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October 28, 2004

Hand-Delivered to the City Clerk

Councilmember Greig Smith  
Councilmember Tom LaBonge  
Councilmember Jan Perry  
Public Works Committee  
City of Los Angeles  
200 No. Spring St. Room 1060  
Los Angeles, CA 90012

Re: Meeting of October 29, 2004  
Agenda Item 4  
Council File 04-1136

Dear Councilmembers,

The Soto Street Bridge may be of historical significance but a Negative Declaration is not sufficient enough for the research involved to verify such a matter. This project is in Lincoln Heights in the Grider and Hamiltons Rose Hill Tract (5209-030) as well today's El Sereno but the City Lands of Los Angeles, Omaha Heights, Zoo Tract and Tract No. 8892 (5211-019). The jurisdiction is more in Council District 1 than it is in Council District 14.

This presents the problem of continuity. Councilmember Ed P. Reyes has supported that community of Lincoln Heights be a Historic Preservation Overlay Zone (HPOZ.) The Council passed that matter on August 3, 2004 and Ordinance 176154 was effective on September 22, 2004. Though the boundaries of the HPOZ do not extend to the Bridge, the Bridge is an entryway to the first suburb in Los Angeles.

Enclosed is the artwork in the Negative Declaration. As you can see, it is very modern.

Councilmember Greig Smith  
Councilmember Tom LaBonge  
Councilmember Jan Perry  
Public Works Committee  
Page 2  
October 28, 2004

Again, where is the continuity of historic preservation? Lincoln Heights had the early street railway franchises including the Los Angeles Railway Company, which was quite significant in its time. Henry Huntington owned the company, consequently, the name of Huntington Drive. The time period coincides with the early 1900 building boom in Lincoln Heights.

Are all traces of early Los Angeles history to be abolished?

Lincoln Heights has lost its lions from the Selig Zoo to the Zoo in Griffith Park. Its Indian totem pole is in the Southwest Museum. Lincoln Park formerly known as Eastlake Park was one of the country's most beautiful garden parks that has been overwhelmed with projects crowding and distorting the original vision of the park. Selig Zoo land was sold off.

Why is Lincoln Heights being torn from its history.

Enclosed please find correspondence sent to Wally Stokes in the Bureau of Engineering. We have received no response.

Please postpone this item until a proper investigation of the historical significance of the Soto Street Bridge can be assessed and preservation be executed.

Sincerely,

  
Joyce Dillard

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View Enlarged Map

View Printing Instructions

County of Los Angeles Rick Auerbach, Assessor

5209 30

SCALE 1" = 50'

Review  
 6/13/56  
 9/21/56  
 11/21/56  
 11-23-57  
 1-25-58  
 2-11-59  
 11-15-63K



CODE 4

TRACT\_NO. 4903  
M.B. 45-64

E. 6-288  
 O. 90-94  
 O.R.M. 14084-307

GRIDER & HAMILTONS ROSE HILL

M.B. 6-16

FOR PREV. ASSM'T SEE 1122-30

ASSESSOR'S MAP  
COUNTY OF LOS ANGELES, CALIF.

40

View Enlarged Map

View Printing Instructions

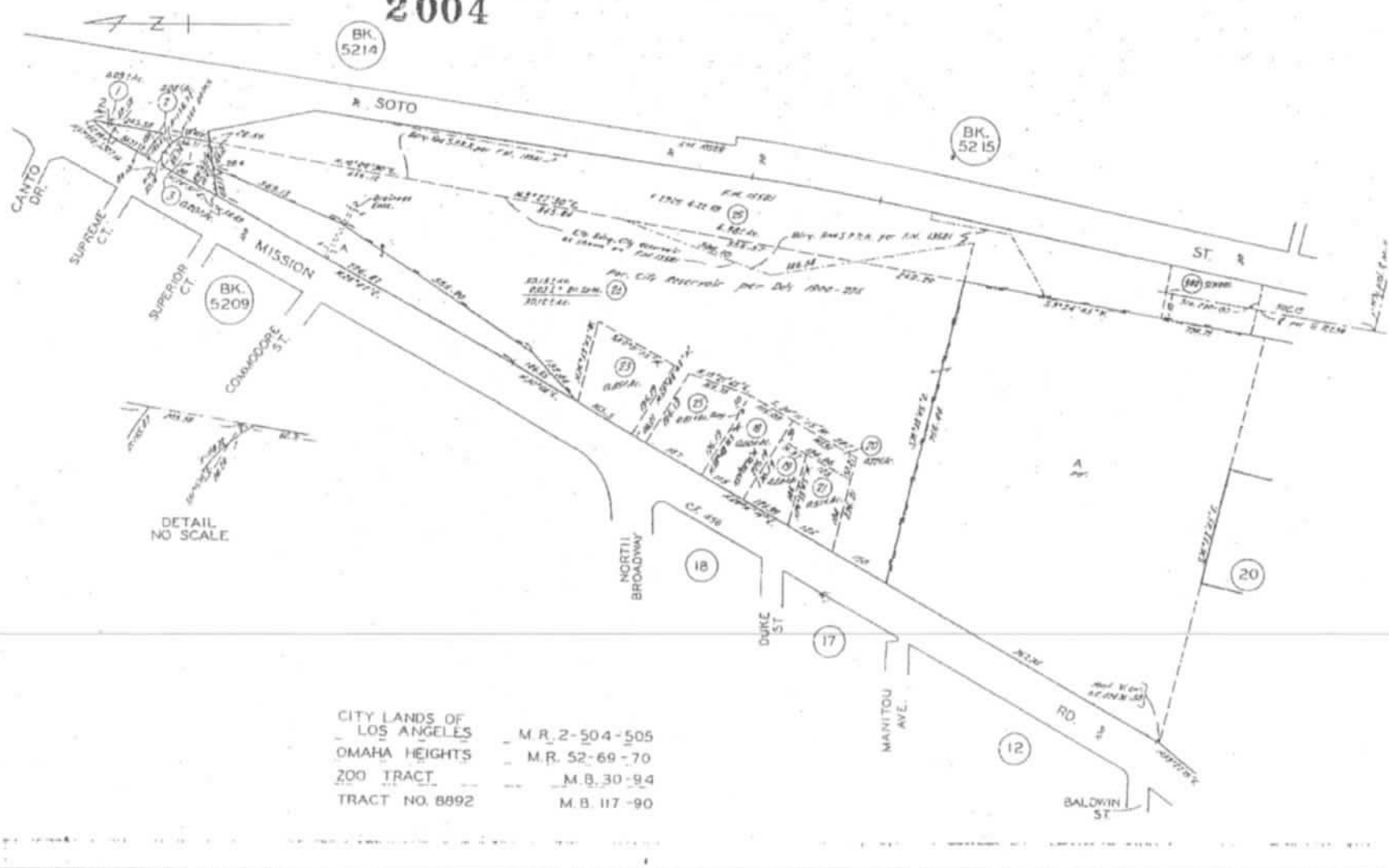
County of Los Angeles: Rick Auerbach, Assessor

