH LINE





### C. THE NEWPORT-BALBOA LINE

#### Original Route

The NEWPORT-BALBOA LINE followed the LONG BEACH LINE as far as North Long Beach (Willow Street). From that junction the line branched southwesterly on dual tracks across American Avenue (Long Beach Boulevard) to enter a private way which cut diagonally across the city street grid of Long Beach and also forms part of the boundary of Long Beach and the City of Signal Hill.

The line was double track to Huntington Beach and single track from there to Balboa.

The line crossed Atlantic Avenue at grade and passed under Orange Avenue. Continuing southeasterly the line crossed at grade: Cherry Avenue Pacific Coast Highway, Temple Street, Anaheim Street, Redondo Avenue, Seventh Street and Ximeno Avenue.

The dual tracks on private way then skirted the Colorado Lagoon and paralleled Apian Way (by the Marine Stadium) from Nieto Avenue to the San Gabriel River in Long Beach, and used three wooden trestles in crossing Alamitos Bay and the river.

East of the San Gabriel River the line entered Seal Beach in private way in the center of Electric Avenue, and up to 1942, crossed Anaheim Bay on a trestle to Surfside and Sunset Beach. In 1942, construction of the U.S. Naval Ammunition and Net Depot cause the line to be rerouted north from Electric Avenue on

Seventeenth Street to the Ocean Side of Pacific Coast Highway around Anaheim Bay to Sunset Beach.

The tracks followed a private way south of Pacific Coast Highway to Phillips Street and then turned onto a private way dividing Pacific Avenue in Surfside and Sunset Beach. The line then ran along Pacific Avenue through Surfside and Sunset Beach. Leaving Sunset Beach the line followed a private way between Pacific Coast Highway and the ocean to the Pacific Electric Station on the south side of Ocean Avenue at Main Street in Huntington Beach.

From Huntington Beach the single track line continued on a private way on the Ocean side of Pacific Coast Highway to approximately Fifty-ninth Street in Newport Beach, where the line entered a private way dividing Seashore Drive. At Thirty-second Street the tracks curved into Newport Boulevard. At McFadden Place the line entered private way dividing Balboa Boulevard, and continued on Balboa Boulevard to the terminus of the line at Main Street in Balboa.

#### Present Condition

The former PE line in Long Beach is now part of the SPTC East Long Beach Branch which is single track the entire length. Starting from just north of Willow Street and Long Beach Boulevard (North Long Beach). The single track line crosses Long Beach Boulevard, passes in a short private way and crosses Willow Street in a southeasterly direction. The Willow Street crossing is equipped with type 9 crossing gates.

Continuing in the same direction, the line crosses the minor streets while passing under California Avenue and Orange Avenue before reaching Cherry Avenue. The Cherry Avenue crossing has a "wig-way" signal. There are numerous sidings from California Avenue with Signal Hill oil field area. From Cherry Avenue the track crosses major street such as Pacific Coast Highway and Temple Avenue to its present terminus. Except for sections where the line crosses the local paved streets, the remainder of the track runs in a private way.

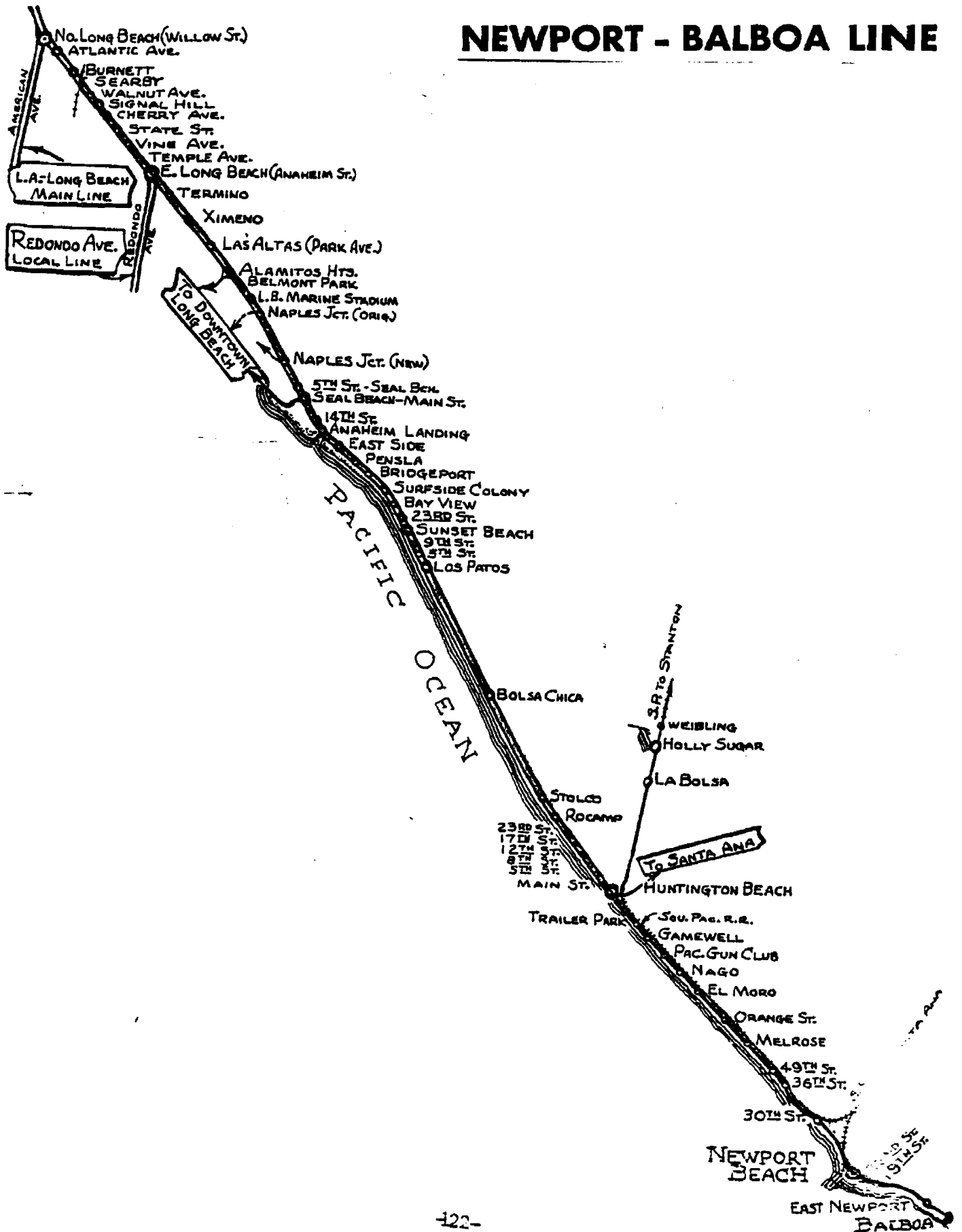
The track terminates in an industrial spur west of and parallel to Obispo Avenue just north of Anaheim Street. The entire track length appears unused, parts of it silted and covered with debris, through the entire rail length.

The track has been removed and replaced with commercial  
( development between Obispo Avenue and Newport Avenue.

The track has been removed and the private way remains from Newport Avenue to Park Avenue at the Colorado Lagoon. The private way is owned by the City of Long Beach which has leased a part of the route between Loma Avenue and Termino Avenue to a Landscaped Nursery. From Park Avenue the route is now part of the Lagoon parking lot parallel to Appian Way. After Colorado Street the route is a landscaped median from Appian Way to approximately 200 feet past 3rd Street where the route has been developed for residential or Marina use in Long Beach.

The track has been removed from the rest of the route to Balboa. Along Electric Avenue in Seal Beach the private way is now a landscaped median. 17th Street and Pacific Coast Highway are fully paved streets. The route along Pacific Avenue in Sunset Beach is a landscaped median. After 3rd Street the route becomes State Beach lands from Bolsa Chica State Beach through Huntington State Beach. The route through Newport Beach to Balboa Boulevard has been built up and the final leg along Balboa Boulevard is a landscaped median.

# NEWPORT - BALBOA LINE



#### D. THE EL SEGUNDO LINE

##### Original Route

The EL SEGUNDO LINE operated passenger and freight service between Los Angeles, Watts and El Segundo. It also served to connect the SAN PEDRO VIA TORRANCE LINES and the REDONDO VIA GARDENA LINE to Watts and Los Angeles as well as transfer points to the L A R Y LINES to west and central Los Angeles.

The line was within private right of way for the entire route. The segment between Watts Junction and South Los Angeles (Broadway at 117th Street) was double track. The remainder of the line to El Segundo was single track.

