

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
the City of Santa Monica, a Municipal
Corporation, for an Order authorizing
the crossing of certain railroad tracks
of Southern Pacific Company, Southern
Pacific Railroad Company, and Pacific
Electric Railway Company, by an overhead
crossing and crossing certain other
tracks of said companies at grade, and
moving certain tracks.

Application No. 9966.

ORIGINAL

Chester L. Coffin, City Attorney, for applicant.
Frank Kerr, for Southern Pacific Company, Southern
Pacific Railroad Company, Pacific Electric
Railway Company.
John R. Berryman, for Automobile Club of Southern
California.

BY THE COMMISSION:

O P I N I O N.

In the above entitled application the City of Santa Monica asks for an order authorizing the construction of an unnamed new street located between Second and Third Streets across tracks of Southern Pacific Railroad Company now under lease to Pacific Electric Railway Company and Pacific Electric Railway Company's Inglewood branch.

A public hearing was held on this application before Examiner Williams in Santa Monica, May 20, 1924.

The new street involved in this proceeding is an eighty foot highway extending from Colorado Avenue to Pico Boulevard, the greater portion of which extends parallel to and approximately midway between Ocean Avenue and Fourth Street. At the Colorado Avenue end, the new street divides into two branches, one connecting with Second Street to the north and the other to Third Street. At a point approximately fifteen hundred feet southerly from Colorado Avenue the new highway again divides into two branches, one branch

connecting to Third Street, thence south to Pico Boulevard, the other branch is a new eighty foot street, making an angle of forty-five degrees to the right and connecting with Pico Boulevard in a southerly direction.

The new highway, in addition to meeting local need, will offer an additional artery for vehicular traffic to the south from Santa Monica and should greatly relieve congestion on Ocean Avenue and Fourth Street between Pico Boulevard and the City of Santa Monica. It is very evident that this street if opened up would carry a heavy vehicular traffic especially during Sundays and Holidays as on those days the beach traffic is very heavy in this vicinity. There should also be a fairly heavy vehicular traffic over this new highway during the week days as it would offer a more or less direct route to traffic between Santa Monica and Ocean Park.

The property through which the new highway passes is a large undeveloped area, the greater portion of which is owned by Southern Pacific Railroad Company. At the time the principal port of Los Angeles was located at Santa Monica, Long Wharf, before the developments at San Pedro, it was planned to establish a railroad terminal of considerable magnitude on this property. The new highway as laid out passes through the railroad company's freight depot. It is planned to relocate this structure on the northerly side of the new highway or to an entirely new location.

The track crossings involved in this proceeding consist of an overgrade crossing of two tracks near Colorado Avenue and grade crossings of five spur tracks of Southern Pacific Railroad Company and Pacific Electric Company's Inglewood Branch. The overgrade crossing spans the most important track involved herein, it being the so-called "Santa Monica Air Line" between Los Angeles and Santa Monica Beach, and in addition spans a passing track. This proposed overgrade structure is eighty feet wide and forty feet in length, the highway to be supported by steel girders on concrete abutments, to

cost approximately \$67,000. exclusive of paving or sidewalks. The five spur lines are unimportant tracks which are used but very little at present, the use consisting of storing cars and some freight service. Perhaps some arrangement could be entered into between the City of Santa Monica and the railroads involved whereby one or more of these spur lines can be eliminated in connection with the construction of the proposed new road and the relocation of the freight depot. The Commission recommends that the number of spur tracks to be retained over which the proposed new road passes at grade be reduced to the minimum with which the railroad can efficiently operate.

There is an agreed plan between the City of Santa Monica and the Pacific Electric Railway Company whereby the three existing tracks of the Inglewood branch near the Pico end of the new road are to be replaced with a single track. Trains are operated over this line between Inglewood and its connection to the Air Line in Santa Monica. The schedule shows there are two passenger train movements over the line per day, in addition to some freight service. In general it may be said the train movements here are infrequent and at slow rates of speed. Due to the fact this grade crossing is in a location where the track will be occupied by standing trains and cars, it does not appear to be an appropriate location for the installation of an automatic flagman.

