DEPARTMENT OF
CITY PLANNING
OFFICE OF HISTORIC RESOURCES
200 N. SPRING STREET, ROOM 620
LOS ANGELES, CA 90012-4801
(213) 978-1200

CULTURAL HERITAGE COMMISSION

RICHARD BARRON
PRESIDENT
ROELLA H. LOUIE
VICE PRESIDENT

TARA J. HAMACHER
CAIL M. KENNARD
OZ SCOTT

FELY C. PINGOL
COMMISSION EXECUTIVE ASSISTANT
(213) 978-1294

CITY OF LOS ANGELES

CALIFORNIA

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(213) 978-1273

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INFORMATION
www.planning.lacity.org

Date: OCT 15 2012

Los Angeles City Council
Room 395, City Hall
200 North Spring Street, Room 410
Los Angeles, California 90012

Attention: Sharon Gin, Legislative Assistant
Planning and Land Use Management Committee

CASE NUMBER: **CHC-2012-XXXX-HCM**
WEST BOULEVARD BRIDGE
CROSSING VENICE BOULEVARD BETWEEN 18TH PLACE
AND VICTORIA PARK DRIVE

At the Cultural Heritage Commission meeting of **October 4, 2012**, the Commission moved to include the above property in the list of Historic-Cultural Monument, subject to adoption by the City Council.

As required under the provisions of Section 22.171.10 of the Los Angeles Administrative Code, the Commission has solicited opinions and information from the office of the Council District in which the site is located and from any Department or Bureau of the city whose operations may be affected by the designation of such site as a Historic-Cultural Monument. Such designation in and of itself has no fiscal impact. Future applications for permits may cause minimal administrative costs.

The City Council, according to the guidelines set forth in Section 22.171 of the Los Angeles Administrative Code, shall act on the proposed inclusion to the list within 90 days of the Council or Commission action, whichever first occurs. By resolution, the Council may extend the period for good cause for an additional 15 days.

The Cultural Heritage Commission would appreciate your inclusion of the subject modification to the list of Historic-Cultural Monuments upon adoption by the City Council.

The above Cultural Heritage Commission action was taken by the following vote:

Moved:	Commissioner Louie
Seconded:	Commissioner Barron
Ayes:	Commissioners Kennard and Scott
Absent:	Commissioner Hamacher

Vote: **4-0**

Fely C. Pingol, Commission Executive Assistant
Cultural Heritage Commission

Attachment: Application

c: Councilmember Herb Wesson, Tenth Council District
Mitzi March Mogul
GIS

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DEPUTY DIRECTOR
(213) 978-1273

FAX: (213) 978-1275

INFORMATION
(213) 978-1270

www.planning.lacity.org

Date: OCT 15 2012

West Adams Heritage Association
c/o Mitzi March Mogul
1725 Wellington Road
Los Angeles, CA 90019

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

CASE NUMBER: **CHC-2012-XXXX-HCM**
WEST BOULEVARD BRIDGE
CROSSING VENICE BOULEVARD BETWEEN 18TH PLACE
AND VICTORIA PARK DRIVE

As you will note from the attached copy of our communication to the Los Angeles City Council, the Cultural Heritage Commission has moved to include the above-referenced property in the list of Historic-Cultural monuments, subject to adoption by the City Council.

In due course, our transmittal will be given a council file number and will be referred to the Council's Planning and Land Use Management Committee for review and recommendation. If you are interested in attending the Council Committee meeting, you should call Sharon Gin at (213) 978-1074 for information as to the time and place of the Committee and City Council meetings regarding this matter. Please give Ms. Gin at least one week from the date of this letter to schedule this item on the Committee Agenda before you call her.

The above Cultural Heritage Commission action was taken by the following vote:

Moved:	Commissioner Louie
Seconded:	Commissioner Barron
Ayes:	Commissioners Kennard and Scott
Absent:	Commissioner Hamacher

Vote: **4-0**

Fely C. Pingol, Commission Executive Assistant
Cultural Heritage Commission

Attachment: Application

c: Councilmember Herb Wesson, Tenth Council District
GIS

Los Angeles Department of City Planning
RECOMMENDATION REPORT

CULTURAL HERITAGE COMMISSION

CASE NO.: CHC-2012-xxxx-HCM

HEARING DATE: October 4, 2012
TIME: 10:00 AM
PLACE: City Hall, Room 1010
200 N. Spring Street
Los Angeles, CA
90012

Location: Crossing Venice Boulevard between 16th Place and Victoria Park Drive
Council District: 10
Community Plan Area: West Adams-Baldwin Hills-Leimert
Area Planning Commission: South Los Angeles
Neighborhood Council: Mid City
Legal Description:

PROJECT: Historic-Cultural Monument Application for the WEST BOULEVARD BRIDGE

REQUEST: Declare the property a Historic-Cultural Monument

APPLICANT: West Adams Heritage Association

PREPARER: Mitzi March Mogul
1725 Wellington Road
Los Angeles, CA 90019

OWNER: City of Los Angeles

RECOMMENDATION **That the Cultural Heritage Commission:**

1. **Declare** the structure a Historic-Cultural Monument per Los Angeles Administrative Code Chapter 9, Division 22, Article 1, Section 22.171.7

2. **Adopt** the report findings.