5211 19 SCALE 1" = 200' TRA 4  
6-2 5211-20  
F.A. 528-243

OFFICE OF ASSESSOR  
COUNTY OF LOS ANGELES

REVISED  
2004/03/20/06001-27

2004



*Draft*  
*Initial Study/Negative Declaration*

**SOTO STREET BRIDGE  
OVER  
MISSION ROAD & HUNTINGTON DRIVE  
(53C-0013)**



*City Of Los Angeles*



*Environmental Management Group*

*April 16, 2004*

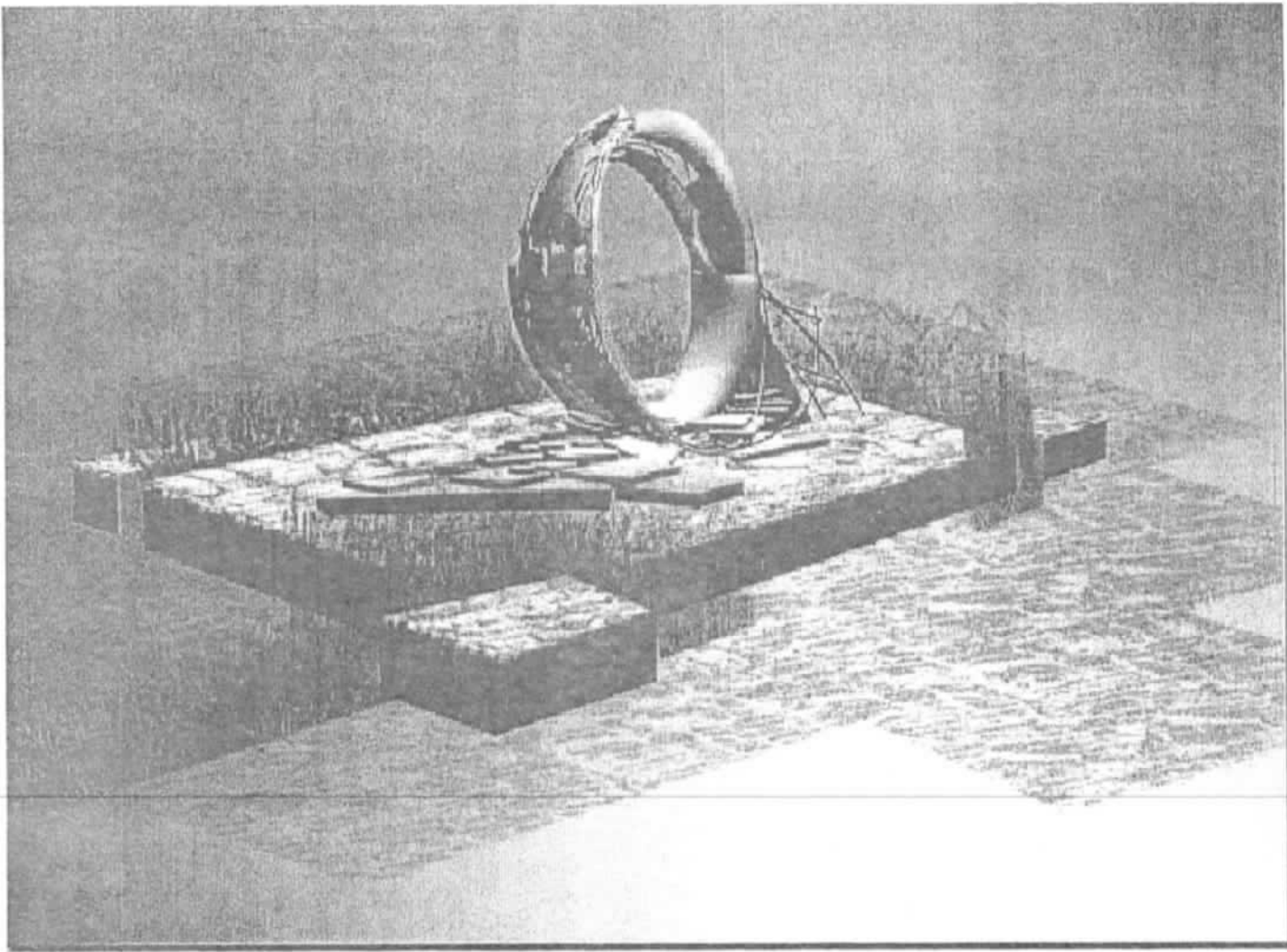


Figure 6 – Candidate Art Exhibit

Soto Street Bridge over Mission Road &  
Huntington Drive South  
Initial Study

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May 5, 2004

Wally Stokes  
City of Los Angeles  
Department of Public Works  
Bureau of Engineering  
Environmental Management Group  
650 S. Spring Street Suite 574  
Los Angeles, CA. 90014

FAX (213) 847-8689

Re: Soto Street Bridge over Mission Road  
And Huntington Drive No. 53C-0013  
Negative Declaration BE 260-04

Dear Mr. Stokes,

The proposed project, as stated in the Negative Declaration, is at the intersection of Soto Street, Mission Road, and Huntington Drive. The Department has incorrectly stated that in is in the Montecito Heights area of Northeast Los Angeles. The correct community location is LINCOLN HEIGHTS, Los Angeles' oldest suburb.

The community is currently under the process of a Historic Preservation Overlay Zone that should be taken into consideration as a potentially significant impact on Cultural Resources. This project is set for hearing on May 26, 2004. The area has a majority of homes built from the 1880s to the 1980s. The two studies, Lincoln Heights 1 south of North Broadway and Lincoln Heights 2 north of North Broadway, from the Community Redevelopment Agency programs are as follows:

Lincoln Heights 1 Revitalization Study

Years Built	No. of Structures	Percentage
1972-1978	6	0.5%
1967-1971	10	0.9%
1952-1966	104	9.3%
1934-1951	70	6.3%

Wally Stokes  
May 5, 2004  
Page 2

1901-1933	760	68.0%
1885-1900	162	14.5%
1880-1884	<u>6</u>	<u>0.5%</u>
Total	1,118	100.0%

Lincoln Heights 2 Revitalization Study

Years Built	No. of Structures	Percent
1967-1980	9	1.0%
1952-1966	29	4.0%
1934-1951	36	5.0%
1901-1933	476	66.0%
1880-1900	<u>174</u>	<u>24.0%</u>
Total	724	100.0%

The City restored lighting to the early style in Los Angeles at the location of the Main Street Bridge to reflect the Victorian history. Lincoln Park aka Eastlake Park aka East Los Angeles Park was renown for its lush landscape. Selig Zoo occupied part of the property of the Zoo Tract of this project.