The line started at Watts Junction on the 4-track line then went west with two tracks to South Los Angeles (Broadway 117th Street) where the REDONDO VIA GARDENA LINE and the SAN PEDRO VIA TORRANCE LINE branched off to the south between Broadway and Figueroa with two tracks.

The single track EL SEGUNDO LINE went west between 116th Street and 117th Street past Figueroa Street where a transfer to the L A R Y FIGUEROA LINE could be made to the north to Los Angeles. Then on west to Delta (Vermont Ave.) where the Delta-Strawberry Park Segment went south on Vermont to Gardena, Torrance and Redondo and a transfer could be made to the L A R Y VERMONT LINE to the north to Los Angeles.

The line continued westerly passing under Western Avenue (Westbridge) then southwesterly to Crenshaw Boulevard (Cypave Station) where the line turned to the west again. The line

continued to the west, north of and parallel to El Segundo Boulevard where it crossed Hawthorne Boulevard.

At Hawthorne Boulevard (Hawthorne) the Hawthorne - El Nido segment and the EL SEGUNDO-EL NIDO-REDONDO LINE went to the south and a transfer to the LARY Line could be made to travel north to Inglewood and West Los Angeles.

The line turned to the southwest and crossed El Segundo Boulevard at La Cienega Boulevard continuing to Wise (Douglas Avenue at Utah Avenue) where the track crossed the ATSF Harbor District track at grade. Here, also was Wise Transfer where a car exchange between the PE and the ATSF could be made.

A lead, the "Standard Oil Spur", extended westerly from Wise through the Standard Oil Refinery to the Standard Oil Wharf and the REDONDO-DEL REY LINE south of Hyperion.

The line turned northwesterly at Wise and passed through the oil fields and turned westerly at Calvert (Pine Avenue and Center Street) and continued to the end of the line at the El Segundo Station (Eucalyptus Drive and Main Street).

#### Present Condition of Route

The EL SEGUNDO LINE is now the El Segundo Branch of SPTC.

The El Segundo Branch is single track throughout the route and within private way for the entire 9.2 mile length of the Branch.

The Route begins at 92nd Street and Graham Avenue on the Wilmington Branch. The track moves to the right (west) at the switch immediately south of 92nd Street and parallels the Wilmington Branch as it goes to the south parallel to Graham Avenue. The track passes 103rd Street where the Branch officially starts in the SPTC Time Tables at Watts Junction.

The track proceeds to the south and then at 106th Street curves to the west parallel to and between 110th Street and 111th Street.

After crossing Central Avenue the track crosses over Compton Creek on a single track through plate girder bridge. The track turns to the left (southwesterly) and parallels Lanzit Avenue, crossing Imperial Highway at San Pedro Street. After crossing Main Street, the paralleling city street is renamed 116th Place.

Crossing Broadway between 116th Street and 117th Street, the track turns to the right (west) and proceeds westerly parallel to and between 116th Street and 117th Street. The track crosses over the Harbor Freeway (Rte. 11) on a single track through plate girder bridge.

Between Broadway (just east of Rte. 11) and Wilton Place (east of Hawthorne Airport) the proposed I-105 Freeway route is adjacent to the Railroad R/W.

Proceeding westerly between 116th Street and 117th Street the track continues to Budlong Avenue where the track makes a slight southwesterly jog (left), crosses Normandie Avenue, turns to the west (right) and then passes in a cut on the south edge of Southwest Los Angeles College.



The track then turns to the southwest and passes under Western Avenue.

The track continues to the southwest across Van Ness Avenue, north of El Segundo Boulevard onto a single track width embankment passing the south edge of a large open field owned by Northrop Aircraft. The track then turns right to a westerly direction and crosses the Dominguez Channel on a single track deck girder bridge. There are private RR crossings on either side of the channel for the L.A. County Flood Control District and a private RR crossing for the Northrop Aircraft Corporation to the east of the channel.

Proceeding westerly the track crosses Crenshaw Boulevard, parallel to and south of Broadway in the City of Hawthorne. Between Crenshaw Boulevard and Prairie Avenue, south of the Hawthorne Municipal Airport there are many private RR crossings for the Northrop Aircraft Corporation and a short storage siding which serves as a short passing track.

Crossing Prairie Avenue, the track proceeds westerly to Hawthorne Boulevard passing between the Hawthorne Plaza Shopping Mall and the parking structure for the Mall. There is a pedestrian crossing on grade with flashing lights for the Mall and a driveway on grade between the parking structures. The driveway has Type 9 grade crossing protection.

Crossing Hawthorne Boulevard, the track continues west parallel to and south of Broadway. Crossing Inglewood Avenue, the track curves southwesterly (left) passing between the Hawthorne High

School campus and the athletic field. There is a private pedestrian crossing between the campus and the athletic field.

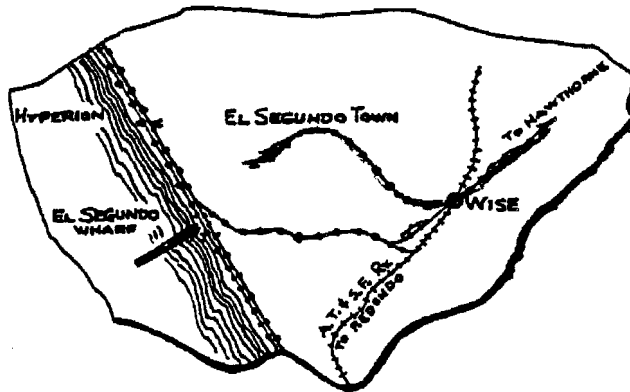
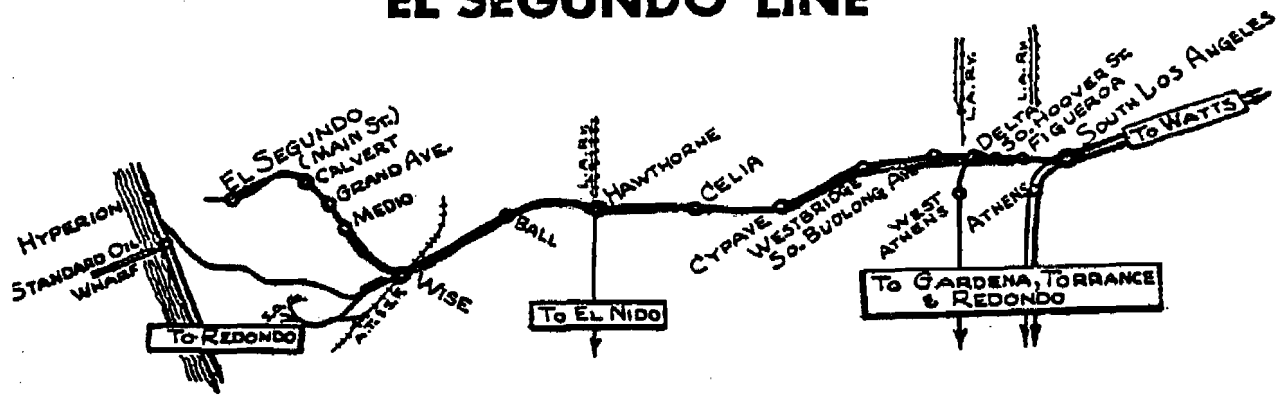
Proceeding southwesterly the track crosses El Segundo Boulevard at the Northbound Rte. 405 Freeway on and off ramps to eastbound El Segundo Boulevard. The track crosses under the Rte. 405 Freeway centered in a two track tunnel structure. The track continues southwesterly crossing Aviation Boulevard and then crosses the ATSF. The crossing (WISE-SP, El Segundo-ATSF) is a mandatory 4-way stop for all train movements.

The tracks crosses Douglas Avenue north of Utah Avenue and proceeds southwesterly and turns northwesterly (right) crossing Sepulveda Boulevard (State Rte.1) north of Rosecrans Avenue. Crossing Sepulveda Boulevard, the track passes through a chain-link gate into private property, the Standard Oil of California, El Segundo Refinery Complex. The track ends within the Refinery property.

The track from Wise to the El Segundo Station has been removed.

(The R/W has been covered by the construction of Industrial facilities between Wise and Calbert Station at Pine Street. The remainder of the line to the El Segundo Station site at Eucalyptus and Main Street is unimproved R/W from Center Street to Sierra Street. The City Park now replaces the former station site.