MICHAEL J. LOGRANDE
Director of Planning

Ken Bernstein, AICP, Manager
Office of Historic Resources

Lambert M. Giessinger, Preservation Architect
Office of Historic Resources

Prepared by:

Edgar Garcia, Preservation Planner
Office of Historic Resources

FINDINGS

1. The property "embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period style or method of construction" as an example of a pre-WWII Classical-Art Deco style bridge.

2. The property reflects "the broad cultural, economic, or social history of the nation, State or community" for its association with the development of the Lafayette Square and Victoria Park communities.

CALIFORNIA ENVIRONMENTAL QUALITY ACT ("CEQA") FINDINGS

The Commission hereby recommends that Council find the proposed designation of the West Boulevard Bridge as a Historic-Cultural Monument to be exempt from further analysis under the California Environmental Quality Act pursuant to Title 14 of the California Code of Regulations, Sections 15308 (Class 8) and 15331 (Class 31).

CRITERIA

The criterion is the Cultural Heritage Ordinance which defines a historical or cultural monument as any site (including significant trees or other plant life located thereon) building or structure of particular historic or cultural significance to the City of Los Angeles, such as historic structures or sites in which the broad cultural, economic, or social history of the nation, State or community is reflected or exemplified, or which are identified with historic personages or with important events in the main currents of national, State or local history or which embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period style or method of construction, or a notable work of a master builder, designer or architect whose individual genius influenced his age.

SUMMARY

Constructed in 1933, this reinforced concrete bridge exhibits character-defining features of Classical-Art Deco style. Built across Venice Boulevard and located on West Boulevard, the structure is used as a roadway between 16th Place and Victoria Park Drive. The bridge's span consists of a double-arch span with a minor, closed spandrel element. Three pillars support the viaduct with the center support dividing the Venice roadway below. Round fluted ornamental light posts surmount the bridge and sit on plinths decorated in a geometric, incised flower design. Small arched openings perforate the deck's balustrade. Denticulation and a slight zig-zag design extends over the length of the structure. Two staircases on the east side of the bridge display metal hand rails with an 'S-scroll' design. One east staircase, located near the center of the bridge also has three concrete corbels embellishing the underside of the stair treads.

In 1933 under the leadership of Merrill Butler, the Los Angeles Department of Engineering (now Bureau of Engineering) designed the bridge, with its construction contracted to the Lynch-Cannon Engineering Company. The construction of the structure developed alongside the growth of the nearby historic neighborhoods of Lafayette Square and Victoria Park. The Pacific Electric Railways' Venice Short Line, which ran on what was then 16th Street (now the southerly lanes of Venice Boulevard), was the most heavily-used beach line out of urban Los Angeles. A significant event that possibly influenced the construction of the bridge was the 1913 Pacific Electric train accident at Vineyard Junction, a stop on the Short Line located a block west of

West Boulevard. An incoming train had crashed head-on into a train stopped at Vineyard, resulting in the deaths of approximately 15 people. Speculated blame lay at the employees' inexperience and miscommunication, as well as at the company for allowing congested rail traffic to occur at the risk of people's lives. It was tragedies such as this that created a public discourse on the need of pedestrian crossings, or easements, at rail lines.

By 1920, it was seen as necessary by the city to build a bridge across the Venice tracks because students living in the area needed to safely commute to Los Angeles High School. A wooden viaduct was constructed that year. By 1933, the more modern and efficient concrete subject structure replaced the wooden structure.

Alterations include the widening of the roadway by removal of much of the east sidewalk. Previously straddled by two pedestrian walkways, the structure's east walkway has been reduced to a 1-foot wide raised curb, while the west path has retained its 5-foot width. Because the east sidewalk is no longer safe for pedestrians, the entrances (accessible via the previously mentioned stairs) to this path have been closed off with aluminum fencing.

DISCUSSION

The West Boulevard Bridge successfully meets two of the specified Historic-Cultural Monument criteria: 1) "embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period style or method of construction" and 2) reflects "the broad cultural, economic, or social history of the nation, State or community." As an example of a pre-WWII Classical-Art Deco style bridge and for its association with the development of the Lafayette Square and Victoria Park communities, the structure qualifies for designation as a Historic-Cultural Monument based on these criteria.

BACKGROUND

At its meeting of August 2, 2012, the Cultural Heritage Commission voted to take the application under consideration. On September 6, 2012, the Cultural Heritage Commission toured the subject structure.

CALIFORNIA ENVIRONMENTAL QUALITY ACT ("CEQA") REVIEW

State of California CEQA Guidelines, Article 19, Section 15308, Class 8 "*consists of actions taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment.*"

State of California CEQA Guidelines Article 19, Section 15331, Class 31 "*consists of projects limited to maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of historical resources in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic buildings.*"

The designation of the West Boulevard Bridge as a Historic-Cultural Monument in accordance with Chapter 9, Article 1, of The City of Los Angeles Administrative Code ("LAAC") will ensure that future construction activities involving the subject property are regulated in accordance with Section 22.171.14 of the LAAC. The purpose of the designation is to prevent significant impacts to a Historic-Cultural Monument through the application of the standards set forth in the LAAC.