Councilmember Ed P. Reyes and Community Planning feel that there is value in approving an area to be historic, why does your department negate the historic aspect completely. The Historic Preservation Overlay Zone does not declare any home as part of the National Register of Historic Places.

This double standard in planning has confused us community members. What is the City's true intention of the project and why is there not continuity?

The city reservoir once occupied a portion of the City Lands of Los Angeles, Omaha Heights, Zoo Tract and Tract No. 8892 (5211-018). During the early Los Angeles history, floods occurred throughout the area due to its proximity to the Los Angeles River. As the earth shifts in this area, foundations of homes are effected to this day. Liquefaction is a factor. There is a potentially significant effect on Geology and Soils.

The Candidate Art Exhibit does not coordinate with the history of the area. North Broadway, formerly Downey Avenue, is one of the oldest roads as well as Mission Road.



Wally Stokes  
May 5, 2004  
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Please mitigate.

Very truly yours,

Joyce Dillard

JD/j

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May 6, 2004

Wally Stokes  
City of Los Angeles  
Department of Public Works  
Bureau of Engineering  
Environmental Management Group  
650 S. Spring Street Suite 574  
Los Angeles, CA. 90014

FAX (213) 847-8689

Re: Soto Street Bridge over Mission Road  
And Huntington Drive No. 53C-0013  
Negative Declaration BE 260-04

Dear Mr. Stokes,

To correct an error in yesterday's response to the above, the May 26<sup>th</sup> hearing is for the Community Design Overlay District for North Broadway. The Historic Preservation Overlay Zone hearing is not yet scheduled.

Very truly yours,

Joyce Dillard

JD/j

[Return to ERHA homepage](#)

THE STREET RAILWAY HISTORY OF LOS ANGELES began on July 3<sup>rd</sup>, 1873, when the City Council passed the first franchise ordinance, the opening clause of which reads as follows:

AN ORDINANCE granting franchise to D. V. Waldron<sup>®</sup>—and provided for a franchise for the period of five years, for the purpose of laying down and maintaining two iron railroad tracks and to run cars thereon, to be propelled by horses or mules, and to carry passengers thereon, commencing at a point on North Main Street at Alameda Street south on Main Street to the City limits, which was a point just south of the present corner of Jefferson and Main.

The second chapter opened on December 8, 1873, when J. R. Toberman, Mayor approved a franchise, for a street railway, the opening clause of which reads as follows:

"AN ORDINANCE granting a franchise for a street car railroad in the City of Los Angeles to R. M. Widney<sup>®</sup>—and provided for a franchise for a period of twenty years, commencing at Temple and Spring Streets, and along Spring to First; First to Fort Street, (now Broadway); Fort Street to Fourth Street, Fourth to Hill Street, on Hill to Fifth Street; on Fifth to Olive Street; on Olive to Sixth Street; and thence along Sixth Street to Figueroa Street. Fare ten cents.

This franchise also provided that in the event D. V. Waldron, to whom the first franchise was issued, should forfeit his rights, then the Widney franchise would extend from Temple and Spring Streets via Main to Alameda Street. Waldron forfeited his rights, therefore, Widney's franchise was thus extended.

Widney assigned his franchise to a company known as the SPRING AND SIXTH STREET RAILROAD CO. and this company completed the line and put it in operation in the spring of 1874.

The next or third franchise issued, was approved on September 14, 1874, by J. R. Toberman, Mayor, and provided for the extension of the SPRING AND SIXTH STREET RAILROAD from North Main and Alameda Streets via Alameda and private right-of-way to a point in front of the Old River Station of the Southern Pacific, then known as the upper depot grounds.

The fifth franchise issued, was approved March 24, 1875, by P. Beaudry, Mayor, and provided for ninety days extension to the SPRING & SIXTH STREET RAILROAD COMPANY to complete their line to the Southern Pacific Station.

The ninth franchise issued, also in connection with the SPRING & SIXTH STREET RAILROAD COMPANY, approved Dec. 3, 1875, granting a renewed right to extend this line from North Main and Alameda Streets, via Alameda and private right-of-way to a point in front of the Southern Pacific Station.

Evidently the company had not found it expedient to construct the line under previous franchise grants. These franchises contained some very general description as to routes. For instance, one franchise is for a line from Main and Alameda to the Southern Pacific Station, and reads in part:

"—that on and along such portion of said route as the track of the Southern Pacific Railroad runs, the track of the street railroad shall be laid from the center line of Main Street to a point six foot easterly of the telegraph pole standing by the willow stump in the swamp; thence in a straight line to the westerly sidewalk of the street, and thence over the gutter along the sidewalk to such point as may be necessary to cross (and across) the sidewalk on to private property to reach the depot."

In the ordinance approved December 3, 1875, being the ninth franchise issued, it is recited that the route shall be as follows:

"—along Alameda Street, or the extension thereof to a point in said street, distance sixteen feet east of the eastern rail of the line of the Southern Pacific Railroad Company; running southerly and connecting with the line of road known as the Los Angeles and San Pedro Railroad Company; which said point is opposite to and west of a large but topped near the junction of said street with another street running in a southeasterly direction; running thence along said Alameda Street, or the extension thereof, northerly and crossing in the most convenient way that line of track of said Southern Pacific Railroad Company curving easterly and running to Spadra and other points east of this city, to a point twenty-five feet east of the eastern rail of the road of the Southern Pacific Railroad Company at the point south of the new depot where the several lines of the tracks of said company connect; running thence in a straight line northerly to a point opposite to the northwest corner of the lot belonging to the Los Angeles Infirmary, and known as the Hospital grounds of the Sisters of Charity."

The fourth franchise issued, was approved September 28, 1874, by J. R. Toberman, Mayor, the opening clause of which reads as follows:

"AN ORDINANCE granting a franchise for street car railroad in the city of Los Angeles to John C. Downey, O. W. Childs and John M. Baldwin. "—and provided for a franchise for a period of twenty years. The route covered commenced at Temple Block; south on Main to Washington Street; westerly on Washington to Figueroa Street; thence southerly on Figueroa to the city limits, which is a point about the center of what is now Exposition Park.

The sixth franchise issued was approved March 31, 1875, by P. Beaudry, Mayor, the opening clause of which reads as follows:

"AN ORDINANCE granting a franchise for a street railroad in the city of Los Angeles to R. M. Widney and his assigns. "—and provided for a franchise for a period of thirty years. The route covered commenced at First and Los Angeles Streets and thence along a very tortuous route over many streets whose names are not now known, running past the Southern Pacific Station, terminating on Downey Avenue (now North Broadway) at the end of that street— (no statement as to where that was.) Fare, ten cents.

