

Shadows of the Pacific Electric: Former Pacific Electric Rail Lines and Modern California Transit

Cooper Crane

University of California Riverside

History Department, Graduate Division

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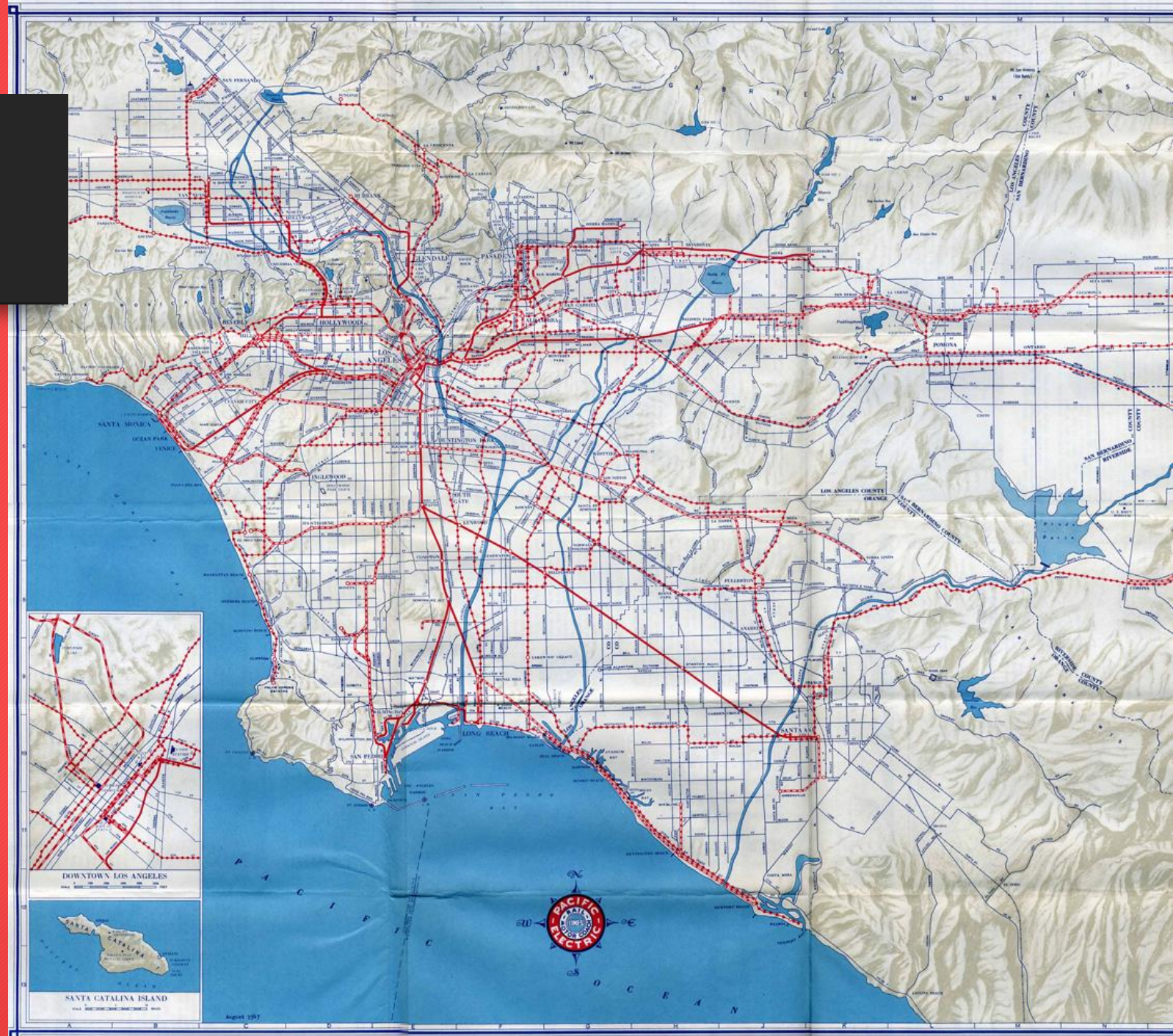


[Link to Story Map](#)



