

Decision No. 19286.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

ORIGINAL

In the Matter of the Application of
the PACIFIC ELECTRIC RAILWAY COMPANY,
a corporation, for authority to con-
struct a spur track at grade across
Santa Monica Boulevard in the City
of Los Angeles.

Application No. 14161.

C. W. Cornell, for applicant.
Bauer, Wright and McDonald, by
Albert W. Leeds, for Fox Film
Corporation.

BY THE COMMISSION:

O P I N I O N

In this proceeding Pacific Electric Railway Company, a corporation, requests permission to construct a spur track at grade across the south branch of Santa Monica Boulevard, in the City of Los Angeles.

A public hearing was held on this matter before Examiner Williams in Los Angeles on January 7, 1928.

The City Council of said City of Los Angeles, by Ordinance No. 59286, has granted its permission for the construction of the proposed spur track crossing.

The proposed spur track, of which this crossing is a portion, is intended to afford rail service to the Fox Hills Studio of the Fox Film Corporation. This institution owns a tract of land comprising about 300 acres, of which about 100 acres are now developed, located immediately south of Santa Monica Boulevard and about one mile west of the intersection of Wilshire and Santa Monica Boulevards. About \$3,000,000 is invested in land and buildings and the program of develop-

ment calls for the investment of as much more.

The record shows that in the production of pictures at this studio, large quantities of material are used and from 200 to 600 people are regularly employed in this work and occasionally the number of employees runs as high as 6,000, and it appears that the movement of trains directly into the grounds would not seriously increase the hazard and delay to vehicular traffic on this branch of Santa Monica Boulevard, as compared to the present method of rail service to this property afforded by the team track adjacent to the main line, provided train movements are adequately protected.

Santa Monica Boulevard is a major highway extending from Hollywood to Santa Monica. In the vicinity of the proposed crossing, it is divided into two portions by the right-of-way of Pacific Electric Railway Company's Santa Monica via West 16th Street Line. The proposed crossing involves only the south branch of this highway.

Traffic checks taken on Santa Monica Boulevard on November 15th and November 16th, 1927, showed that for a twelve-hour period (7:00 a.m. to 7:00 p.m.) approximately 6300 autos passed over this highway in the vicinity of the proposed crossing. Although this proposed crossing will involve an important highway artery, practically no opposition was presented to the granting of the application. In the franchise granted by the City, very rigid regulations are imposed for the protection of train movements over the highway.

Applicant has agreed to install an automatic flagman at the crossing, which is also one of the requirements in the franchise granted by the City for this crossing, and train movements will be further protected by two human flagmen, one

on each side of said crossing. Representative of Fox Film Corporation testified that the crossing would be illuminated at night by means of flood lights.

The Los Angeles County Grade Crossing Committee has, by letter filed in this proceeding, stated that it is not opposed to the granting of this application. From the record, it appears that this application should be granted, provided vehicular traffic is afforded reasonable protection against train movements.

O R D E R

Pacific Electric Railway Company, having made application for permission to construct a spur track at grade across the south branch of Santa Monica Boulevard, in the City of Los Angeles, 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 Pacific Electric Railway Company to construct a spur track at grade across the south branch of Santa Monica Boulevard in the City of Los Angeles, County of Los Angeles, State of California, at the location hereinafter particularly described and as shown by the map (C.E.H. 10701-b) attached to the application.

Description of Crossing

Beginning at a point in the northwesterly line of the southeasterly roadway of Santa Monica Boulevard, distant northeasterly thereon 1165.95 feet from the prolonged center line of Fox Hills Drive as shown on map of Tract No. 7260 recorded on page 99 in Book 79 of Maps, Los Angeles County Records; thence southerly along a curve concave to the east and having a radius of 185.73 feet, a distance of 93.29 feet to a point in the southeasterly line of said southeasterly roadway of Santa Monica Boulevard, distant northeasterly

thereon 1091.73 feet from said center line of Fox Hills Drive.

The above crossing shall be identified as Crossing No. 6.S-11.28.

Said crossing to be constructed subject to the following conditions, namely:

(1) The entire expense of constructing the crossing, together with the cost of its maintenance thereafter in good and first-class condition for the safe and convenient use of the public, shall be borne by applicant.

(2) Said crossing shall be constructed equal or superior to type shown as Standard No. 3, in General Order No. 72 of this Commission and shall be constructed without superelevation and of a width to conform to that portion of said street now graded, with the tops of rails flush with the pavement, and with grades of approach not exceeding two (2) per cent; shall be protected by suitable crossing signs and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) An automatic flagman shall be installed and maintained for the protection of said crossing, the expense of which shall be borne by applicant. Said automatic flagman shall be of a type and installed in accordance with Standard No. 3 as specified in this Commission's General Order No. 75.

(4) No train, motor, engine or car shall be operated over said crossing, unless same shall be under full control and unless traffic on the highway be protected by human flagmen stationed on each side of the crossing.

(5) During the night hours said crossing shall be effectively illuminated when trains are moved over said spur track.

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