The seventh franchise issued was approved June 26, 1875, the opening clause of which reads as follows:

"AN ORDINANCE granting a franchise for street railroad in the City of Los Angeles to William H. Workman and A. H. Judson and their assigns. "—and provided for a franchise for a period of thirty years, for a single track horsecar line. Route, from Arcadia and Main Streets, via Arcadia, Aliso Street, Aliso Avenue to Soto Street. This road was put in operation sometime in 1876.

The builders of this road were

- W. H. Workman,
- W. H. Perry,
- J. B. Hollenbeck, first President of the First National Bank, and
- E. F. Spence, then Cashier and later President of the First National Bank

The track was a narrow gauge; used twenty-pound rail; one horsecar was operated; trip every one and a half hours.

Routing the line, as it would read today would be Arcadia, Aliso Street, Pleasant Avenue, First to Soto. At that time Aliso Street started at Los Angeles and continued along this route east to the city limits on First Street. This line was extended a few months later on Main Street to Temple Block to connect with the Spring and Sixth Street line and the Main Street and Agricultural Park Line.

First Street was not opened at this time.

At Easter Week in 1884, floods destroyed the Aliso Street Bridge and the Downey Avenue Bridge and left the Macy Street bridge—these being the only bridges across the Los Angeles River at that time.

For months after the flood the passengers from the Aliso Street car line walked over improvised gangplanks to cross the river and were thus transferred from car to car. This was the second line put in operation in Los Angeles. The Main Street and Agricultural Park line being the third.

The framework of the Macy Street Bridge today is the original bridge construction, but at that time it was covered. This covering was removed a few years ago.

The eighth franchise issued, to be found in the city archives, Volume 10, Page 201, (for the session of November 19, 1875)—date of approval not given in copy at hand—the opening clause of which reads as follows:

"AN ORDINANCE granting a franchise for a street railroad in the City of Los Angeles to John S. Griffin and to his assigns" — and provided for a franchise for a period of twenty—five years. This route started at the point where the last franchise granted to the SPRING & SIXTH STREET RAILROAD COMPANY terminated at the Southern Pacific Station, and followed what is now San Fernando and Olympic Streets and across the Los Angeles River to Downey Avenue (now North Broadway.)

The description locates the route as follows: "Thence in a straight line along the said street northerly to a point opposite and east of second upper switch of said S.P.R.R. and distant not more than twelve feet east of the eastern iron rail of track of said Company; thence northerly to junction of the new street running east; thence along the same easterly and in the center thereof and across the Los Angeles River to Downey Avenue (now North Broadway) in East Los Angeles; thence along the same by the most convenient route over the streets in East Los Angeles to the workshop grounds of the S. P. Railroad."

The tenth franchise issued, approved January 5, 1876 by P. Beaudry, Mayor; the opening clause of which reads:

"AN ORDINANCE amendatory of and supplementary to an ordinance entitled 'An

ordinance granting a franchise for street car railroad in the city of Los Angeles to John G. Downey, O. W. Childs and John M. Baldwin', approved September 28<sup>th</sup>, 1874,

This extends the period of the franchise for one year for the completion of the building of the line granted on the previous franchise. This line was placed in operation to Washington and Main Streets previous to the granting of this last franchise, and the building of the line was completed under the new extension of time.

The eleventh franchise issued, approved May 26<sup>th</sup>, 1876; S. B. Coswell, Clerk of the Council; the opening clause of which reads:

"AN ORDINANCE granting a franchise for street railroad in the City of Los Angeles to J. F. Ward, John S. Thompson and John Haley and to their associates and assigns."

There is no evidence that any portion of this line was ever built under this franchise.

P. Beaudry, Mayor approved the twelfth franchise issued, on October 9, 1876. The opening clause of which reads;

"AN ORDINANCE granting a franchise for a street railroad in the City of Los Angeles to C. E. Beane and J. S. Crawford and to their associates and assigns."

The route covered was on Main from Washington south to Jefferson, and on Jefferson west to Figueroa and was used in connection with the Main Street Line.

The sixteenth franchise issued, was approved by F. A. MacDougall, Mayor, on January 12<sup>th</sup>, 1877; the opening clause of which reads:

"AN ORDINANCE granting franchise for a street railroad to J. W. Potts and others, and to their assigns." The others consisted of H. J. Crow, Thomas A. Garey, Ivar A. Weid and P. Beaudry.

The route covered by this franchise, described as follows: "From a point in the space north of Temple Block, between the junction of Spring and Main Streets, said terminus not to exceed within five feet of the prolongation of the eastern line of Temple Block\*\*\*Thence along Temple Street to Pearl Street (now Figueroa); thence along the extension of Temple Street, as laid out by M. Kelleher, City Surveyor, to the City Limits, on the western side of the city, (Hoover Street)."

This was to be a horsecar line.

E. F. Spence, Mayor approved the thirtieth franchise issued, on March 14<sup>th</sup>, 1885. The opening clause of which reads:

"AN ORDINANCE granting a franchise for the construction and operation of a cable street railroad in the city of Los Angeles, to C. H. Howland and his assigns." Route described as follows:

"Commencing at the intersection of Second Street with the westerly line of Spring Street, and running thence westerly along said Second Street on each side of the center line thereof, to Lake Shore Avenue; thence westerly along said Lake Shore Avenue on each side of the center line thereof to Diamond Street; thence westerly along said Diamond Street on each side of the center line thereof to the west boundary of said city."

This is the franchise under which the West Second Street Cable Railroad was eventually built.

Diamond Street and what is now (1921) known as West First Street are the same street.

The construction of this line was started in the spring of 1885, when Isaac W. Lord turned a spade-full of earth at the corner of Second and Spring Streets, and in a few months the line was in full operation to First and Belmont, and continued in operation until the Fall of 1888, when it was closed down and the entire property scrapped, the INVESTMENT BEING A TOTAL LOSS.

The thirty-third franchise issued was approved September 7<sup>th</sup>, 1885, by D. E. Miles, Mayor pro tem, and W. W. Robinson, Clerk of the Council. The opening clause reading as follows:

"AN ORDINANCE granting a franchise for the construction and operation of a street railroad in the City of Los Angeles to W. H. Workman and his assigns."

This provided for the building of a car line from First and Spring Streets east on First to the junction of First and Aliso Avenue (which is now First Street and Boyle Avenue); thence along Aliso Avenue (now First Street) to First and Indiana. For a period of thirty years, cars to be "propelled by cable wire."

This ORDINANCE was amended by another ORDINANCE which was approved on the 28<sup>th</sup> day of April, 1886, by E. F. Spence, Mayor, and provided

that the cars may be "propelled by electricity, horse or cable wire."