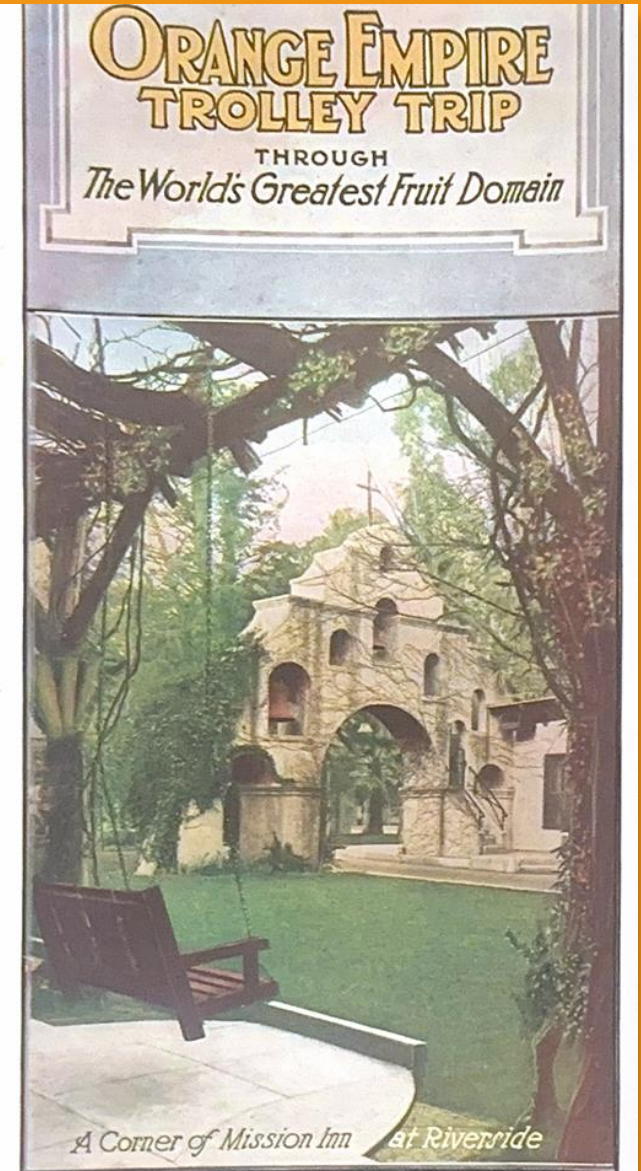
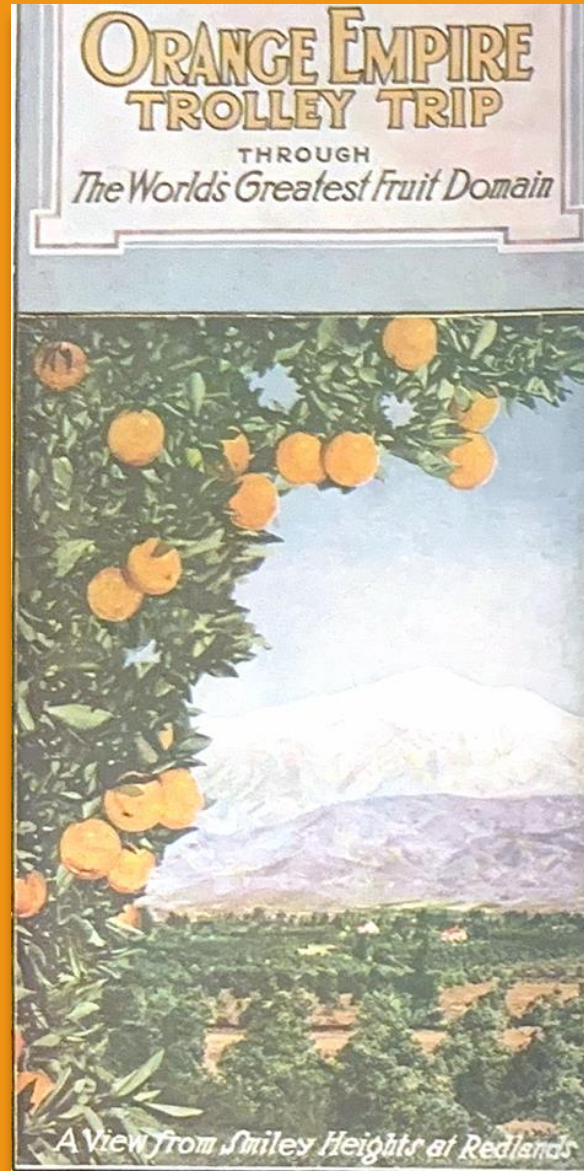
Goal of My Project

- Visualizing historical decline of the Pacific Electric
- Comparing modern transit routes to the former railway
- Using the former Pacific Electric railway to provide new ideas about modern California transit



Sources for my research

- Archival readings (including materials held by UCR & LA Metro library)
- Huntington Library
- Modern transit maps
- Former Pacific Electric maps and community archaeology (Militant Angeleno's Pacific Electric Archaeology)



What was the Pacific Electric?

- Private Electric Railway owned by the Southern Pacific Railroad (Now the Union Pacific)
- Created by magnate Henry Huntington to sell land and real estate developments in California
- Operated various commuter and regional rail services throughout the Greater LA Area.