Without the regulation imposed by way of the pending designation, the historic significance and integrity of the subject property could be lost through incompatible alterations and new construction and the demolition of irreplaceable historic structures. The Secretary of the Interior's Standards of Rehabilitation are expressly incorporated into the LAAC and provide standards concerning the historically appropriate construction activities which will ensure the continued preservation of the subject property.

The use of Categorical Exemption Class 8 in connection with the proposed designation is consistent with the goals of maintaining, restoring, enhancing, and protecting the environment through the imposition of regulations designed to prevent the degradation of Historic-Cultural Monuments.

The use of Categorical Exemption Class 31 in connection with the proposed designation is consistent with the goals relating to the preservation, rehabilitation, restoration and reconstruction of Historic buildings in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving Rehabilitating, Restoring, and Reconstructing Historic Buildings.

Los Angeles Department of City Planning
RECOMMENDATION REPORT

CULTURAL HERITAGE COMMISSION

CASE NO.: CHC-2012-xxxx-HCM

HEARING DATE: August 2, 2012
TIME: 10:00 AM
PLACE: City Hall, Room 1010
200 N. Spring Street
Los Angeles, CA
90012

Location: Crossing Venice Boulevard between 16th Place and Victoria Park Drive
Council District: 10
Community Plan Area: West Adams-Baldwin Hills-Leimert
Area Planning Commission: South Los Angeles
Neighborhood Council: Mid City
Legal Description:

PROJECT: Historic-Cultural Monument Application for the WEST BOULEVARD BRIDGE

REQUEST: Declare the property a Historic-Cultural Monument

APPLICANT: West Adams Heritage Association

PREPARER: Mitzi March Mogul
1725 Wellington Road
Los Angeles, CA 90019

OWNER: City of Los Angeles

RECOMMENDATION **That the Cultural Heritage Commission:**

1. **Take the property under consideration** as a Historic-Cultural Monument per Los Angeles Administrative Code Chapter 9, Division 22, Article 1, Section 22.171.10 because the application and accompanying photo documentation suggest the submittal may warrant further investigation.

2. **Adopt** the report findings.

MICHAEL J. LOGRANDE
Director of Planning

Ken Bernstein, AICP, Manager
Office of Historic Resources

Lambert M. Giessinger, Preservation Architect
Office of Historic Resources

Prepared by:

Edgar Garcia, Preservation Planner
Office of Historic Resources

SUMMARY

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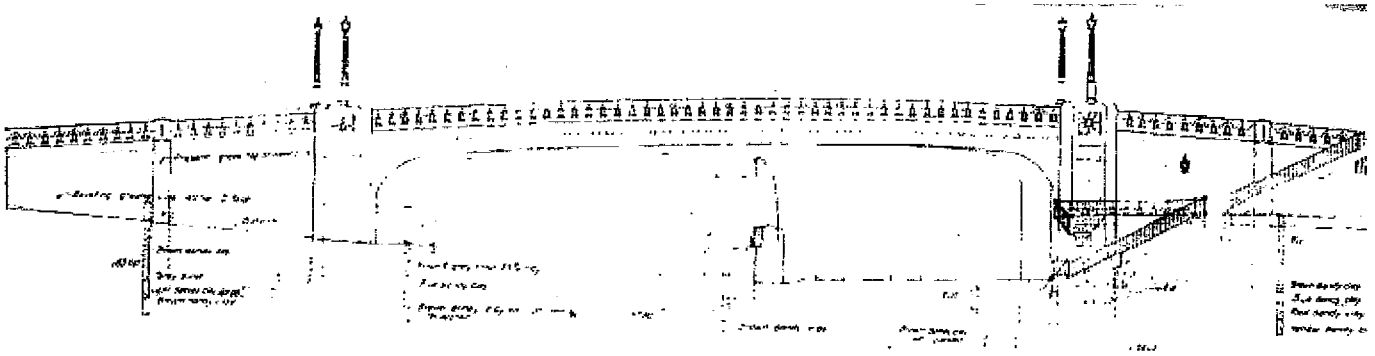
CRITERIA

The criterion is the Cultural Heritage Ordinance which defines a historical or cultural monument as any site (including significant trees or other plant life located thereon) building or structure of particular historic or cultural significance to the City of Los Angeles, such as historic structures or sites in which the broad cultural, economic, or social history of the nation, State or community is reflected or exemplified, or which are identified with historic personages or with important events in the main currents of national, State or local history or which embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period style or method of construction, or a notable work of a master builder, designer or architect whose individual genius influenced his age.

FINDINGS

Based on the facts set forth in the summary and application, the Commission determines that the application is complete and that the property may be significant enough to warrant further investigation as a potential Historic-Cultural Monument.