# EL SEGUNDO LINE



## E. SAN PEDRO VIA DOMINGUEZ LINE

### Original Route

From the 6th and Main Street Station in Los Angeles to Dominguez Junction, the SAN PEDRO VIA DOMINGUEZ LINE followed the same Route as the LONG BEACH LINE. It should be noted that from Dominguez Junction to San Pedro, the line was entirely in private way.

From Dominguez Junction, the line branched southerly, on dual tracks in private way, immediately on the west of Alameda Street. The dual tracks ran south, crossing Del Amo Boulevard to reach Dominguez Street. Here, the SOUTHERN PACIFIC SAN PEDRO BRANCH LINE crossed over from the east side of Alameda Street to run on the west side of Alameda Street, thereby placing the Pacific Electric dual tracks immediately to the west of the SOUTHERN PACIFIC LINE.

From Dominguez Street, the dual tracks on private way ran southerly, just west of the SOUTHERN PACIFIC BRANCH LINE and parallel to Alameda Street, crossing Carson Street, and Sepulveda Boulevard to a point approximately one-half mile farther south. At this location, the dual tracks on private way veered away from the Southern Pacific Tracks (and Alameda Street) southwesterly toward Wilmington, crossing a SANTA FE BRANCH LINE and Pacific Coast Highway to reach Flint Junction, where the LONG BEACH-SAN PEDRO LINE joined from the east.

From Flint Junction, the dual tracks on private way continued southwesterly into Wilmington, crossing Anaheim Street, where the CATALINA "Pier A" LINE branched off to the south. Next, the

Wilmington Station was reached at Avalon Boulevard; and "B" Street, where the WEST BASIN LINE branched off to the west. From "B" Street the dual tracks continued south-westerly, on private way, across the peninsula in Los Angeles Harbor known as "Pier A", paralleling Neptune Street on the west to the peninsula's southerly end. There the dual tracks reduced to a single track to cross the Southern Pacific Draw Bridge over the entrance to the West Basin.

Once across the drawbridge, the line expanded again to two tracks for the run into San Pedro on a long trestle. At 1st Street in San Pedro, the WEST BASIN LINE joined after completing its loop around the West Basin. The dual tracks on private way continued southerly four blocks to the terminus of the line at the San Pedro Pacific Electric on 5th Street.

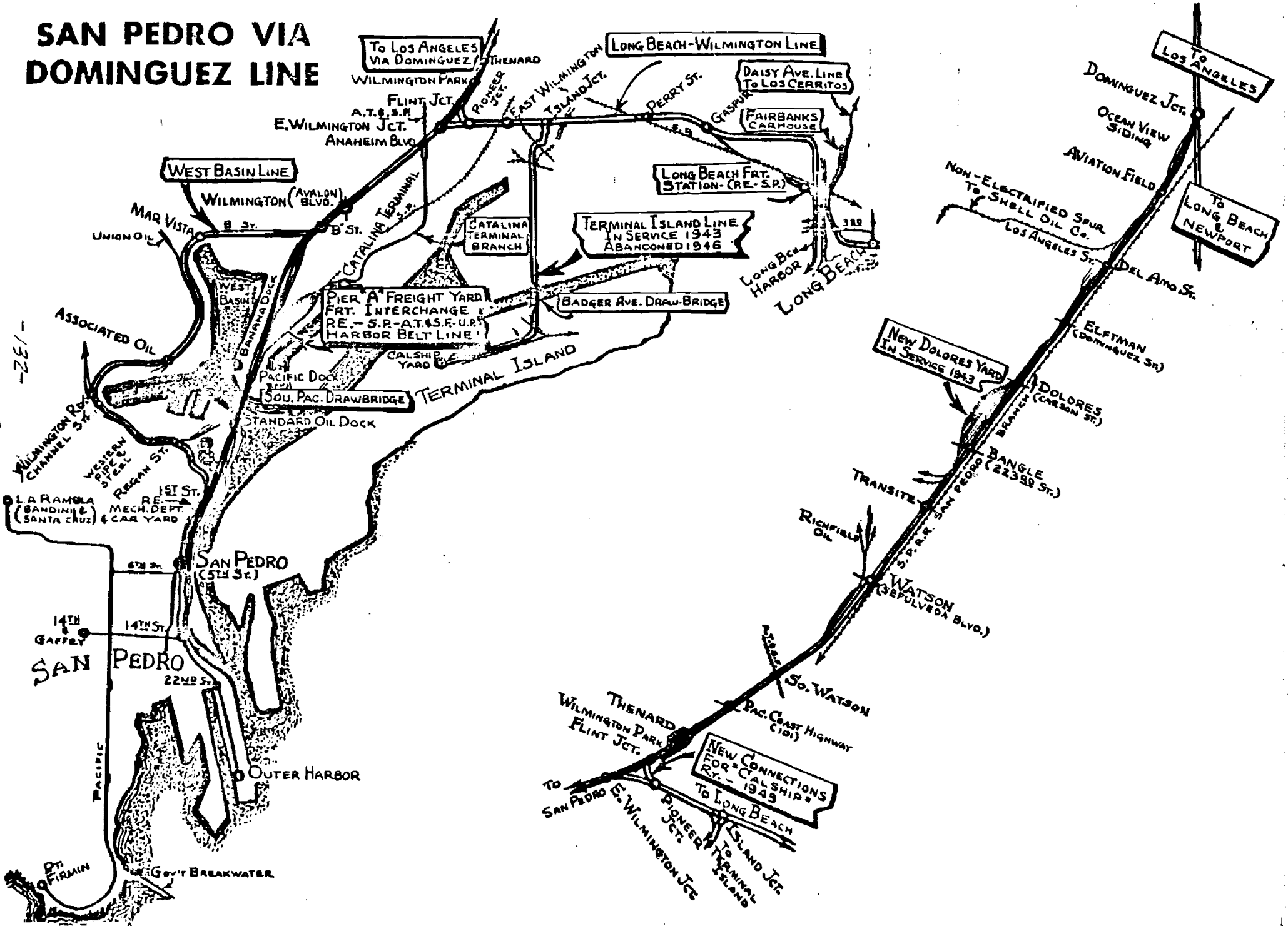
#### Present Condition of Route

Former Pacific Electric tracks and right-of-way between Dominguez Junction and Pacific Coast Highway, in Wilmington, are now a part of the SPTC Wilmington Branch. From Dominguez Junction to Del Amo Boulevard, a single track replaces the former dual tracks. Just south of Del Amo Boulevard, the single track expands to dual tracks. The dual tracks, then run southerly on private way, crossing Carson Street to enter the New Delores Yard at Dominguez Street; they then continue through the yard southerly, under the San Diego Freeway, out of the Delores Yard at 223rd Street, across the Dominguez Channel on a steel trestle and through a series of industrial sidings to reach Sepulveda Boulevard.

Crossing Sepulveda Boulevard, the dual tracks continue southerly on private way, through another series of industrial sidings to a point opposite Lomita Boulevard. Here, the former Pacific Electric dual tracks veer away from the remainder of the SPTC tracks and Alameda Street to run southwesterly as far as Pacific Coast Highway in Wilmington.

(The Rails have been removed from the unimproved private way between Pacific Coast Highway and the west side of Avalon Boulevard, south of "D" Street. From that point, a single track runs southwesterly crossing "C" and "B" Streets to join the HARBOR BELT LINE tracks in the vicinity of Neptune Avenue. From "B" Street southwesterly into San Pedro, the original Pacific Electric tracks have been removed to make way for further development of the Los Angeles Harbor. The draw-bridge across the entrance to the West Basin has been removed, as well as the San Pedro Pacific Electric Station at 5th Street.

# SAN PEDRO VIA DOMINGUEZ LINE



-2E1-

## F. WHITTIER LINE

### Original Route

The WHITTIER LINE followed the LONG BEACH LINE from Los Angeles south to Slauson Junction (south of Slauson Boulevard) where it branched off in an easterly direction to Whittier and Yorba Linda. The line to Yorba Linda was comprised of two PE Lines, the WHITTIER LINE and the LA HABRA-YORBA LINDA LINE.

The WHITTIER LINE was originally double track in private way and the LA HABRA-YORBA LINDA LINE was single track in private way.

From Slauson Junction, the double track WHITTIER LINE ran easterly, in private way between dual roadways of Randolph Street, through Huntington Park, Vernon, Bell and Maywood to reach the Los Angeles River.

Crossing the Los Angeles River, the double track in private way followed intermittent sections of Randolph Street through Bell Gardens and Commerce, and crossed the Rio Hondo south of Slauson Avenue.