PACIFIC ELECTRIC
COMFORT-SPEED-SAFETY

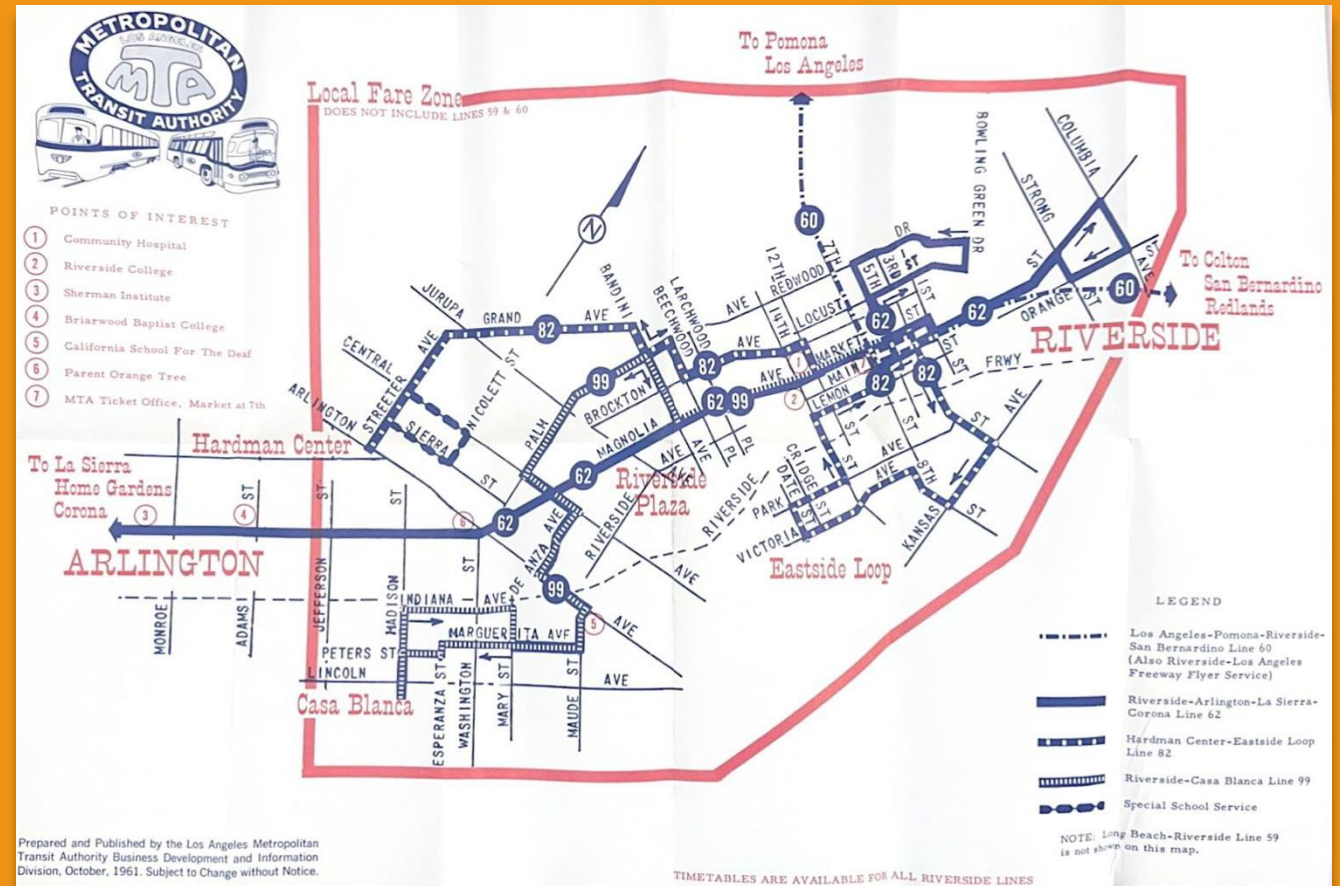
Ride the BIG RED CARS

TIME TABLE
BALDWIN AVENUE

TO GLENDORA		TO LOS ANGELES	
DAILY EXCEPT SUNDAY	SUNDAY SCHEDULE	DAILY EXCEPT SUNDAY	SUNDAY SCHEDULE
6:06AM	6:37AM	5:51AM	6:13AM
7:37	7:37	6:35	7:13

End of the Pacific Electric

- Pacific Electric's end heavily mythologized in modern culture.
- The Los Angeles Metropolitan Transit Authority intended to keep much of the existing infrastructure (planning documents)
- Even after the last trains left in 1961, continued in various replacement services, buses, etc.

