

Pacific Electric Railway Company's track involved in this proceeding is a line over which cars are operated to and from the company's shops at Sherman. At present there is no passenger service over the line. There are approximately twenty-six train movements per day over this track at rather low rates of speed.

Melrose Avenue, which is intended to be one of the main highways between Los Angeles and Beverly Hills, is now improved and open to traffic from its intersection with Santa Monica Boulevard adjacent to the city limits of the City of Beverly Hills, eastward to the City of Los Angeles with the exception of the crossing over the Pacific Electric requested in Application No. 9501. This avenue, if opened across the railroad, will undoubtedly carry a heavy vehicular traffic and should greatly relieve the congestion on Santa Monica Boulevard east of Doheny Drive.

Pacific Electric Railway Company is not opposed to the granting of this crossing. The hazard incident to the construction of a grade crossing at this location appears to be less than at an ordinary grade crossing due to infrequent railroad movements at slow speed.

There is a public necessity for the opening of Melrose Avenue across the railroad as applied for herein and it does not seem reasonable or practicable to avoid a grade crossing at this location.

With reference to the application for permission to install a grade crossing over the same track of Pacific Electric Railway Company at Beverly Boulevard at a point approximately two thousand feet southerly from the proposed Melrose Avenue crossing, the record shows that it is the plan to make Beverly Boulevard one of the principal highways from the City of Los Angeles to Beverly Hills and the beach district to the west. At present Beverly Boule-

vard is dedicated to public use from Santa Monica Boulevard to La Brea Avenue and opened to traffic between Santa Monica Boulevard and Gardner Street with the exception of the crossing applied for herein. The opening of Beverly Boulevard from La Brea to Rossmore Avenue will require that a right of way be obtained through the property of G. Allen Hancock under oil lease and also through Wilshire Country Club. Until the road is opened through these properties, it will not carry much through traffic although upon the construction of the crossing under consideration, it would offer a connection between Doheny Drive and La Brea Avenue both of which are paved highways.

It was shown that the crossing would afford some local convenience as the district affected has been recently subdivided and indications are that growth will be rapid. The construction of this crossing does not appear to present an undue hazard to the public as the track here also has infrequent train movements at slow speeds and the surrounding country is practically level.

Under these conditions a separation of grades does not seem to be reasonable nor practicable. The application contemplates that the road will also cross a short spur which was installed to serve an oil well but is now practically obsolete. This spur should be relocated or abolished.

The proposed plan of making Beverly Boulevard one of the main highways from Los Angeles to the so-called west beach district is a material reason for the granting of this application as it is a necessary part of that big program. No serious objections were presented to oppose the granting of this crossing over the railroad. After considering the various phases in this matter it appears that public convenience and necessity require the granting of this application and it will be so ordered.

O R D E R

The Board of Supervisors of the County of Los Angeles having made application for permission to construct grade crossings of a track of Pacific Electric Railway Company at Melrose Avenue, Application No. 9501, and Beverly Boulevard, Application No. 9502, respectively, a public hearing having been held, the Commission being apprised of the facts, the matters being under submission and ready for decision,

IT IS HEREBY ORDERED, that permission be and it is hereby granted the Board of Supervisors of the County of Los Angeles, State of California, to construct Melrose Avenue and Beverly Boulevard, respectively, at grade across the track of Pacific Electric Railway Company at the locations described as follows:

Melrose Avenue Crossing:

A strip of land twenty feet wide, being a portion of the Rancho La Brea as shown on map recorded in Book 1, pages 289 and 290 of Patents, records of Los Angeles County, described as follows: Beginning at the most easterly corner of Lot 15, Block 1, Tract No. 5939, as shown on map recorded in Book 62, pages 43 and 44 of Maps, records of said County; thence easterly in a direct line to the most southerly corner of Lot 1, Block B, Tract No. 5105, as shown on map recorded in Book 61, pages 68 and 69 of Maps, records of said County; thence southeasterly in a direct line to the most westerly corner of Lot 42, Block A, above mentioned Tract No. 5105; thence westerly in a direct line to the northeasterly corner of Lot 3, Block 2, above mentioned Tract No. 5939; thence northwesterly in a direct line to the point of beginning.

Beverly Boulevard Crossing:

A strip of land twenty feet wide being a portion of the Rancho La Brea, as shown on map recorded in Book 1, pages 289 and 290 of Patents, records of Los Angeles County, described as follows: Beginning at the most southerly corner of Lot 47, Block 2, Tract No. 5939, as shown on map recorded in Book 62, pages 43 and 44 of Maps, records of said County, from which point the easterly line of said Lot 47 bears N. 26° 51' 04" W.; thence S. 89° 15' 10" E. 22.57 feet to a point on the southwesterly line of Tract No. 5105, as shown on map recorded in Book 61, pages 68 and 69 of Maps, records of said County;

thence S.26° 51' 04" E. 112.83 feet to a point;
thence N.89° 15' 10" W. 22.57 feet to the north-
east corner of Lot 24, Block 11, above mentioned
Tract No. 5939; thence N. 26° 51' 04" W. 112.83
feet to the point of beginning.

All of the above as shown on maps attached to Application No. 9501 and Application No. 9502, respectively, said crossings to be constructed subject to the following conditions, viz:

(1) The entire expense of constructing said crossings shall be borne by applicant. The cost of their maintenance up to lines two (2) feet outside of the outside rails shall be borne by applicant. The maintenance of that portion of the crossings between lines two (2) feet outside of the outside rails shall be borne by Pacific Electric Railway Company.

(2) The existing spur track now located across Beverly Boulevard referred to above, shall be removed at the expense of applicant. In the event the Railway Company desire that it be relocated adjacent to Beverly Boulevard the entire expense of such relocation shall be borne by applicant.

(3) The crossings shall be constructed of a width not less than forty (40) feet and with grades of approach not greater than three and one-half (3-1/2) per cent on Melrose Avenue, and two (2) per cent on Beverly Boulevard; shall be protected by suitable crossing signs and shall in every way be made safe for the passage thereon of vehicles and other road traffic.

(4) An automatic flagman shall be installed for the protection of each of the crossings at Melrose and Beverly Boulevard respectively, at the sole expense of applicant; said automatic flagmen to be of a type and installed in accordance with plans or data approved by the Commission. The maintenance of said flagmen shall be borne by Pacific Electric Railway Company.

(5) Applicant shall, within thirty (30) days thereafter

notify this Commission, in writing, of the completion of the installation of said crossings.

(6) If said crossings shall not have been installed within one year from the date of this order, the authorization herein granted shall then lapse and become void, unless further time is granted by subsequent order.

(7) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossings as to it may seem right and proper and to revoke its permission if, in its judgment the public convenience and necessity demand such action.

This order shall become effective ten (10) days from the making thereof.

Dated at San Francisco, California, this 5th day
of ~~January~~ February, 1924.

C. Leary
H. B. Brundage
Dwight Martin
J. T. Whittney
Commissioners.