The line continued easterly, south and parallel to, Slauson Avenue. Across the Pico Rivera area and the San Gabriel River into Los Nietos, where the line crossed the ATSF Third District main line (Los Nietos) at Norwalk Boulevard then turned northerly towards Whittier. The line in private way followed Allport Avenue and Lynalga Avenue then turned easterly crossing Whittier Boulevard into Philadelphia Street to the PE station at Comstock Avenue.



The single track LA HABRA-YORBA LINDA LINE branched easterly in private way off the WHITTIER LINE at Los Nietos, crossed Norwalk Boulevard and went through Whittier at the south edge of the city limits. After crossing Mills Avenue the Track ran adjacent to and north of Lambert Road until crossing 1st Street where the line turned easterly through La Habra to Laon Junction (3rd Avenue at college Street), where the single track FULLERTON LINE branched to the south.

After crossing Harbor Boulevard the line turned southeasterly still in private way crossed Puente Avenue in Brea, then turned easterly to run through Brea north of Imperial Highway. The line then turned southeasterly (where the Orange Freeway now crosses over the track) and crossed Imperial Highway west of Valencia Avenue and ran through Yorba Linda just south of and parallel to Imperial Highway to the terminus at Yorba Linda Boulevard.

The remaining 5 miles of the original route to Stern was abandoned in 1941.

### Present Condition of Route

This former PACIFIC ELECTRIC LINE originating at Slauson Junction, running southeast at Brea and is now the SPTC La Habra Branch.

Starting just south of Slauson Boulevard and Randolph Street the single track line appears to be in good condition. The surrounding area is primarily light industrial with many at-grade crossings. The line runs in a private way without fencing or natural barriers. Through Huntington Park on its way to Maywood.

After crossing Boyle Avenue, in Huntington Park the track continues to travel beside Randolph Street with the exception of a fill section of approximately one mile. A spur exists just before Maywood Avenue.

The adjacent areas become more residential as the single track line traverses Maywood. From Loma Vista Avenue in Huntington Park to the Los Angeles River, sections of the private way are landscaped, with shrubbery and trees acting as natural barriers. Double track exists from Heliotrope Street to Alamo Avenue in Maywood. Fencing runs parallel to the track up to the Los Angeles River, where the track crosses on a bridge over the river and the Long Beach Freeway to the border of the Bell Gardens and Commerce.

In Bell Gardens, double track begins at Eastern Avenue and runs for approximately one mile to Malt Street in Commerce, serving a heavily industrial area. The single track resumes on private

way, through the City of Commerce, crossing under the Santa Ana Freeway, to reach the city limits of Pico Rivera at the Rio Hondo.

Crossing the Rio Hondo, the single track on private way runs through a mixed commercial-residential area in Pico Rivera to leave the city after crossing the San Gabriel River. On the east side of the river, it is joined by the SPTC's UPRR connection to the UPRR, then in a short distance the line pass under the San Gabriel River Freeway.

The single track on private way, continues into Santa Fe Springs (Los Nietos), where it crosses the ATSF Third District Main Line (Los Nietos Crossing) at grade and traverses some relatively open country before entering the city of Whittier at Santa Fe Springs Road.

Remaining at grade, the track crosses Greenleaf Avenue, Painter Avenue, Calmade Avenue, Mills Avenue and Colima Road in Whittier.

Continuing easterly, the SPTC single track enters La Habra, an area dominated by single family dwellings. Through La Habra the line crosses streets such as Beach Boulevard, Walnut Street and Euclid Street.

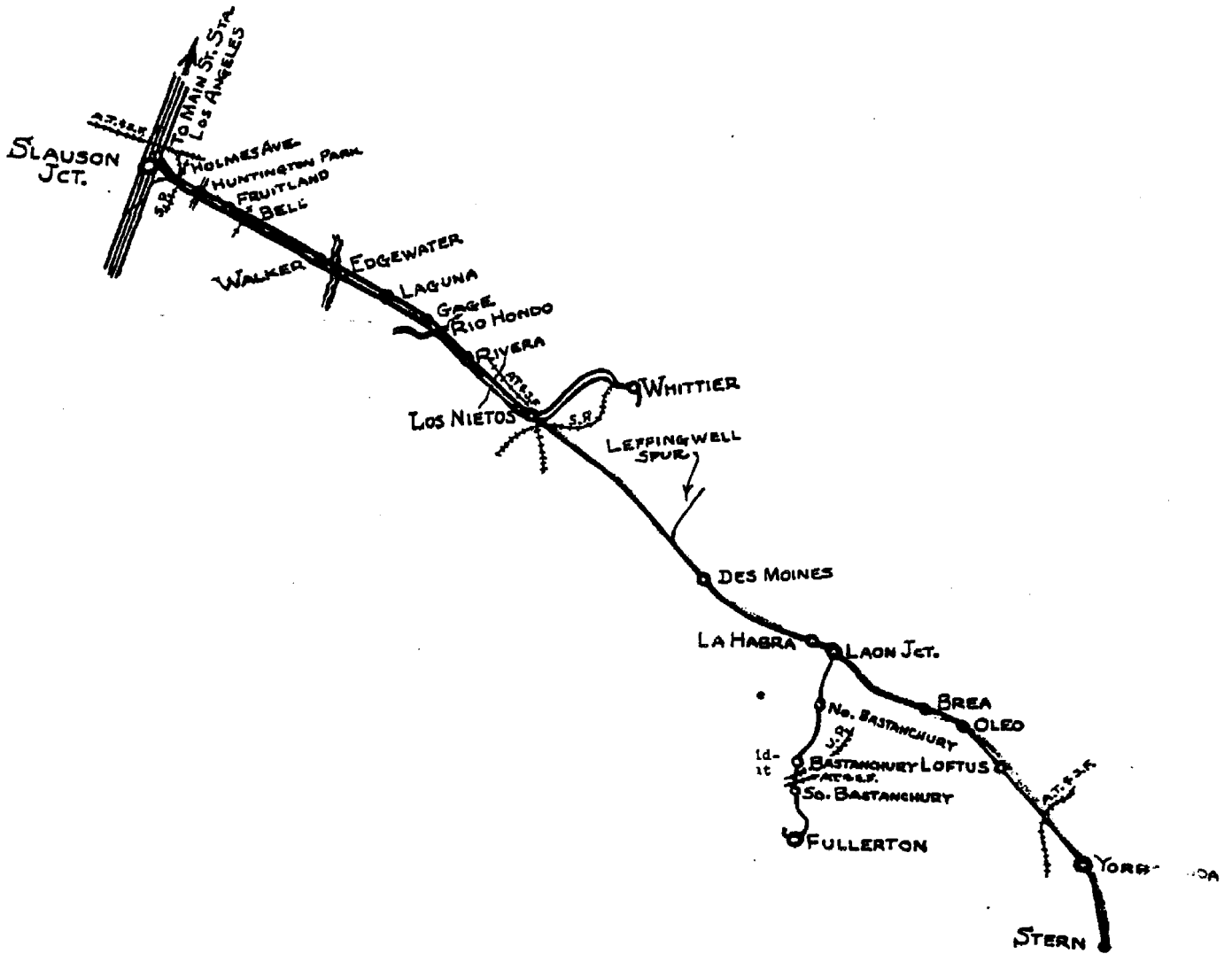
The line then passes the former PE FULLERTON LINE which is now a well maintained spur just east of Cypress Street.

The SPTC track running in private way runs into an industrial area in Brea. Crossing Puente Street the track travels through the older section of Brea and then into the civic center. The track passes by Brea High School, as well as past stables and recreational areas.

After intersecting College Boulevard and passing a large shopping complex, the single track passes under the Orange Freeway (Route 57), heading through the Birch Hill's Golf Course. After traversing the golf course, the track moves to the outer sections of Brea, an area which is presently undergoing a large amount of commercial development. The track finally ends as an industrial spur after crossing Kraemer Avenue, south of Birch Avenue.

From Kraemer Avenue to Valencia Avenue there is no sign of the original line as it is being converted to other uses. From Valencia Avenue in Brea to Yorba Linda Boulevard in Yorba Linda the line is intermittently built upon or is an unimproved dirt strip adjacent to Imperial Highway. There is no sign of the line to Stern as the route is built upon or is the Imperial Highway south towards the Riverside Freeway.

# WHITTIER LINE



## G. SANTA ANA-HUNTINGTON BEACH LINE

### Original Route

This line was built in 1907 by the Pacific Electric Land Company, to draw patronage to Huntington Beach from Santa Ana via private way in open Country to New Delhi, Acelga, Talbert and Bushard.