This line was constructed to First and Evergreen Avenue, being completed in the Spring of 1886, by W. H. Workman and J. B. Hollenbeck. It was broad gauge. They only operated it a short time when they sold out to the Los Angeles Cable Railway Company for Twelve Thousand (\$12,000.00) Dollars.

The company built a bridge across the river on First Street; it was a wooden affair and was washed away by the floods in the winter of 1887-1888, and the operation of the line was discontinued; the Boyle Heights region being served by the Aliso Street Line. No cars were operated on First Street between Main and Boyle Avenue from the time of this discontinuance until the cable started in August, 1889.

From 1873 to January 1<sup>st</sup>, 1887, there were issued by the City Council of the City of Los Angeles, and approved by the various Mayors, forty-three (43) streetcar franchises. Many of these are trivial in their nature to correct errors in previous franchises, or slight changes of routes.

In 1887 the LOS ANGELES CABLE RAILWAY COMPANY was organized;

- J. F. Crank, President;
  - S. P. Jewett, Secretary and Treasurer;
  - Chas. Forman, General Manager, who were also Directors.
- The other Directors of this Company were:
- I. W. Hellman and
  - S. C. Hubbell, who was also attorney for the Company.

The Los Angeles Cable Railway Company purchased a number of the then existing lines and built some others, until on the first day of August, 1888, it operated the following lines, with horses and mules as motive power;

BUENA VISTA STREET LINE: From First and Main Streets, via Main, Marchessault, Bellevue Avenue (now Sunset Blvd.); Buena Vista (Now North Broadway) to College Street.

ALISO STREET LINE: From the east side of Main Street on Arcadia, Aliso Street, Pleasant Avenue, First Street to 1<sup>st</sup> and Evergreen. Single track narrow gauge.

BLUE LINE: From Temple Block via Main to First Street; First to Spring; Spring to Ninth Street; Ninth to Pearl Street (now Figueroa.); Pearl to Pico Street; where the name changed from Pearl to Figueroa, via Figueroa to Washington; thence along Washington to Vermont Avenue where the car barn was located; double track; broad gauge.

OLIVE STREET LINE: From Pritchard Street and Downey Avenue (now North Broadway); along North Broadway; Olympia Street, San Fernando Street, Alameda Street, Main Street, First Street, Spring Street, Fifth Street, Olive Street, Twelfth Street, Figueroa Street, Washington Street to Vermont Avenue. Double track, broad gauge.

WEST NINTH STREET LINE: From Sixth and Pearl Street (now Figueroa) along Sixth Street, to Hill, to Fourth, to Broadway, to First, to Spring, to Main to Marchessault to Upper Main (now North Spring Street); to San Fernando, to Olympia to Downey Avenue (now North Broadway) to Chestnut Street (now Avenue 20) to Pasadena Avenue to Daly Street and thence to Avenue Thirty-Three. Single track, narrow gauge.

The operation of this line was extended from Sixth and Figueroa Streets by way of Figueroa and West Ninth Street to Ninth Street and Grand View Avenue in the last week of August 1888.

KUHRTS STREET LINE: From Plaza North by way of Main Street to the River, crossing River on the bridge, and by way of Kuhrts (now East Main Street) to Mission Street Road and along Mission Road to a point near where the big cut is now (1921) opposite the Selig Zoo.

Number of cars in operation on all lines Thirty-eight (38).

There were also in operation, on the first of August, 1888, the following lines, which were each operated by separate Companies.

TEMPLE STREET CABLE RAILWAY: Single track cable railway line on Temple Street from the West side of Spring Street via Temple to Belmont Avenue.

This Company was incorporated on November 3, 1885; and the contract was let for the construction of the line, on November 1<sup>st</sup>, 1885, to what was then known as Texas Street (now Union Avenue). The line was completed and started operation on July 4<sup>th</sup>, 1886, distance being 1.61 miles. The line was extended, the last week in August, 1888, from Union Avenue west to Hoover Street via Temple Street. About January, 1889, work was started to double track the line from Spring to Union Avenue which was completed and the double track section was put in operation in August, 1889. This line was sold under foreclosure proceedings on February 28<sup>th</sup>, 1898. Previous investment being a complete loss.

Another cable line in operation on August 1<sup>st</sup>, 1888, was the WEST SECOND STREET CABLE RAILWAY. It started at Second and Spring Streets and routed west via Second, Lake Shore Avenue, First to Belmont Avenue.

At First and Belmont Avenue a dummy line connected with the cable road and ran to what is now Hollywood. Its route was: Belmont Avenue to Temple Street, Temple to Coronado Street thence south over private right-of-way to First Street; on First and private right-of-way to Western Avenue at the point where Temple Street now (1921) crosses Western Avenue; thence north along Western Avenue to Hollywood Boulevard; west on

Hollywood Boulevard, and private right-of-way over the present (1921) line of the Pacific Electric tracks to a point near Gardner Junction, where it terminated in the midst of gardens.

The Hollywood Line was discontinued when the Pacific Electric line was built to Hollywood; they having purchased this dummy line.

MAIN STREET AND AGRICULTURAL PARK LINE: Temple Block south to Jefferson; to Wesley Avenue (new University Avenue) and to Agricultural Park (new Exposition Park), thence to a point just south of the present site of the Museum, where the car barn was located.

Another branch of this line routed from Washington and Main Streets via Washington, Figueroa to Jefferson Street. One-half of the service was operating each way.

The route from Washington and Main Streets via Washington to Figueroa to Jefferson was discontinued in 1892, and the franchise abandoned on account of the expense entailed by the paving of Figueroa Street.