WEST BOULEVARD BRIDGE HCM NOMINATION



PROJECTED ELEVATION

Submitted by:
Mitzi March Mogul for West Adams Heritage Association
1725 Wellington Road, Los Angeles, CA 90019
323/734-9980 — Mogulink@sbcglobal.net

July 7, 2012

WEST BOULEVARD BRIDGE NOMINATION
TABLE OF CONTENTS

1. Los Angeles Office of Historic Resources forms & legal description, 12 pages
2. Significance Statement, 13 pages
3. Architectural Description, 4 pages
4. Photographs (contemporary), 13 pages
5. Photographs (historic), 6 pages
6. Attachments:

    a. Los Angeles Times articles, 47 pages
    b. Report of the Interstate Commerce Commission, 7 pages
    c. Deeds and Reconveyances for land purchases, 31 pages
    d. Easements, 48 pages
    e. Pacific Electric Railway route map
    f. Construction Plans, 3 pages

CITY OF LOS ANGELES

SIGNIFICANCE WORK SHEET

TYPE OR HAND PRINT IN ALL CAPITAL BLOCK LETTERS

Complete One or Both of the Upper and Lower Portions of This Page

ARCHITECTURAL SIGNIFICANCE

THE WEST BOULEVARD BRIDGE IS AN IMPORTANT EXAMPLE OF
NAME OF PROPOSED MONUMENT

CLASSICAL ART DECO ARCHITECTURE
ARCHITECTURAL STYLE (SEE LINE 8)

AND MEETS THE CULTURAL HERITAGE ORDINANCE BECAUSE OF THE HIGH QUALITY OF ITS DESIGN AND THE RETENTION OF ITS ORIGINAL FORM, DETAILING AND INTEGRITY.

AND/OR

HISTORICAL SIGNIFICANCE

THE WEST BOULEVARD BRIDGE WAS BUILT IN 1933
NAME OF PROPOSED MONUMENT — YEAR BUILT

WEST BOULEVARD BRIDGE WAS IMPORTANT TO THE
NAME OF FIRST OR SIGNIFICANT OTHER

DEVELOPMENT OF LOS ANGELES BECAUSE it is associated with events that have made significant contributions to the broad patterns of local and regional history and it embodies distinctive characteristics of a type, period, or method of construction and possesses high artistic values. Its history is directly tied to the development of Lafayette Square and Victoria Park; its construction is the direct result of a catostrophic accident which also contributed directly to changes in traffic/rail/pedestrian safety measures throughout California. It facilitated urban development and was instrumental in developing transportation patterns which continue to influence the city. SEE ATTACHED SIGNIFICANCE STATE.

HISTORIC-CULTURAL MONUMENT
APPLICATION

TYPE OR HAND PRINT IN ALL CAPITAL BLOCK LETTERS

IDENTIFICATION

1. NAME OF PROPOSED MONUMENT WEST BOULEVARD BRIDGE

2. STREET ADDRESS located east of Venice/San Vicente, over Venice Blvd between 16th Place & Victoria Park Dr.

   CITY LOS ANGELES ZIP CODE 90019 COUNCIL DISTRICT 10

3. ASSESSOR'S PARCEL NO. No NUMBER HAS BEEN ASSIGNED

4. COMPLETE LEGAL DESCRIPTION: TRACT SEE ATTACHMENT

   BLOCK _____ LOT(S) _____ ARB. NO. _____

5. RANGE OF ADDRESSES ON PROPERTY N/A

6. PRESENT OWNER CITY OF LOS ANGELES

   STREET ADDRESS _____ E-MAIL ADDRESS:

   CITY _____ STATE _____ ZIP CODE _____ PHONE (___) _____

   OWNERSHIP: PRIVATE _____ PUBLIC _____

7. PRESENT USE BRIDGE ORIGINAL USE BRIDGE

DESCRIPTION

8. ARCHITECTURAL STYLE _____
   (SEE STYLE GUIDE)

9. STATE PRESENT PHYSICAL DESCRIPTION OF THE SITE OR STRUCTURE (SEE OPTIONAL DECRIPTION WORK SHEET. 1 PAGE MAXIMUM)

SEE ATTACHED DETAILED ARCHITECTURAL DESCRIPTION

HISTORIC-CULTURAL MONUMENT APPLICATION

NAME OF PROPOSED MONUMENT: WEST BOULEVARD BRIDGE

10. CONSTRUCTION DATE: OPENED APRIL 25 1933 FACTUAL: ☑ ESTIMATED: ☐

11. ARCHITECT, DESIGNER, OR ENGINEER: MERRILL BUTLER, FOR LOS ANGELES DEPT. OF ENGINEERING

12. CONTRACTOR OR OTHER BUILDER: LYNCH-CNNON ENGINEERING COMPANY

13. DATES OF ENCLOSED PHOTOGRAPHS: VARIOUS: HISTORIC AND CONTEMPORARY
(1 8X10 BLACK AND WHITE GLOSSY AND 1 DIGITAL E-MAILED TO CULTURAL HERITAGE COMMISSION@LACITY.ORG)

