• Originally the library of the Los Angeles Railway (1895-1945), and intended to serve as both public outreach and an employee resource. Reintroduced to the public by SCRTD in 1971.

• Began computer cataloging into OCLC’s World Catalog using Library of Congress Subject Headings and honoring interlibrary loan requests from outside institutions in 1978.

• Archive of Los Angeles transit history from 1873-present.

• Transportation research library for employees, consultants, students, academics, other government agencies and the general public.

• Partner of the National Transportation Library, member of Transportation Knowledge Networks, and affiliate of the National Academies’ Transportation Research Board (TRB).

• Largest transit operator-owned library, forth largest transportation library collection after U.C. Berkeley, Northwestern University and the U.S. DOT’s Volpe Center.

• Member of Getty/USC’s L.A. as Subject forum.
Map of the Pacific Electric Railway
1910

http://www.usc.edu/libraries/archives/la/historic/redcars/
Map of the Pacific Electric Railway
1925 – system peak
The Santa Ana Line diverged from the Long Beach Line at Watts and proceeded in a southeasterly direction straight as an arrow until reaching the city of Santa Ana which it entered on Fourth St. Most service terminated at the PE Station, but a few continued on about 2/3 of a mile eastward to the Southern Pacific Station.

This line served the towns of Lynwood, Clearwater, Bellflower, Artesia, Cypress, Stanton and Garden Grove en route. In its original condition, the Santa Ana Line was entirely double tracked except for certain bridges where single track was considered sufficient. In 1940-41, this line lost one track and thereby much of its ability to render a superior service. (Much of the rails and track work necessary to render this line single tracked went into the well-known Shipyard Railway, connecting Oakland and the Kaiser Shipyards at Richmond.

The territory served by this line was primarily a agricultural in nature; in latter years considerable growth occurred, but new residents depended on automobiles for transportation rather than the big red cars.

MILEAGES:
- Los Angeles: 0.00
- Watts: 7.85
- Lynwood: 9.70
- Clearwater: 13.06
- Bellflower: 15.40
- Artesia: 18.33
- Cypress: 21.02
- Stanton: 24.69
- Garden Grove: 28.51

HISTORY: PE controlled the Santa Ana Line in 1903, when preliminary surveys were run and the right-of-way obtained. On January 12, 1904, this line was turned over to the Los Angeles Intercity Railway Co. (LAIU) and was deeded to LAIU on July 1, 1904. LAIU began construction on October 1, 1904, and the completed line was opened on November 30, 1904.
Lynwood Station - 1942
The first major station past Watts was Lynwood. The station was located along Fernwood Avenue at Long Beach Boulevard. Metropolitan Coach Lines 5121 is seen at Lynwood on September 16, 1958, on a fan trip with a special destination sign created for the occasion. (Ray Ballash)
Santa Ana Line
Modjeska Park Station
1910
(just north of Lynwood)
Santa Ana Line – May 1945
4th Street, Santa Ana – 1946
Annual boardings – 2,231,655 - Avg Trip 10mi.
Last Day on full Santa Ana Line
Service cut back to Bellflower in 1950
Red Car Train, Santa Ana Line, Bellflower, 1957
Bellflower Station – 1940’s
Los Angeles Railway System Map, 1938

Avg trip length 5 mi
LARy “J” Line
1920-1963
Huntington Park to Jefferson Park

1940 Ridership
Avg Weekdays 49,100
Boardings per mile 3,900

LARy “V” Line
1920-1963
Vernon/Leonis to LACC

1940 Ridership
Avg Weekdays 47,000
Boardings per mile 4,000
J Line Huntington Park 1955
J Line - Huntington Park - 1957
J Line on Pacific at Randolph - 1963
J Line on Seville - 1955
V Line in Vernon on Leonis
Huntington Park J Line & Vernon V Line
Last day of service March 1963
Replaced with “gutterliners”, an initial slang term coined by rail fans for buses
Current Los Angeles County Metro Rail System including Metrolink
Current Metro Rail and fixed guideway System
including Metrolink
First large diesel bus order placed in 1940. First smog alert called in 1943.

In 138 years of rapid transit in greater Los Angeles, there was only a 27 year period without rail rapid transit, 1963-1990.

Buses have been a vital part of the transit system for 89 years, since 1923.
Why did rail service go away?

• Same basic business issues both pre and post WWII - huge capital costs to replace aging power substations, catenary wire and rail cars. Buses become the economical alternative, rail-to-bus conversions begin in 1925, rapidly accelerate in 1950’s.

• Public Utilities Commission held back fare increases – 5 cents from 1877 to 1927, 7 cents from 1928 to 1945, 10 cents from 1946 to 1951, 15 cents from 1952 to 1956.

• No public subsidies for capital or operating costs available from local, state or federal governments.

• Cultural changes - automobile reliability improves, status symbol marketing, and women & minorities enter the industrial workforce.

• Modal improvements - brand new un-crowded highways and freeways.

• Transit service operators believed that the freeway system would accommodate and speed transit buses as a high speed backbone, thereby increasing their attractiveness to passengers.

• GM perfects and markets the 45 seat transit bus; air conditioning and air suspension become options.

• Diesel is not yet considered to be a component of a new phenomenon called “smog”.