As this line traversed a highly developed beet sugar area, two spurs were built to serve the Holly Sugar and the Southern California Sugar companies; these spurs were built in 1911 and 1908 respectively and added 4.41 miles to the original length of 13.31 miles.

In old sugar beet days, this was an excellent freight line, but with the decline of that industry, the line fell into relative obscurity.

The establishment of the Santa Ana Army Air Base in 1942 brought about demand by the government for direct rail service. As a result PE built a single-track line which was owned by the government. No passenger service was provided; freight was exchanged at Greenville.

This line was laid in conformity to PE standards of the time: 60 lb. T-rail, redwood ties, dirt ballast, all on private way.

### Present Condition of Route

Former Pacific Electric tracks and right-of-way between First Street, in Santa Ana and Sunflower Avenue, in Costa Mesa are now

a part of the SPTC Santa Ana Branch. From First Street to Warner Avenue, the single track runs southerly in private way between Standard and Grand Avenues, crossing Chestnut, McFadden, Edinger Avenues and St. Gertrude Place with grade crossings equipped with automatic gates at each of these intersections. This whole area is mainly residential with some light industry. The track runs in back of the residential complexes. Fencing or natural protection is not provided on either side of the track.

After the track crosses Warner Avenue it veers west where it continues in a southwesterly direction through Evergreen, Halladay Streets and Orange Avenue. The area is mainly light industrial.

The track heads southwesterly and after crossing Main Street, it becomes double tracked for approximately a mile until it intersects Flower Street. This is a heavy industrial section of Santa Ana. The line continues southwesterly, a single track on private way, until just east of Bristol Street, where it then heads due west crossing Bristol Street.

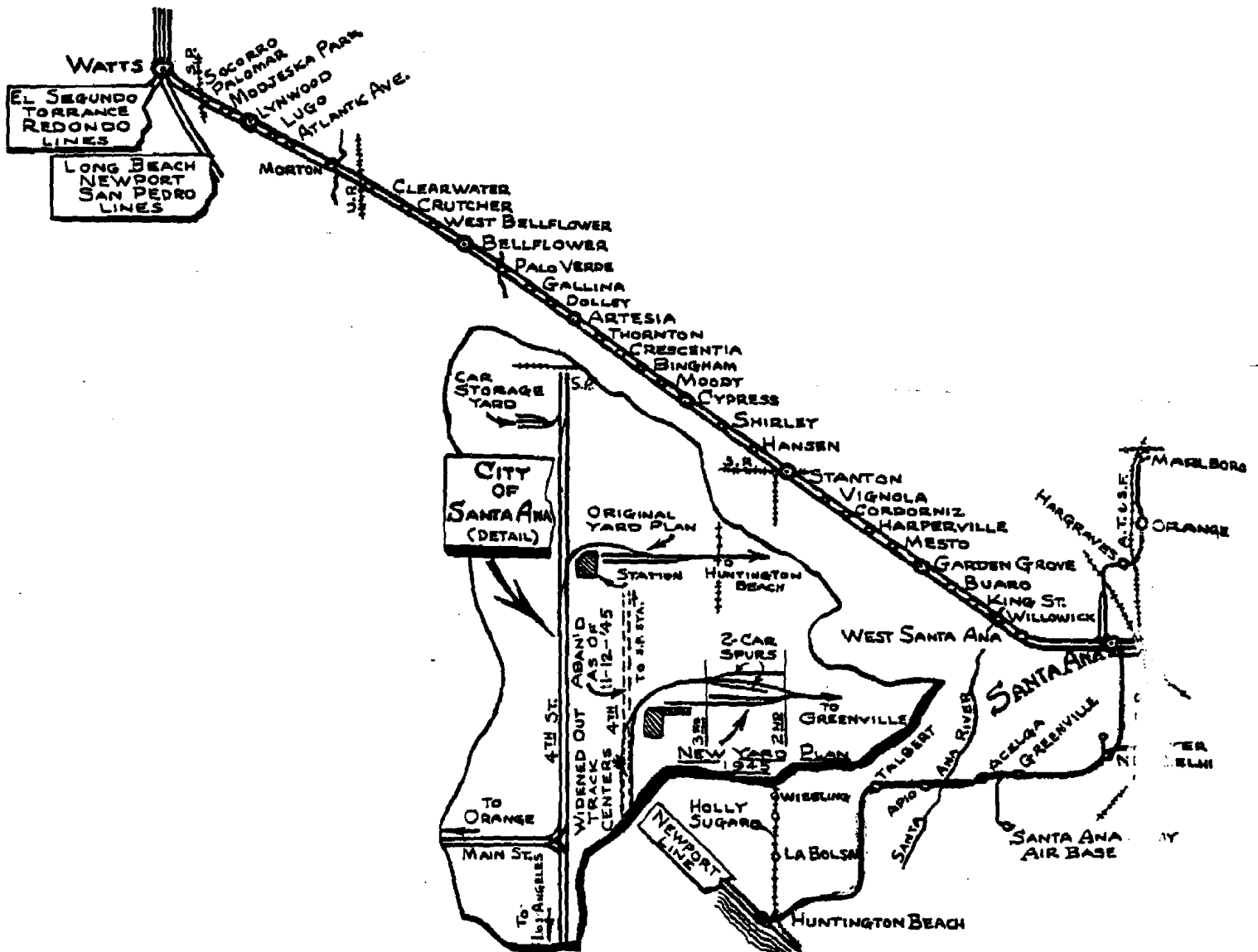
From Bristol Street, the track runs westerly paralleling Alton Avenue and crossing Greenville, Fairview and Susan Streets. The right-of-way is exclusive and wide. This section of the line is mostly residential. There is a strawberry field on the southern side of the track. Fencing is provided for this whole section and a spur merges from the track going on Fairview Avenue serving the strawberry field.

The track then continues west crossing Susan Street and veers south intersecting Juniper and Sunflower Avenues. The right-of-way in this section is fairly wide. The track leaves the City of Santa Ana and runs for approximately two more miles south where it terminates about 200 yards north of the San Diego Freeway in the City of Costa Mesa.

There are no traces of the remainder of the SANTA ANA-HUNTINGTON BEACH LINE. It has been taken over for residential and commercial uses.



# SANTA ANA - HUNTINGTON BEACH LINE



## H. SANTA ANA LINE

### Original Route

The SANTA ANA LINE followed the LONG BEACH LINE from Los Angeles south to Watts Junction (103rd Street) where it branched off in a southeasterly direction to Santa Ana.

The line was originally double track except for the single track bridges. The line was reduced to single track after 1941.

The line was in private way from Watts Junction to 4th Street in Santa Ana where it ran in the center lanes of 4th Street to the Santa Ana PE Station and then to the SP Santa Ana Station.

From Watts Junction the line ran southeasterly parallel to Santa Ana Boulevard and crossed the SP San Pedro Branch at grade at Alameda Street (Palomar) in Watts. From Alameda Street, Santa Ana Boulevard became Fernwood Avenue and the line ran southeasterly through Lynwood between the twin roadways of Fernwood Avenue and then crossed over the Long Beach Freeway and the Los Angeles River on a series of single track plate girder bridges. Running diagonally across the street grid, the line crossed the UPRR San Pedro Branch at grade (Clearwater) in Paramount southwest of the intersection of Rosecrans Avenue and Paramount Boulevard.

The line ran through Bellflower and crossed over the San Gabriel River on a single track bridge where the Artesia Freeway presently crosses over both the track and the river. Continuing to the southeast the line ran through Cerritos, Artesia, Cypress, Anaheim, and Stanton.

The line crossed the SP Stanton Branch track at grade (Stanton) at Beach Boulevard and Pacific Street then ran across Garden Grove and entered Santa Ana after crossing Harbor Boulevard at Westminster Avenue. The line ran southeasterly and crossed over the Santa Ana River on a single track steel truss bridge then crossed 5th Street and turned to run east to Santa Ana in private way between 5th Street and 4th Street. The line then entered 4th Street and ran in the pavement to the PE Station then on to the SP Station at Terminal Street.

#### Present Condition of Route

The SANTA ANA LINE is now the SPTC West Santa Ana Branch which has been reduced to a single track set within the fairly wide private way. The connection to Watts Junction has been removed. One rail has been removed from the track to Mona Boulevard. The track is intact to Alameda Street where the track has been removed from the Street crossing and the rail crossing of the SPTC San Pedro Branch.