14. CONDITION: ☑ EXCELLENT ☐ GOOD ☐ FAIR ☐ DETERIORATED ☐ NO LONGER IN EXISTENCE

15. ALTERATIONS: NONE

16. THREATS TO SITE: ☑ NONE KNOWN ☐ PRIVATE DEVELOPMENT ☐ VANDALISM ☐ PUBLIC WORKS PROJECT ☐ ZONING ☐ OTHER

17. IS THE STRUCTURE: ☑ ON ITS ORIGINAL SITE ☐ MOVED ☐ UNKNOWN

SIGNIFICANCE

18. BRIEFLY STATE HISTORICAL AND/OR ARCHITECTURAL IMPORTANCE: INCLUDE DATES, EVENTS, AND PERSON ASSOCIATED WITH THE SITE. (SEE ALSO SIGNIFICANCE WORK SHEET. 750 WORDS MAXIMUM IF USING ADDITIONAL SHEETS)

PLEASE SEE ATTACHED SIGNIFICANCE STATEMENT

19. SOURCES (LIST BOOKS, DOCUMENTS, SURVEYS, PERSONAL INTERVIEWS WITH DATES): LOS ANGELES TIMES, LOS ANGELES CITY ARCHIVES, ENGINEERING VAULT, PACIFIC ELECTRIC HISTORICAL ASSOCIATION, USC DIGITAL LIBRARY, STATE RAILROAD COMMISSION ARCHIVES, LOS ANGELES CITY LIBRARY, ANCESTRY, ETC.

20. DATE FORM PREPARED: 07/01/2012 PREPARER'S NAME: MITZI MARCH MOGUL

ORGANIZATION: WEST ADAMS HERITAGE ASSOC. STREET ADDRESS: 1725 WELLINGTON ROAD

CITY: LOS ANGELES STATE: CA ZIP CODE: 90019 PHONE: (323) 734-9980

E-MAIL ADDRESS: MOGULINK@SBCGLOBAL.NET

DESCRIPTION WORK SHEET

TYPE OR HAND PRINT IN ALL CAPITAL BLOCK LETTERS

THE WEST BOULEVARD BRIDGE (NAME OF PROPOSED MONUMENT) IS A N/A (NUMBER OF STORIES) -STORY,

CLASSICAL ART DECO (ARCHITECTURAL STYLE (SEE LINE 8 ABOVE)), _____ (PLAN SHAPE (Click to See Chart)) PLAN BRIDGE (STRUCTURE USE (RESIDENCE, ETC.))

WITH A CEMENT (MATERIAL (WOOD SIDING, WOOD SHINGLES, BRICK, STUCCO, ETC.)) FINISH AND METAL (MATERIAL (WOOD, METAL, ETC.)) TRIM.

IT'S N/A (ROOF SHAPE (Click to See Chart)) ROOF IS N/A (MATERIAL (CLAY TILE, ASPHALT OR WOOD SHINGLES, ETC.)), N/A (WINDOW MATERIAL),

N/A (WINDOW TYPE (DOUBLE-HUNG (SLIDES UP & DOWN), CASEMENT (OPENS OUT), HORIZONTAL SLIDING, ETC.)) WINDOWS ARE PART OF THE DESIGN.

THE ENTRY FEATURES A DOUBLE ARCH SPAN, EXTENDING FROM 16TH PLACE TO VICTORIA PARK DRIVE (DOOR LOCATION (RECESSED, CENTERED, OFF-CENTER, CORNER, ETC.)),

N/A (ENTRY DOOR STYLE (Click to See Chart)) DOOR. ADDITIONAL CHARACTER DEFINING ELEMENTS

OF THE STRUCTURE ARE SEE ATTACHED ARCHITECTURAL DESCRIPTION AND PHOTOS
(IDENTIFY **ORIGINAL FEATURES** SUCH AS PORCHES (SEE CHART); BALCONIES; NUMBER AND SHAPE OF DORMERS (Click to See Chart)

NUMBER AND LOCATION OF CHIMNEYS; SHUTTERS; SECONDARY FINISH MATERIALS; PARAPETS; METAL TRIM; DECORATIVE TILE OR CAST STONE; ARCHES;

ORNAMENTAL WOODWORK; SYMMETRY OR ASYMMETRY; CORNICES; FRIEZES; TOWERS OR TURRETS; BAY WINDOWS; HALFTIMBERING; HORIZONTALLY;

VERTICALLY; FORMALITY OR INFORMALITY; GARDEN WALLS, ETC.

SECONDARY BUILDINGS CONSIST OF A N/A
(IDENTIFY GARAGE; GARDEN SHELTER, ETC.

SIGNIFICANT INTERIOR SPACES INCLUDE N/A
(IDENTIFY **ORIGINAL FEATURES** SUCH AS WOOD PANELING; MOLDINGS AND TRIM; SPECIAL GLASS WINDOWS;

ORNATE CEILINGS; PLASTER MOLDINGS; LIGHT FIXTURES; PAINTED DECORATION; CERAMIC TILE; STAIR BALUSTRADES; BUILT-IN FURNITURE, ETC.