### ELECTRIC RAILWAYS

#### PICO STREET ELECTRIC RAILWAY, known as the LOS ANGELES ELECTRIC RAILWAY

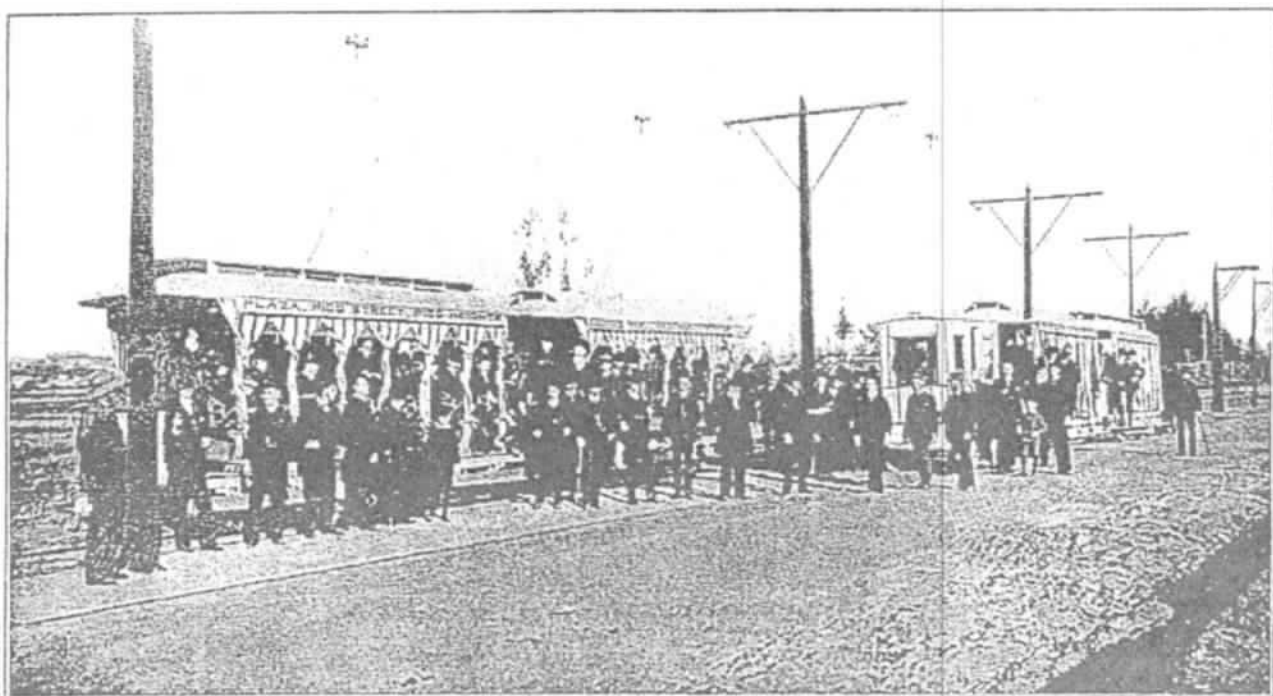
Commenced on Los Angeles Street at the Plaza; south on Los Angeles to Third Street; east on Third to San Julian; south on San Julian to Seventh; west on Seventh to Maple Avenue, Maple Avenue to Pico Street and thence west on Pico to Lorde Street (now Harvard Boulevard)

Another branch continued south on Maple Avenue to West Adams Street, terminating in the center of an orange grove, (trees being grubbed up to make way for the rails.) The Los Angeles Electric Railway Company built this line in 1886 and 1887 - Chas. H. Holland being President and General Manager, and W. H. Best, Superintendent. (Col. Holland is now deceased. Mr. Best is living (1921) in Brooklyn, N.Y.; he visited Los Angeles in 1915.)

These lines were being operated only intermittently and frequently one had to wait two hours for a car. Operation was discontinued in the Fall of 1888.

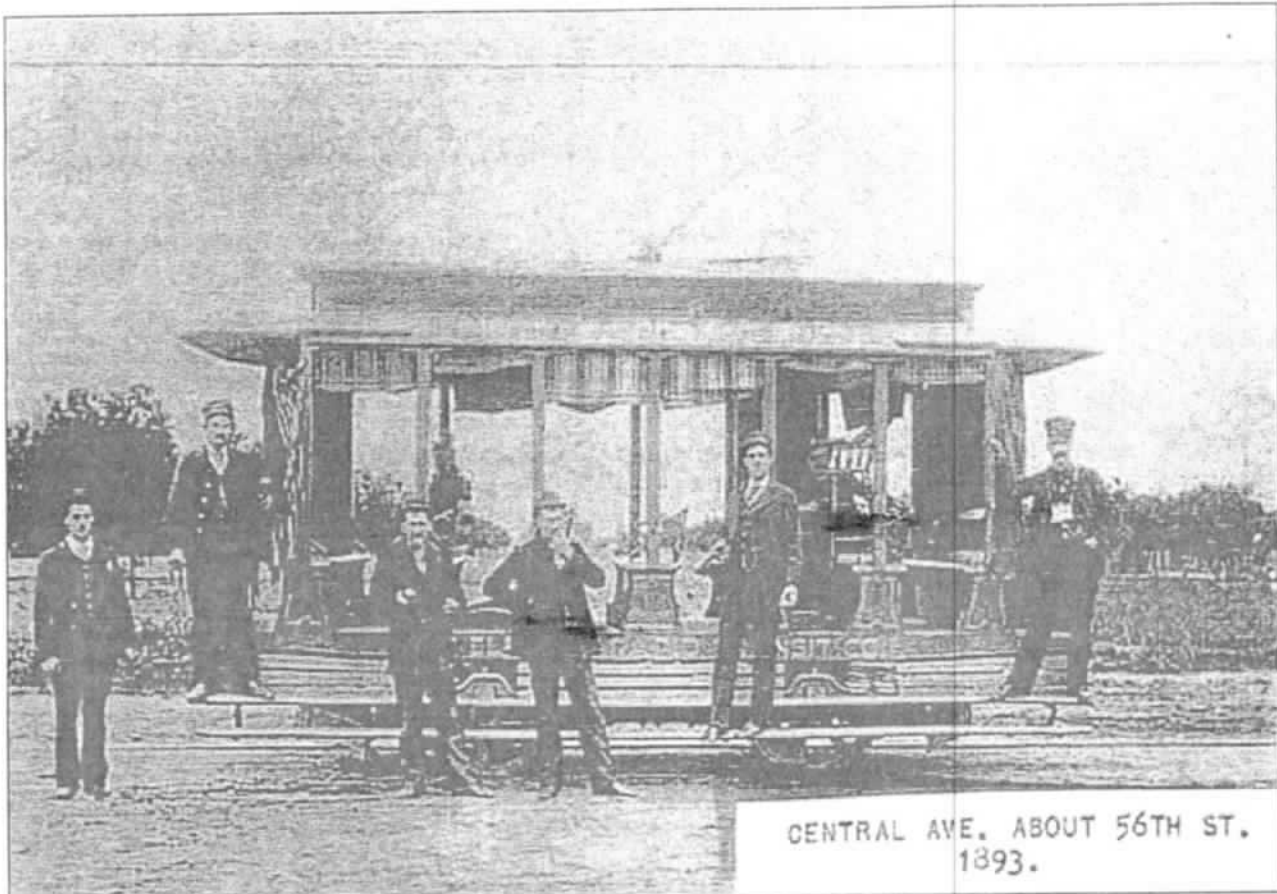
*From "The Science of Burning Liquid Fuel - Introduction"*

"The author of this book began the study of liquid fuel while Master Mechanic and Superintendent of the Los Angeles Electric Railway in the year 1887. We use the Daft system of electricity. This system had previously operated an electric railway in Boston, Mass. They, however, did not have the overhead wire, but used the third rail system. Ours was the first overhead system of electric railroad in the United States, if not in the world. A view of the electric motor car then used on the system is here given. You can also see the first electric locomotive with two trailers attached.