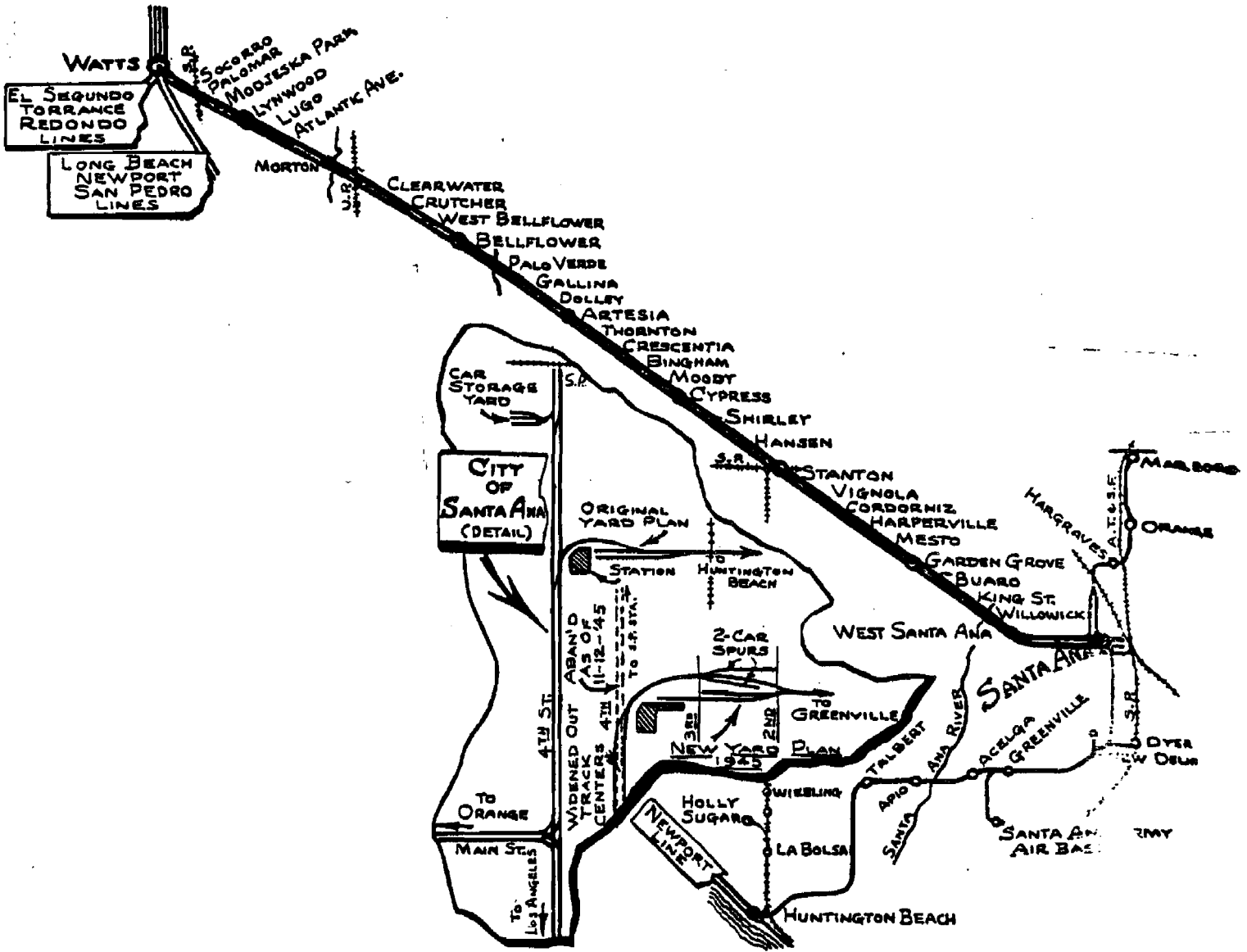
From Alameda Street the single track line in private way is in place as far as Beach Boulevard in Stanton. This is low quality trackage with missing spikes, displaced ties, pitted rails and inadequate ballast.

At Long Beach Boulevard and Fernwood Avenue, the original Socorro Station building still remains. The building has a sign on it indicating that it is owned by the State of California.

Through Lynwood and Paramount the land adjacent to the track has been cleared for the Interstate 105 Freeway.

At Beach Boulevard (Route 39) in Stanton, the SPTC West Santa Ana Branch connects to the SPTC Stanton Branch. The remainder of the line from Beach Boulevard through Garden Grove to Raitt Street in Santa Ana is an unimproved private way with all the track removed. The surrounding area has been developed into business and commercial areas. From Raitt Street to 4th Street (the line has been built upon or replaced by paved streets.

# SANTA ANA LINE



## I. REDONDO VIA GARDENA LINE

### Original Route

This line was one of two P E lines serving the City of Redondo Beach; the other being the REDONDO BEACH-DEL REY LINE. The line started at the 6th and Main Street Station in Los Angeles and shared the LONG BEACH LINE to Watts and the EL SEGUNDO LINE to the South Los Angeles Station.

This line was originally double-tracked mostly within private way on its entire length from Watts to Clifton (South of Redondo Beach). The length of the line was 9.88 miles from 6th and Main to South Los Angeles Station and 12.38 miles from South Los Angeles Station to the Southern Terminus (Clifton) for a total length of 22.26 miles.

Starting from the South Los Angeles Station (Broadway at 117th Street), the double track line ran south on private way east of and parallel to Figueroa Street. At 149th Street the private way turned southwesterly and ran parallel to and south of that street to Vermont Avenue and Compton Boulevard (Strawberry Park Station).

From, Strawberry Park Station, double track line turned south (left) and went on private way centered in Vermont Avenue south of Gardena Boulevard, the track curved to the west (right) parallel to and south of 166th Street. At Hermosillo Station (Normandie Avenue) the SAN PEDERO VIA TORRANCE LINE branched south on private way along the west side of Normandie Avenue.

The REDONDO VIA GARDENA LINE continued west as a single track on private way parallel to 166th Street until reaching the Bridgedale Station (Crenshaw Boulevard) where it turned Southwest (left) and became double track. Crossing Prairie the line changed to single track and turned west (right) parallel to and north of 182nd Street and continued within private way.

At El Nido Station (Kingsdale Avenue) the line joined the El Segundo-El Nido Redondo segment from the north, turned southwest and became double track once again.

The line crossed Prospect Avenue at Del Almo Street, went westerly along what is now Del Almo Street, then turned southwesterly and leaving private way went along the center of Diamond Street to Catalina Avenue where the single track Catalina cut-off went south (left) along Catalina Avenue to Pearl Street where it rejoined the REDONDO LINE.

The REDONDO LINE went one block further down Diamond Street to Pacific Avenue where it joined the REDONDO BEACH DEL REY LINE at the Redondo Beach Station (Diamond & Pacific) across from what is now Fisherman's Wharf.

On the remainder of the line, the REDONDO BEACH VIA GARDENA LINE followed the Route of the REDONDO BEACH-DEL REY LINE to its terminus at Clifton.

#### Present Condition of Route

The remaining (northerly) portion of the REDONDO BEACH VIA GARDENA LINE is now part of the SPTC Torrance Branch.

This SPTC Branch is single track throughout and all within private way.

From the SPTC El Segundo Branch at South Los Angeles (Broadway at 117th Street), the Torrance Branch runs south between Broadway and Figueroa Street, crossing El Segundo Boulevard, 135th Street and Rosecrans Avenue, before turning to the southwest to run parallel to 149th Street (on the south).

The line crosses Figueroa Street at-grade, then crosses over the Harbor Freeway on a single track steel plate girder bridge and continues southwesterly to turn south into the center of Vermont Avenue in Gardena. The line then crosses Redondo Beach Boulevard, 161st Street (Alondra Boulevard) and Gardena Boulevard at-grade.