IMPORTANT LANDSCAPING INCLUDES NONE
(IDENTIFY NOTABLE MATURE TREES AND SHRUBS)

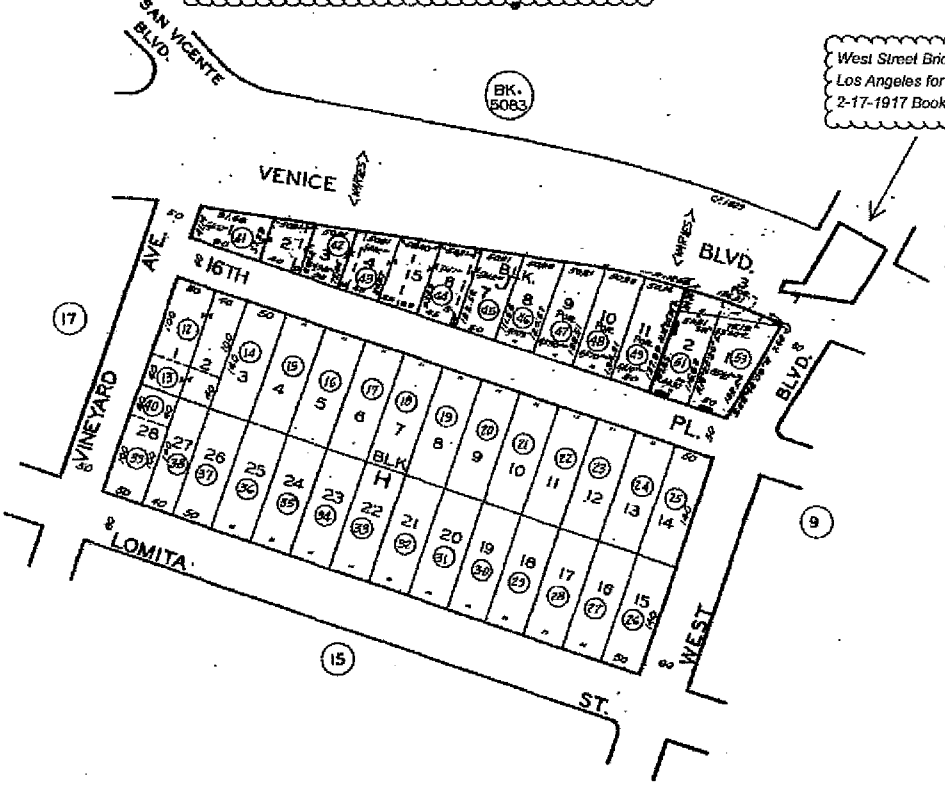
5071 | 16

SCALE 1" = 100'

2012

Assessors Parcel Map Book 5071 Page 16

West Street Bridge: Easement conveyed to the City of Los Angeles for Concrete Bridge document recorded 2-17-1917 Book 6419 Page 308, of Deeds



