

EFM:AB.

ORIGINAL

Decision No. 20405

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application )  
of the COUNTY OF LOS ANGELES for )  
order authorizing a grade crossing )  
over the Pacific Electric Railway )  
Company's right-of-way, composed )  
of three spur tracks on Santa Mon- )  
ica Boulevard westerly of Huntley )  
Drive. )

APPLICATION NO. 15102.

BY THE COMMISSION:

O R D E R

The Board of Supervisors of the County of Los Angeles, State of California, filed the above entitled application with this Commission on the 4th day of October, 1928, asking for authority to construct a public street, known as southerly roadway of Santa Monica Boulevard, at grade across three spur tracks of Pacific Electric Railway Company, in the vicinity of Sherman, as hereinafter set forth.

Said Pacific Electric Railway Company has advised by letter that arrangements have been made to remove the most westerly of said three spur tracks, and that it has no objection to the construction of the remaining two crossings at grade. It appears to this Commission that the present proceeding is not one in which a public hearing is necessary; that it is neither reasonable nor practicable at this time to provide a grade separation or to avoid grade crossings with said tracks at the points mentioned in this application, and

that this application should be granted, subject to the conditions hereinafter specified; therefore,

IT IS HEREBY ORDERED that permission and authority be and it is hereby granted to the Board of Supervisors of the County of Los Angeles, State of California, to construct the southerly roadway of Santa Monica Boulevard at grade across the tracks of Pacific Electric Railway Company at the locations hereinafter particularly described and as shown by the map (Exhibit "A") attached to the application.

Description of Crossings:

Parcel 1. That portion of Santa Monica Boulevard as shown on map filed in Case No. 239956 of the Superior Court of the State of California, in and for the County of Los Angeles, within a strip of land 8.72 feet wide, lying 4.36 feet on each side of the following described center line:

Beginning at a point in the most southeasterly line of said Santa Monica Boulevard, which is southwesterly thereon 18.29 feet from the northwesterly corner of Lot 43, Tract No. 4912, as shown on map recorded in Book 53, page 36 of Maps, records of said county, said point being on a curve in said most southeasterly line which is concave to the southeast and has a radius of 2804.9 feet, a radial line of said curve to said point of beginning bearing N. 36° 39' 38" W., said point of beginning being also the beginning of a curve concave to the southeast, having a radius of 297.45 feet, a radial line of said last mentioned curve to said point of beginning bearing N. 68° 46' 35"; thence northeasterly along said last mentioned curve 138.53 feet.

Parcel 2. That portion of above mentioned Santa Monica Boulevard, within a strip of land 8.72 feet wide, lying 4.36 feet on each side of the following described center line:

Beginning at a point in said most southeasterly line of Santa Monica Boulevard which is southwesterly thereon 55.86 feet from the northwesterly corner of said Lot 43, said point being on a curve in said most southeasterly line which is concave to the southeast, and has a radius of 2804.9 feet, a radial line of said last mentioned curve to said point of beginning bearing N. 37° 25' 44" W., thence N. 13° 33' 45" E. 13.80 feet to the beginning of a curve concave to the southeast, tangent to said last mentioned course, and having a radius of 171.86 feet; thence northwesterly along said last mentioned curve 100 feet.

The above crossings shall be identified as a portion of Crossing No. 6H-10.62-C.

Said crossings shall be constructed subject to the following conditions and not otherwise:

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

(2) The crossings shall be constructed of a width not less than forty (40) feet and with grades of approach not greater than three (3) per cent; shall be constructed substantially in accordance with Standard No. 4 as specified in General Order No. 72 of this Commission; shall be protected by a Standard No. 1 crossing sign, as specified in General Order No. 75 of this Commission, and shall in every way be made suitable for the passage thereon of vehicles and other road traffic.

(3) Suitable flood lights shall be installed and operated for the illumination of said crossings at all times when trains are operating over same during night hours. The expense of installation of said flood lights shall be borne seventy-five (75) per cent by applicant and twenty-five (25) per cent by Pacific Electric Railway Company. The cost of maintenance and operation shall be borne by Pacific Electric Railway Company.

(4) No train, engine, motor or car shall be operated over said crossings without first having been brought to a stop, unless traffic on the highway be protected by a member of the train crew or other competent employee acting as flagman.

(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.

IT IS HEREBY FURTHER ORDERED that the above entitled proceeding be and it is hereby dismissed in so far as it relates to the construction of the southerly roadway of Santa Monica Boulevard across the most westerly track of Pacific Electric Railway Company, as shown on Exhibit "A" attached to the application and described as follows:

Parcel 3. That portion of above mentioned Santa Monica Boulevard within a strip of land 8.72 feet wide, lying 4.36 feet on each side of the following described center line: Beginning at a point in said most southeasterly line of Santa Monica Boulevard, which is S. 50° 13' W. thereon 52.30 feet from the southwesterly terminus of that certain curve in said southeasterly line having a radius of 2804.9 feet and a length of 329.94 feet; thence N. 26° 46' E. 36.92 feet to the beginning of a curve concave to the southeast, tangent to said last mentioned course, and having a radius of 376.11 feet; thence northeasterly along said last mentioned curve 130 feet.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 30<sup>th</sup> day of October 1928.

C. Seamy

Thos. J. Loutin

W. A. Linn  
COMMISSIONERS.