It may be of interest to here state that after building the Myrtle Avenue branch of this road (which was a branch of the main line to Pico Heights), I reported to the Board of Directors that we should purchase motor cars for the branch line and not use the electric locomotive and trailers, because the latter was more costly to operate, but I also made the statement that in a few years electric locomotives would be used instead of steam locomotives in certain branches of work and for that service they would be better than electric motor cars. This portion of my report caused considerable merriment as there were grave doubts in the minds of many as to the fulfillment of this prophecy."

Mr. William Newton Best Los Angeles, CA 1913



CENTRAL AVE. ABOUT 56TH ST.  
1893.

In 1890 the LAERy Co. was acquired by the Electric Rapid Transit Company which attempted to rebuild the lines and acquire new electric cars. Sixteen new cars were ordered, 10 motors and six trailers. When the cars arrived in Los Angeles the investors could not pay the freight bill and so turned to General Sherman for help. For his \$56,000 investment he received one-half interest in the ERTCo. By September 1<sup>st</sup> 1890 he had secured full ownership.

Sherman had the unfinished powerhouse completed, purchased the West 2<sup>nd</sup> Street cable route and proceeded to have the rails electrically bonded. Sherman also kept the 3'-6" cable car gauge and reduced the Pico line from standard 4'-8½" thus establishing the narrow gauge for Los Angeles city streetcars until the end came in 1963.

On July, 1<sup>st</sup> 1891 the first successful electric railway began operations covering a circuitous route beginning at 2<sup>nd</sup> and Spring Streets. Sherman called it The Belt Line Railway Company, and it was the immediate predecessor to The Los Angeles Consolidated Electric Railway Company.

Mr. James Walker Jr. Los Angeles, CA 1977

VERNON LINE. From Plaza south on Los Angeles Street to First, thence on San Pedro Street to Third; Third to Wolfskill (now Central Avenue) then via Central to Seventh; private right-of-way to Eighth; Central Avenue to Slauson. This was single track; frequent turnouts. Horses.

EAST SECOND STREET LINE -- known locally as DAVIES LINE. Second and Spring east to Santa Fe Station, via Second, Stephensen Avenue, Third, Santa Fe Avenue, back to Alameda Street Via Second Street making a loop at the Santa Fe Station.

MATEO STREET LINE. From First and Santa Fe Avenue South via Santa Fe Avenue to Fourth, private right-of-way to Mateo, Mateo to Ninth Street. Narrow gauge, horses.

In September 1888, the LOS ANGELES CABLE RAILWAY COMPANY, being in financial difficulties, the controlling interest was sold to C. B. Holmes, and associates, of Chicago, Ill. They organized a new Company, known as the PACIFIC RAILWAY COMPANY, capitalized at \$5,000,000.00 and finished the construction of the cable lines, which when completed covered the following streets, with double tracks:

Commencing at Grand Avenue and Jefferson Streets, on Grand Avenue to Seventh Street; Seventh to Broadway; Broadway to First; First to Spring; Main, Marchessault; San Fernando to Upper Main (now North Spring Street); North Spring to College and then over a viaduct over the Southern Pacific tracks to San Fernando Street; on San Fernando to Olympia; Olympia to the Los Angeles River and over the present bridge as it stands now (1921); to Downey Avenue (now North Broadway); to Pritchard Street; also, from Seventh Street and Alvarado east on Seventh to Grand Avenue; and, from First and Spring Streets east on First to First and Evergreen Avenue, at the southwest corner of Evergreen Cemetery.

The principal power station was at Seventh Street and Grand Avenue, the site where J. W. Robinson's Dry Goods store now (1921) stands.

The east Los Angeles Power House was at the corner of North Broadway and Workman (the southwest corner.)

The Boyle Heights Power House was at First and Chicago Streets, on the land now occupied by the Public Library and the little Park, First Street



having been cut through the site since then,

1. The first section of the cable road was put in operation on June 8<sup>th</sup>, 1889, and routed from Seventh and Grand Avenue, via Seventh; Broadway; First; Spring; Main to Requena and Main Streets.
2. The second section of the cable road was placed in operation from First and Spring Streets to First and Chicago Streets on Saturday, August 3, 1889. (A big banquet was served at the Power House at First and Chicago for all the members of a very extensive Reception Committee consisting of most all the residents of Boyle Heights.)
3. The third section was opened from Main and Requena Streets to North Broadway and Workman Streets, Nov. 1, 1889; from Seventh Street and Grand Avenue to Jefferson Street and Grand Avenue, in November, 1889; and from Seventh Street and Grand Avenue to Seventh and Alvarado Streets, December 9, 1889.

The cable railway proved to be a financial disaster and was closed out at public auction on October 19, 1893, less than four years after the investment had been made. The millions of dollars invested from Chicago being a total loss. The following item, quoted from the Los Angeles Evening Express of October 19, 1893, might well be termed the obituary of the Los Angeles Cable Railway Company.

*"Judge Van Dyke has confirmed the sale of the cable railroad to the electric company and to Clark John Dunsmore falls the task of canceling 173,000 bonds and coupons, representing about \$5,000,000 in value. For this the county will be paid \$165."*

This investment absorbed the entire wealth of C. B. Holmes of Chicago, the promoter, who was considered a wealthy man, and caused him to lose his position as leading Traction Financier in the United States. He was thrown out of every company he had any connection with and died a few years later a poor and broken man.

Also J. F. Crank, S. P. Jewett and others were heavy losers in these lines.

In October, 1890, the Los Angeles City Council, consisting of the following members;

- Bonsall,
- Brown,
- McClain,
- Shaffer,
- Summerland,
- Wirsching, (new President of the Board of Public Utilities),
- Van Dusen and
- Frankenfield, the President,

passed an ordinance over the veto of the Mayor, H. T. Hazard, with one dissenting vote - Theo. Summerland - granting a franchise for an electric railway to B. O. Carr and his assigns over numerous streets of the city, which later were used by the CONSOLIDATED ELECTRIC RAILWAY COMPANY. The promoters were: M. H. Sherman, J. P. Clark, now of Los Angeles, financial backer, the McDonalds who operated the Pacific Bank and the Home Savings Bank of San Francisco, and James Fair, of the Union Iron Works of San Francisco.

The financing of this road resulted eventually in the failure, in 1893, of the Pacific Bank and the Home Savings Bank of San Francisco, controlled by the McDonalds.