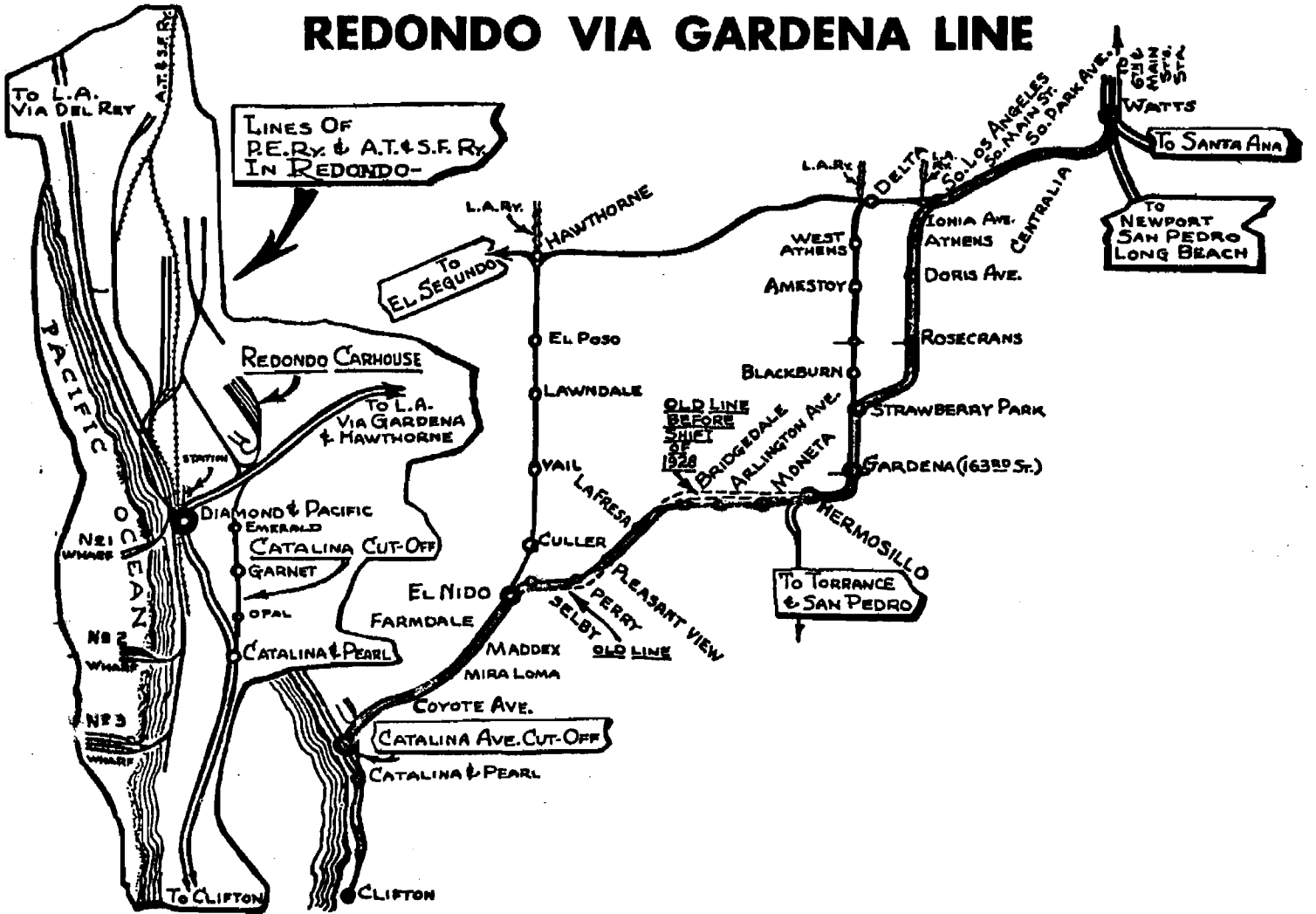
South of Gardena Boulevard, the line curves to the west to run between 166th and 167th Streets to Mariposa Avenue. Here, the Torrance Branch curves south to the west of Normandie Avenue. This is the original connection to the SAN PEDRO VIA TORRANCE LINE.

From Mariposa Avenue, the present spur track jogs to the south, to run just north of 168th Street, across Western Avenue at-grade to the end of the existing single track, at a location just east of Gramercy Place.

There is little or no evidence of the remainder of the line between Gramercy Place and Diamond and Pacific Streets in Redondo Beach. The section of the line between Redondo Beach and Clifton is discussed with the REDONDO BEACH-DEL REY LINE.



# REDONDO VIA GARDENA LINE



J. SAN PEDRO VIA TORRANCE LINE

Original Route

The line originated at the 6th and Main Street Station in Los Angeles and followed the LONG BEACH LINE to Watts Junction, then the REDONDO VIA GARDENA LINE To South Los Angeles and then the EL SEGUNDO LINE to Delta (Vermont Avenue at 117th Street).

The line was entirely single track in private way from South Los Angeles to San Pedro.

The line turned south at Delta into the private way between the dual roadways of Vermont Avenue and ran to Strawberry Park (at Compton Boulevard). From Strawberry Park the line followed the double track REDONDO VIA GARDENA LINE south on Vermont Avenue, then turned west adjacent to 116th Street to Hermosillo (at Normandie Avenue).

From Hermosillo the SAN PEDRO VIA TORRANCE LINE turned south, crossed Normandie Avenue and entered private way on the west side of Normandie Avenue. The line ran south to Dolanco Junction (Del Amo Boulevard) where the Torrance loop line branched to the southwest. The line continued south to Ocean Avenue (228th Street) where the Torrance loop line rejoined the main line. The line continued south, crossed Sepulveda Boulevard, Pacific Coast Highway, and then turned to the southeast as it crossed the intersection of Gaffy Street and Anaheim Street where Normandie Avenue ended.

After crossing Anaheim Street, the line turned southerly and ran on the east edge of Gaffey Street, then crossed Wilmington Road and joined the SAN PEDRO VIA DOMINGUEZ LINE (West Basin Line) to run to San Pedro.

#### Present Condition Route

For the condition of the route between Los Angeles and Delta refer to the LONG BEACH LINE , the REDONDO VIA GARDENA LINE, and the EL SEGUNDO LINE.

From Delta (Vermont Avenue at 117th Street) to Strawberry Park (Vermont Avenue at Compton Boulevard) the former private way is a curbed, unimproved median on Vermont Avenue. Between Strawberry Park and Hermosillo (Normandie Avenue at 116th Street) the line is part of the SPTC Torrance Branch, which is single track in private way.

From Hermosillo south, the remaining track of the SAN PEDRO VIA TORRANCE LINE is now the SPTC Torrance Branch. The single track Branch line runs south in private way on the west edge of Normandie Avenue to Dolanco (Del Amo Boulevard) where the SPTC Wilmington Branch track branches to the southwest towards Torrance while the track on the former line runs south.

From Dolanco the line runs south in private way to 213th Street where the track ends. The trackless unimproved private way continues past 226th Street where a Mini-Storage Company fills the former private way to 228th Street.

At 228th Street the track from the SPTC Torrance Branch rejoins the line and crosses 228th Street into the unimproved private way and runs south to Sepulveda Boulevard.

The track ends on the north side of Sepulveda Boulevard where a Mobil Gas Station has driveways across the track and the private way. On the south side of Sepulveda Boulevard a small Restaurant occupies the former private way.

From the Restaurant, the trackless unimproved private way runs south on the west edge of Normandie Avenue to a Mobil Home Park on the north side of Anaheim Street. There are some minor encroachments on the private way by fences and the backs of private garages.

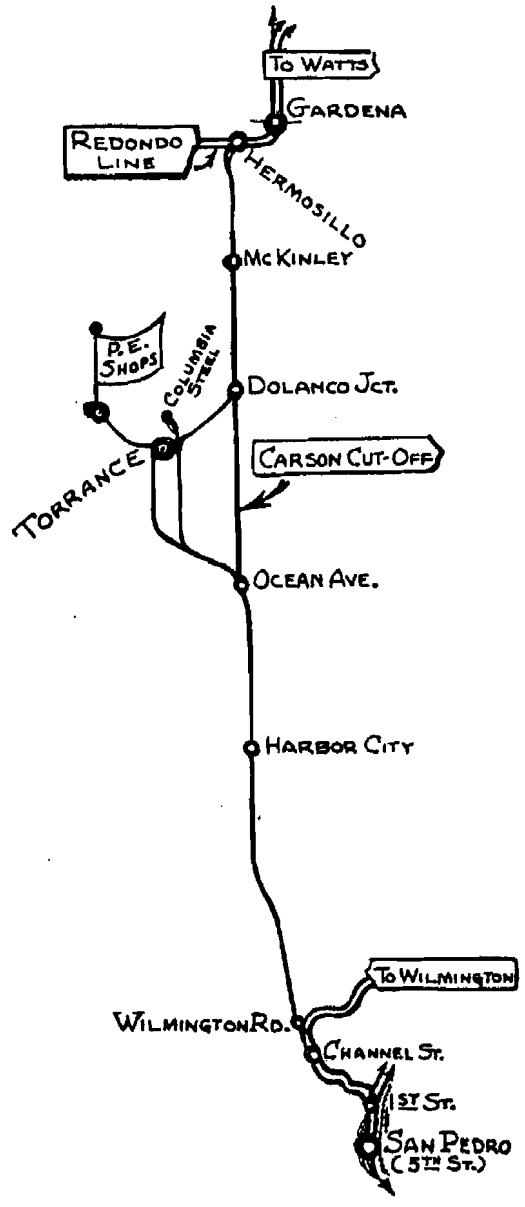
(The Mobil Home Park covers the former private way to Anaheim Street. Normandie Avenue becomes Gaffey Street after crossing Anaheim Street. The trackless private way starts again south of Anaheim Street on the west side of Gaffey Street. The line is now within the Union Oil Refinery grounds.