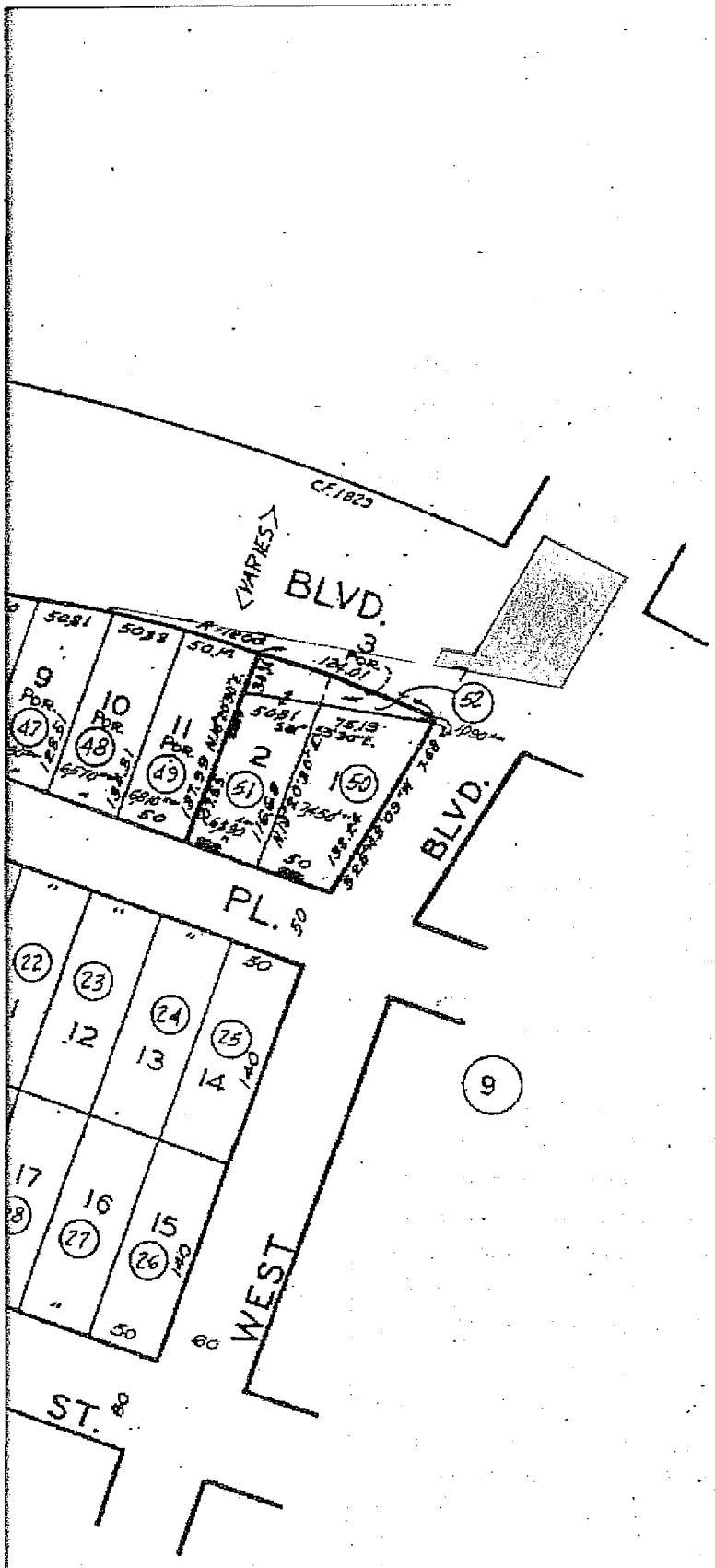
CODE
67

FOR PREV. ASSMT SEE:
5071- 32 & 33

TRACT NO. 666 M. B. 15 – 120

TRACT NO. 2168 M. B. 22 – 20

ASSESSOR'S MAP
COUNTY OF LOS ANGELES, CALIF.



= An Easement for a Concrete Bridge as Conveyed to the City of Los Angeles Recorded 2-17-1917 in Book 6419 Page 303 of Deeds

ASSESSOR'S MAP
COUNTY OF LOS ANGELES, CALIF.

Book 6419
Page 308

any Note hereby secured, unless the same person also holds the Deed of Trust. The Note hereby secured, accompanied with the Deed of Trust duly recorded, can be registered at the Company's office. IN WITNESS WHEREOF the said party of the first part has hereunto set his hand and seal the day and year first above written.

Signed, Sealed and delivered in the presence of -) A. W. Brode. (Seal)

STATE OF CALIFORNIA, County of Los Angeles,) ss.

On this 12th day of July, A. D. 1916, before me, W. T. McAllister, a Notary Public in and for the County of Los Angeles, State of California, residing therein, duly commissioned and sworn, personally appeared A. W. Brode (unmarried), known to me to be the person described in and whose name is subscribed to the foregoing instrument and he acknowledged to me that he executed the same. IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

(Notarial Seal) W. T. McAllister, Notary Public in and for the County of Los Angeles, State of California.

192. A full, true and correct copy of original, recorded at request of Grantee, Feb. 24, 1917, at 6 min. past 11 A. M. #573— Copyist #24.

C. L. Logan, County Recorder, by A. Driscoll Deputy.

6419-308

Original. THIS INDENTURE, made this 14th day of December, 1916, between PACIFIC ELECTRIC RAILWAY COMPANY, a corporation organized and existing under the laws of the State of California, party of the first part, and the CITY OF LOS ANGELES, a municipal corporation of the State of California, party of the second part, WITNESSETH: That said party of the first part hereby grants to the said party of the second part, easement for the construction, reconstruction, inspection, maintenance, operation and repair of a concrete bridge over that part of the permanent right of way of the said party of the first part in the City of Los Angeles, County of Los Angeles, State of California, described as follows:

An irregular shaped piece or parcel of land situate in the City of Los Angeles and being a portion of that certain right of way conveyed to the Los Angeles Pacific Company by deed recorded in Book 2829 on Page 148 of Deeds, Records of said County; said piece or parcel of land being more particularly described as follows: Beginning at the Northwesterly corner of Lot 1, Block "K," Tract No. 666 as recorded in Book 15 of Maps on Page 120 thereof; Records of said County; thence North 81° 53' 30" West along the Southerly line of the aforementioned right of way eighty four and fourteen hundredths (84.14) feet to a point; thence North 28° 48' 08" East, ten (10) feet to a point. Thence South 81° 53' 30" East, twenty (20) feet to a point; thence North 28° 36' 10" East eighty seven and eighty four hundredths (87.84) feet to the most Southerly corner of Lot 185, Victoria Park, as recorded in Book 12 of Maps on page 2 thereof, Records of said County; thence South 66° 22' 05" East along the Northerly line of the hereinbefore mentioned right of way sixty and fifty six hundredths (60.56) feet to a point; thence South 28° 48' 08" West eighty and sixty three hundredths (80.63) feet to the point of beginning.

Said piece or parcel of land being more particularly shown by the colored portion of the plat hereto attached and made part hereof.

TOGETHER with the right to enter upon and to pass and repass over and along said parcel of land and to deposit tools, implements and other material thereon by said party of the second part, its officers, agents and employees and by persons under contract with it and their employees, servants and workmen, necessary for the purpose of constructing, inspecting, maintaining,

WEST STREET BRIDGE SHOWN AS ON SAID WORK

ing, operating or repairing said bridge.

