



## Barry Lawrence Ruderman Antique Maps Inc.

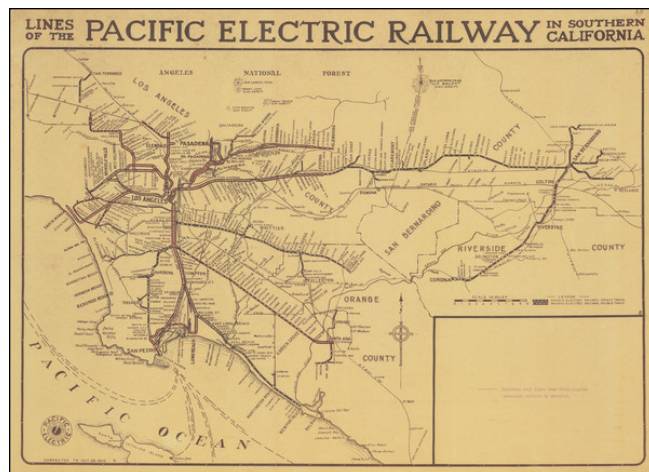
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### Lines of the Pacific Electric Railway In Southern California

**Stock#:** 69596  
**Map Maker:** Pontius / Pacific Electric Railway  
**Date:** 1942  
**Place:** Los Angeles  
**Color:** Uncolored  
**Condition:** VG  
**Size:** 23 x 17 inches  
**Price:** SOLD



#### Description:

Interesting October 29, 1942 edition of the Pacific Electric Railway map, illustrating the decline of the railway as it was supplanted by freeways.

The highly detailed route map of the Pacific Electric Railway, extending from the San Fernando Valley to Laguna Beach and East to Redlands and Riverside.

A fascinating depiction of Southern California during the high point of light rail transportation. Hundreds of train stops shown, along with many towns that either no longer exists or which have been absorbed by neighboring cities.

This is a rare variant indicating "rail lines over which regular passenger service is operated." This was an important differentiation, as route-cutting had begun in 1938 and was accelerated in 1941. According to Wikipedia:

*The Whittier & Fullerton line was cut in 1938, Redondo Beach, Newport Beach, Sawtelle via San Vicente, and Riverside in 1940. When the San Bernardino Freeway opened in 1941 but was not yet connected to the Hollywood Freeway, while the "Four Way" overpass was being constructed, westbound car traffic from the SB freeway poured onto downtown streets near the present Union Station. PE's multiple car trains coming and going from Pasadena, Sierra Madre, and Monrovia/Glendora used those same streets the final few miles from private right-of-way to reach the 6th and Main PE terminal and were bogged down within this jammed traffic. Schedules could not be met, plus former patrons were now driving. The San Bernardino line, Pomona branch, Temple City branch via Alhambra's Main St., San Bernardino's Mountain View local to 34th St., Santa*



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*Monica Blvd. via Beverly Hills, and all remaining Pasadena local services were all cut in 1941.  
Permission was received in September 1942 to abandon the shuttle line to General Hospital which  
company officials said had been operating at a loss for several months.*

**Detailed Condition:**