The trackless line follows Gaffey Street south through the Refinery grounds to where track appears again within the south end of the Refinery grounds. The line is now an industrial (lead from the SPTC San Pedro Branch.

The track runs south, passes under the Harbor Freeway, then crosses John<sup>n</sup> Gibson Boulevard (Wilmington Road) and joins the (SPTC San Pedro Branch at the West Basin.

At Del Amo Boulevard in Torrance (Dolanco Junction) the former Torrance loop is now part of the SPTC Torrance Branch. The single track line in private way runs southwesterly parallel to Torrance Boulevard to 212th Street where the line turns southerly crossing Border Avenue to run south adjacent to the east edge of Border Avenue. Passing through an industrial area to reach Washington Avenue, the track turns southeasterly reentering private way and runs to Normandie Avenue where it rejoins the former line at 228th Street.

# SAN PEDRO VIA TORRANCE LINE



V. MAJOR IMPLEMENTATION ISSUES

This section identifies the major problems and issues relative to each former Pacific Electric line that would have to be addressed in order to implement light rail transit on the line. Further analysis of these issues is needed to determine the potential for developing light rail transit on specific lines.

All potential lines would require track work, signalization and electrification.

A. Northern and Eastern Districts

1. San Bernardino Line

- No Los Angeles Central Business District access
- Heavy daily freight movements on Southern Pacific single track right of way between El Monte Busway lanes
- Commercial and residential sections have replaced tracks from El Monte Station to San Gabriel River
- No San Gabriel River Bridge
- Commercial and residential uses now occupy the former right of way from the San Gabriel River to Vineland in Baldwin Park
- Shared use of the industrial Southern Pacific single freight line from Vineland to Rialto where track ends

2. Monrovia-Glendora Line
  - Entire line paved over as freeway, city street, boulevard median or used for other purposes
  - No Los Angeles Central Business District access
  - Shared use of industrial spur right of way at Soto Street/Mission Road
  - East of Santa Anita Avenue in Arcadia, commercial, residential and varied usage have replaced the tracks
3. Alhambra-San Gabriel Line
  - Entire line paved over as city streets or used for other purposes
4. Pasadena Short Line
  - Entire line paved over as city streets
5. Pasadena Oak Knoll Line
  - Entire line paved over as city streets
6. Sierra Madre Line
  - Entire line paved over as city streets with intermittent medians
7. South Pasadena Line-Avenue 64 Line
  - Entire line paved over as city streets and freeway
  - No Los Angeles Central Business District access



8. North Lake Avenue Line
  - Entire line paved over as city streets
  - Connection is needed to a trunk line unless viewed as an isolated shuttle
9. North Fair Oaks Avenue Line
  - Entire line paved over as city streets
  - Connection is needed to a trunk line unless viewed as an isolated shuttle
10. East Colorado Street Line
  - Entire line paved over as city streets
  - Connection is needed to a trunk line unless viewed as an isolated shuttle
11. Pomona-Upland Line
  - Line has been paved over as city streets to Cadillac Avenue
  - Remainder of line now occupied by residential uses
12. San Bernardino-Riverside Line
  - Portion of line to Colton is the SPTC San Bernardino Branch
  - Shared single track freight usage to Colton
  - Missing connection from Colton to West Colton Yard
  - Would cross SPTC's Colton Main Line
  - Shared single track usage with SPTC's Riverside Branch from West Colton yards to Riverside

13. Riverside-Corona Line

- All the tracks have been removed
- Line has been paved over as city streets through Riverside
- Narrow curved medians from Riverside to Arlington with power poles and trees

B. Western District

1. Glendale-Burbank Line

- No Los Angeles Central Business District access
- Majority of line has been replaced by city streets, freeway and street medians
- Bridges have been removed

2. Hollywood Line Segment

- No Los Angeles Central Business District access
- Tunnels have been removed
- Line paved over as city streets

3. South Hollywood-Sherman Line

- Majority of line has been replaced by city streets
- SCRTD facilities and commercial development have replaced the former car house and shops

4. Subway-Hollywood Line

- Majority of line has been paved over as city streets

- Remaining portions have been replaced by residential development
5. San Fernando Valley Line
- Majority of line has been paved over as city streets, freeway and medians
  - Requires bridge over Los Angeles River
  - Shared use of SPTC's Burbank Branch Line with freight
6. Hollywood-Venice Line
- Portion of the line has been paved over as city streets
  - Shared use of SPTC's West Los Angeles Branch with freight
  - Needs track replacement, signalization and grade crossing devices
7. Venice Short Line
- Subway Building bought by private developers
  - No Los Angeles Central Business District access
  - Majority of line paved over as city streets and medians
  - Requires new bridge over Grand Canal
  - Section through Venice is "built on"

8. Santa Monica via Sawtelle Line
  - Majority of line has been replaced with medians
  - Requires grade separation structure
  - Commercial development now occupies various portions of the line
9. The Westgate Line
  - Portions of the line have been replaced by commercial, residential and government development
  - Remaining portions have been replaced by landscaped medians and surface streets
10. Santa Monica Air Line
  - Shared use of SPTC's Santa Monica Branch single track line with freight
  - Extensive upgrading of track, signalization grade crossing devices
  - No sufficient width for double tracking
  - Through Santa Monica, the tracks have been replaced by streets, freeway and other uses
11. Soldiers Home Branch
  - Shared use of SPTC's West Los Angeles Branch single track line with freight on portions of the line

- On some portions, the track has been removed and the line used for parking, commercial access and other uses

12. The Redondo Beach-Del Rey Line

- Entire route has been replaced or taken over as city streets, medians, State beach, city beach or private development
- Bridge structures have been removed

13. Inglewood Line

- Majority of route unimproved private way
- Requires bridge over Ballona Creek
- Portions of route used for parking, storage and "built on"

C. Southern District

1. Long Beach Line

- No Los Angeles Central Business District access
- Shared use of SPTC's Wilmington and East Long Beach Branches single track freight lines
- Union Pacific, Southern Pacific and Santa Fe Railroad crossings
- No Long Beach Central Business District access
- Paved surface streets have replaced the tracks through downtown Los Angeles

- Landscaped medians and turn pockets have replaced the tracks through downtown Long Beach on Long Beach Boulevard (American Avenue)
2. American Avenue-North Long Beach Line
    - Landscaped medians and turn pockets have replaced the tracks on Long Beach Boulevard (American Avenue)
    - Ocean Avenue section has been paved as city streets
  3. Newport-Balboa Line
    - Shared use of SPTC's East Long Beach Branch single track line on a small portion of the former route
    - Remainder of route replaced by commercial and residential development, parking, landscaped medians, paved surface streets and State beach lands
  4. The El Segundo Line
    - Shared use of SPTC's El Segundo Branch single track line on a major portion of the route
    - Parking adjacent to many sections of track
    - Private railroad pedestrian crossings
    - Track ends within Standard Oil Refinery property

- Line replaced by miscellaneous uses from refinery to city park in El Segundo
5. San Pedro via Dominguez Line
    - Shared use of SPTC's Wilmington Branch
    - West Basin drawbridge removed
    - Portion of the track removed in Wilmington
    - Connection needed to West Basin
  6. Whittier Line
    - Shared use with SPTC's La Habra Branch single track freight line
    - From Kraemer Avenue in Brea southerly the line is intermittently built upon
  7. Santa Ana-Huntington Beach Line
    - Shared use with SPTC's Santa Ana Branch single track freight line
    - From Costa Mesa, the line has been taken over for commercial and residential uses
    - Fencing required in residential areas
  8. Santa Ana Line
    - Shared use with SPTC's West Santa Ana Branch
    - Connection needed at Watts Junction
    - Portion to be removed by Route 105 Freeway
    - In Santa Ana, portions of line are built upon or replaced by paved streets

9. Redondo via Gardena Line

- Shared use with SPTC's Torrance Branch single track freight line to Torrance
- Through Redondo Beach there is no evidence of the line

10. San Pedro via Torrance Line

- Shared use on a small portion of SPTC's Torrance Branch single track freight line
- Remaining portions are unimproved private way, paved surface streets and commercially developed