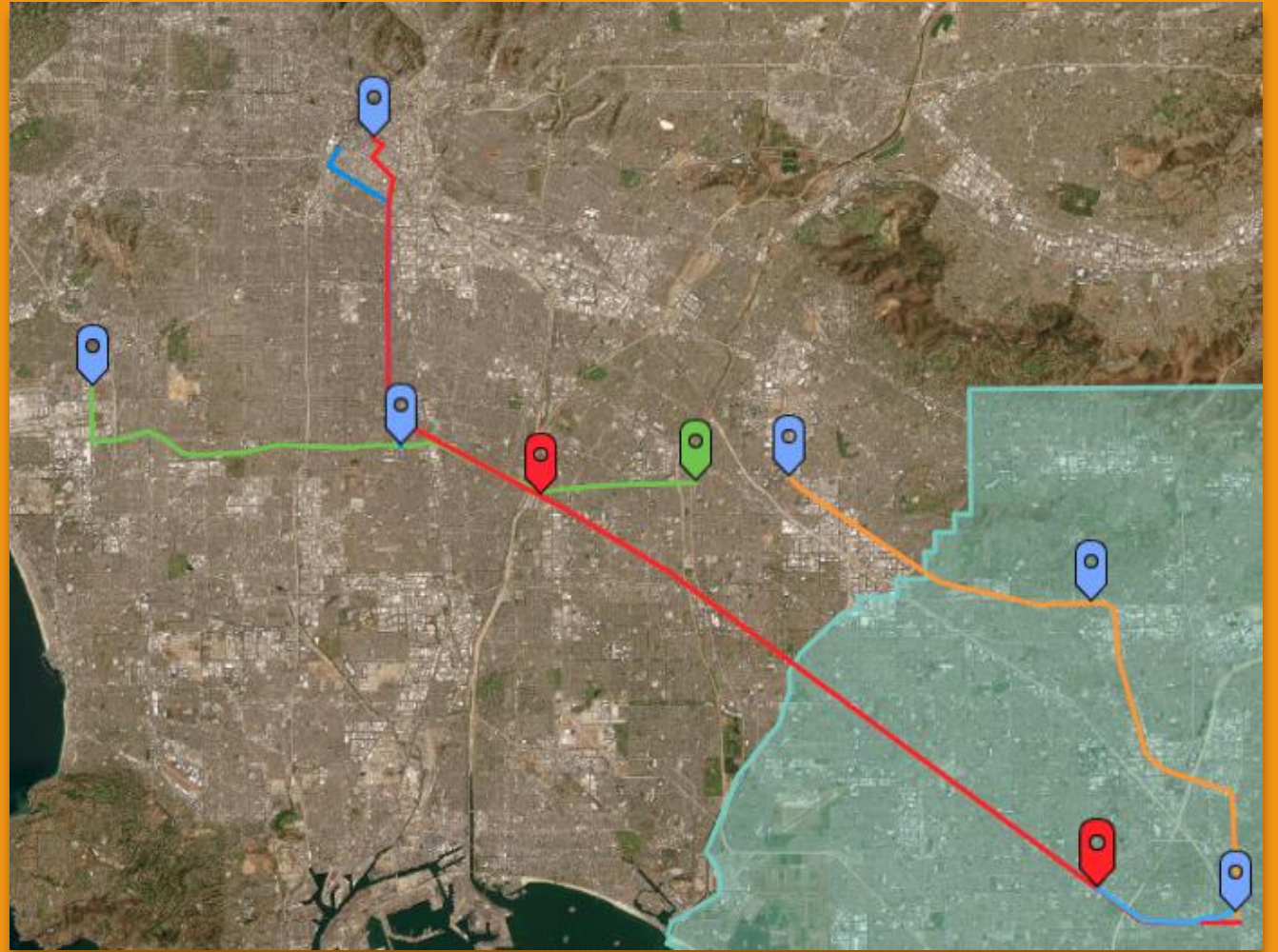


Value of the Pacific Electric

- Not just a speculative railway
- Also provided important regional linkages that modern California transit lacks.
- Social justice and equity tied to the end of the PE and its sister railway, the Los Angeles Railway

Fragmentation and Dissolution

- PE's end didn't become apparent until a decade after the final trains.
- The Southern California Rapid Transit District (SCRTD) continued similar passenger services.
- California segmented its public transport providers along county lines in 1973.
- Provided better local services but divided the Los Angeles area unnecessarily.



Implications for modern transit

- Does this make sense for a region with as many commuters as Southern California?
- Over a million people leave their counties for work, need regional connections.
- Only one transit agency provides cross-county regional connections: Metrolink

The Once and Future Pacific Electric

- Restoration of the Pacific Electric in various shapes. LA Metro's A Line
- Santa Monica E Line is also a former PE Line.
- Numerous bus replacements across several different counties.
- Metrolink uses portions of the PE for the San Bernardino Line.



Bibliography

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- Timeline of Los Angeles Transit: <https://metroprimaryresources.info/timeline/>
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Map: <https://www.google.com/maps/d/u/0/viewer?mid=1DuFcDskRpjHGsavejnpKZjA4xNQ&femb=1&ll=34.05311974291092%2C-117.18005159313348&z=17>
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