

About the Cover

One of the primary elements of a vital, thriving community is its public transportation system, and from the earliest days of the 20th century, Glendale has delivered. In June of 1903, L. C. Brand and his business associates received a franchise to operate an electric railway line which would start in Los Angeles and continue to the City's newest main thoroughfare—Brand Boulevard. This line created a vital business artery to the City, enhancing a fledgling commercial district west of the more established Glendale Avenue. However, before the first car could run the line, Brand sold his interests. The new “Red Car Line,” now operated by the Los Angeles Interurban Railway Company, a Pacific Electric subsidiary, entered Glendale on April 6, 1904.

The Red Car Line brought many more people to Glendale, accelerating the City's incorporation in 1906. The line was extended up Brand to Mountain and the advertisements for it boasted that “in just 23 minutes passengers could travel from the Pacific Electric Building at 6th and Main in Los Angeles, to Glendale's new Fourth Street (Broadway) Depot.” Brand Boulevard rapidly evolved into the City's commercial hub and streetcars, pedestrians and private automobiles began to compete for space on it. The Red Car Line was upgraded and enclosed for comfort and commanded the best location on the Boulevard right down the center. On December 1, 1925, the downtown terminal was changed to the Subway Terminal at 4th and Hill streets.

In the 1920s, Pacific Electric began using buses to augment its rail lines and they were making regular runs throughout the City. Not tied to electrical lines or rails, buses had more flexibility and were far more convenient for passengers. By mid-century, many city rail lines were abandoned and buses replaced the Glendale Burbank Rail Line in June, 1955. The Glendale City Lines were purchased by the Los Angeles Metropolitan Transit Authority in 1962.

The City of Glendale entered the public transportation field in 1984 with the introduction of its own “Beeline” system. From the beginning, the City was a proponent of alternative fuels, moving from the use of propane to the newest models today which operate on compressed natural gas. The buses run from one end of the City to the other, taking people where they want to “Bee,” moving some 2.5 million passengers annually with a fleet of 36 vehicles.