The company who built this road and operated it, was organized in Phoenix, Arizona;

- General M. H. Sherman, President;
- E. P. Clark, Vice President and Manager,
- F. V. McDonald, Cashier of the Pacific Bank of San Francisco, Secretary
- Directors:
  - o General Sherman;
  - o F. V. McDonald;
  - o Col. B. O. Carr, Cashier of Peoples' Home Savings Bank of San Francisco;
  - o R. H. Pratt, Assistant General Superintendent of the Southern Pacific Railroad, San Francisco;
  - o Col. J. M. C. Marble, president California National Bank, Los Angeles;
  - o D. A. Dorn, Attorney, San Francisco;
  - o J. A. Muir, Assistant Division Superintendent Southern Pacific Railroad, Los Angeles;
  - o Captain A. W. Barrett was Superintendent, and
  - o Fred Eaton, Chief Engineer.

Construction was commenced December 17, 1890, by tearing up all the old cable line on Second Street between Spring and Olive Streets. The line was constructed to Westlake Park, terminating at Seventh and Alvarado Streets, and routed as follows — mostly through virgin territory, no streets graded, and where there were no streets there were cuts and heavy fills:

From Second and Spring to Olive; to First; to Bonnie Brae; to Ocean View Avenue; to Westlake Avenue; to Sixth Street, to Alvarado; to Seventh Street. The line was placed in operation July 1, 1891.

This Company soon acquired title to the DAVIES line to the Santa Fe Station, to the VERNON line, to the old PICO STREET ELECTRIC LINE and with the new and extensive franchises which had been granted them were in a position to proceed with the work and soon constructed what is now known as the UNIVERSITY line. Construction gradually extending up North Broadway to the River, across the River, on Pasadena Avenue to Pasadena Avenue and Daly Street; from Second Street and Spring by way of Spring, Fourth, San Pedro, and Fifth Street to Southern Pacific Station at Central Avenue.

The fast moving electric cars were serious competitors to the slow moving cable cars and drained the financial resources of this Company to such an extent that it was soon in serious financial difficulties. Foreclosure of the property on October 19, 1893 resulted, and the purchase of same by the Consolidated Electric Railway Company, who took over all the cable lines & the horsecar lines. There were being operated at this time 31 cable cars and 19 horsecars, a total of 49 cars.

Street railways in Los Angeles in those days were anything but a safe investment, and although we find that almost all the lines of the city are now (1921) under one control they still were not successful financially.

On March 24<sup>th</sup>, 1895, M. H. Sherman and associates turned the property over to the care of Morris Tremble, a broker of Chicago, Ill. of the firm of Peabody, Houghtaling & Company, for the benefit of the bondholders. Mr. Trumbull was only in charge of the road a short time and the property was placed in the hands of Mr. F. W. Wood on April 4<sup>th</sup>, 1895. In August 1895, the property of this Company was sold under foreclosure proceedings and was purchased by the bond holders, who organized a new Company called the LOS ANGELES RAILWAY COMPANY to take over the properties. Mr. F. W. Wood was continued as General Manager.

W. S. Hook came here from Illinois in 1895 and organized the LOS ANGELES TRACTION COMPANY, and commenced to build a system of car lines. The first line starting at the Santa Fe Station, then by way of Third Street to Hill Street, Hill to Eighth Street; Eighth to Figueroa Street; Figueroa to Eleventh Street; Eleventh to Georgia Street; Georgia to Sixteenth Street; Sixteenth to Burlington Avenue; thence on Burlington Avenue, Hoover, Twenty-fourth and Vermont Avenue to Vermont Avenue and Thirty-ninth Street. This line was put in operation from the Santa Fe Station to Sixteenth Street and Burlington Avenue on the 29<sup>th</sup> day of August, 1895. The construction continued and in a few months the line was completed and in operation to Vermont Avenue and Exposition Boulevard and a year later was extended to Thirty-ninth Street.

Franchises were obtained by the Los Angeles Traction Company, as follows:

From Eighth Street, Lake, Seventh and Commonwealth Avenue to First and Virgil Streets.

From Twenty-fourth Street and Vermont Avenue by way on Twenty-fourth, Normandie and West Adams to Western Avenue.

From Jefferson and Wesley Avenue (now University Avenue) west on Jefferson to Fourth Avenue.

On East Fourth Street and connecting streets from Third and Stephenson Avenue to First and Fresno Streets,

All these lines were built and in operation by 1898.

The Hooks sold their interests in the Los Angeles Traction Company to the Southern Pacific Company who continued to operate these lines until 1910 when they were transferred to the LOS ANGELES RAILWAY.

In January 1896, a Committee representing the Bank of California, William Alvord, Houghtaling & Co, of Chicago, and the Pacific Rolling Mills, Purchased the controlling interest in the MAIN STREET & AGRICULTURAL PARK RAILROAD COMPANY from W. J. Brodrick and Francisco Jesurun, and built a line on San Pedro Street from Fifth south to Thirtieth Street.

The Main Street rolling stock and rails were scrapped and the line entirely rebuilt, and new cars purchased and operation by electricity started on April 1, 1897.

The line built on San Pedro Street was placed in operation on August 1, 1898.

Both the Main and San Pedro Street Lines were transferred to the LOS ANGELES RAILWAY October 1, 1898.

The Los Angeles Railway purchased the Mateo Street Line in April, 1901.

The operation of the cable lines was discontinued in 1896 to be put into operation as electric lines.

Mr. H. E. HUNTINGTON acquired the stock of the Los Angeles Railway Company and took possession of the property on October 1<sup>st</sup>, 1898. He proceeded at once to re-construct the entire system. In fact, scrapped it all, tearing out all cable lines and the road-bed of all the electric lines, replacing them with new rails and ties and new cars throughout; and extended the lines in every direction where needed and built new lines, and new car houses.

In the meantime, Mr. Huntington had also developed The Pacific Electric Railway Company. In 1910 he disposed of his interests in the Pacific Electric Railway Company and the Redondo Railway Company south of Hawthorne and Vermont Heights, to the Southern Pacific Company; and he acquired the Los Angeles Traction lines within the city and the Temple Street line.

Numerous extensions of lines have been made; a cross-town line built; new car barns constructed; extensive plans of rerouting carried out, in order to keep pace with the demands of the growing population of Los Angeles.

The number of cars in daily operation on January 1<sup>st</sup> of various years gives a striking illustration of the investment this has required.

TOTAL NUMBER OF CARS OPERATED BY LOS ANGELES RAILWAY on dates shown.	
July 13, 1905	221
January 1, 1906	266
January 1, 1907	319
January 1, 1908	341
January 1, 1909	347
January 1, 1910	377
January 1, 1911	525
(The increase shown between 1910 and 1911 was caused by the taking over from the P.E. the Los Angeles Traction Lines.)	
January 1, 1912	644
January 1, 1913	666
January 1, 1914	738
January 1, 1915	712
January 1, 1916	677
January 1, 1917	676
January 1, 1918	719
January 1, 1919	716
January 1, 1920	776
January 1, 1921	813

B. L. Lewis  
May 5, 1921

1907-1993 The Seven Eras of Rapid Transit Planning in Los Angeles

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