Applicant introduced some testimony to show that the street proposed herein would undoubtedly attract considerable vehicular traffic from Ocean Avenue between the City of Santa Monica and Pico Boulevard where the traffic is now very congested during Sunday and Holidays and that Pacific Electric Company would be materially benefitted by this diversion of vehicular traffic in that the proposed street offers a safe passage to vehicular traffic as compared to the present condition where the traffic along Ocean Avenue is required to cross two rather hazardous grade crossings of Pacific Electric Company's so-called "Venice Short Line". Applicant argues that because Pacific Electric Company is benefitted by being relieved of

some hazard on its "Venice Short Line" that it should participate in the expense of constructing the proposed overgrade crossing of the street involved herein over the so-called "Air Line" owned by Southern Pacific Railroad Company. While it is true that the proposed overgrade crossing will, to a certain extent, reduce the hazard at the two grade crossings of Pacific Electric Company's Venice Short Line, it does not appear that Southern Pacific Railroad, over whose line the proposed overgrade passes, is benefitted to the extent it should bear a portion of the expense of the overgrade structure, nor would it seem fair to require Pacific Electric Company to pay any portion of a grade separation over another company's line. Therefore, applicant should bear the entire expense of the proposed improvement.

From the evidence it would seem that public convenience and necessity require the granting of this application. It appears that the usual crossing signs would be sufficient protection at this time for the grade crossings proposed herein.

O R D E R.

The City of Santa Monica having made application to this Commission for permission to construct an unnamed street across certain tracks of Southern Pacific Railroad Company now leased by Pacific Electric Railway Company and a track of Pacific Electric Railway Company, all as shown on map attached to the application, in the City of Santa Monica, County of Los Angeles, State of California, a public hearing having been held, the Commission being apprised of the facts, the matter being under submission and ready for decision,

THEREFORE, IT IS HEREBY ORDERED that permission and authority be and it is hereby granted to the City of Santa Monica, County of Los Angeles, State of California, to construct an overgrade crossing of an unnamed street across the tracks of Southern Pacific Railroad Company's so-called Santa Monica Air Line, now leased by Pacific Electric Railway Company, as shown by the map

attached to the application, said crossing to be constructed subject to the following conditions, namely:

(1) The overgrade crossing shall be constructed at the location shown on the map attached to the application, in accordance with plans which shall have the approval of this Commission.

(2) The entire expense of constructing the overgrade crossing shall be borne by applicant. The cost of its maintenance shall be borne by applicant.

(3) The overgrade structure shall conform with the requirements of this Commission's General Order No. 26 with respect to clearances.

IT IS HEREBY FURTHER ORDERED that permission and authority be and it is hereby granted to the City of Santa Monica to construct an unnamed street at grade across five spur tracks of Southern Pacific Railroad Company now leased by Pacific Electric Company, as shown by the map attached to the application, said crossings to be constructed subject to the following conditions, namely:

(1) The entire expense of constructing the crossings, shall be borne by applicant. The cost of the maintenance of the grade crossings up to lines two (2) feet outside of the outside rails shall be borne by applicant. The maintenance of that portion of the grade crossings between lines two (2) feet outside of the outside rails shall be borne by Southern Pacific Railroad Company.

(2) The crossings shall be constructed of a width not less than fifty (50) feet and with grades of approach not greater than three and one-half ($3\frac{1}{2}$) per cent; 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.

IT IS HEREBY FURTHER ORDERED that permission and authority be and it is hereby granted to the City of Santa Monica to construct an unnamed street at grade across the track of Pacific Electric Railway Company's so-called "Inglewood Branch", as shown by the map attached to the application, said crossing to be constructed subject

to the following conditions, namely:

(1) The entire expense of constructing the crossing shall be borne by applicant. The cost of its 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 crossing shall be constructed of a width not less than fifty (50) feet and with grades of approach not greater than two and one-half per cent; 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.

IT IS HEREBY FURTHER ORDERED that the permission and authority hereby granted is subject to the following conditions:

(1) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossings.

(2) 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.

(3) 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 7th day of

1924.

C. Cheever
H. K. Brundage
J. W. Martin

Commissioners