This grant is nevertheless subject to the right of the party of the first part, its successors or assigns to maintain and operate its railroad tracks thereon and thereover, together with necessary and convenient adjuncts thereto and telegraph, telephone and electric transmission lines now constructed upon and across the premises hereinbefore described and also to construct, maintain and operate thereon or across the same any other or additional railroad tracks, together with necessary and convenient adjuncts thereto and telegraph, telephone and electric transmission lines that the party of the first part, its successors or assigns, may hereafter desire. In consideration of the foregoing grant the party of the second part hereby agrees; that said bridge shall be constructed in a first class and workmanlike manner; and upon the completion of said bridge as much as possible of the earth excavated therefor shall be thrown back into the excavation and the remainder shall be removed from the land of said party of the first part, and that all of said back filling shall be thoroughly packed so that the ground will not sink or cave in after said back filling is completed, and the land of the said party of the first part left in a neat and orderly condition.

The grant hereby made is upon the further condition subsequent that the premises aforedescribed shall at all times be used by the party of the second part for the construction, maintenance and operation of a concrete bridge and none other; and if at any time such use shall be abandoned or discontinued, all rights and privileges hereby granted shall forthwith cease and determine and the party of the first part, its successors and assigns shall be restored to its former estate in said premises.

IN WITNESS WHEREOF, the parties hereto have caused their respective corporate names and seals to be hereunto affixed the day and year first above written.

(Corporate Seal) PACIFIC ELECTRIC RAILWAY COMPANY,
By Paul Shoup, President.
By H. A. Culloden, Secretary.

(Corporate Seal) CITY OF LOS ANGELES,
By F. T. Woodman, Mayor.
By Chas. L. Wilde, City Clerk.

STATE OF CALIFORNIA, County of Los Angeles,) ss.

On this 18th day of December, in the year nineteen hundred and 16, A. D., before me, F. A. Alspach, a Notary Public in and for the said County of Los Angeles, State of California, residing therein, duly commissioned and sworn, personally appeared Paul Shoup, known to me to be the President, and H. A. Culloden, known to me to be the Secretary of PACIFIC ELECTRIC RAILWAY COMPANY, the Corporation which executed the within and annexed instrument, and acknowledged to me that such Corporation executed the same.

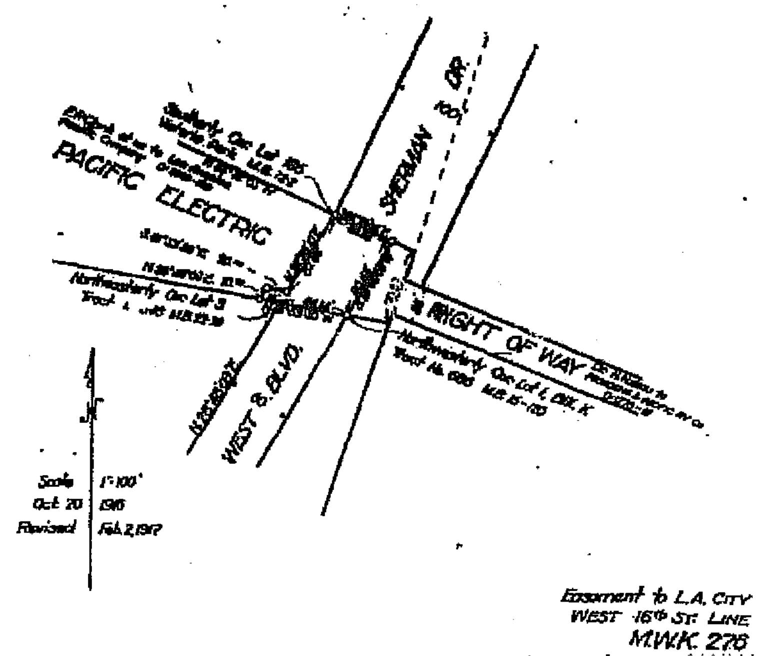
IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

(Notarial Seal) F. A. Alspach, Notary Public in and for Los Angeles County, State of California. My Commission expires April 24, 1919.

M.L.W. Approved as to description. E. O. Johnson, Assistant Chief Engineer
Approved as to form. Frank Karr, Chief Counsel.
APPROVED: J. Mullilan, General Manager.
Description Approved, Homer Hamlin, City Engineer. By A. C. Hansen, Deputy.
Approved as to form, Feb. 20, 1917. Albert Lee Stephens, City Attorney.
By Jess E. Stephens, Deputy.

The within easement approved by the Council at its meeting held Feb. 20, 1917, and the Mayor and Clerk authorized to execute same on behalf of the City.

W. J. Hengstler, President.
Chas. L. Wilde, City Clerk.



127. A full, true and correct copy of original, recorded at request of City Clerk, Feb. 26, 1917, at 49 min. past 12 M. #538--- Copyist #24.

C. L. Logan, County Recorder, by B. Driscoll Deputy.

THIS DEED OF TRUST, Made this 20th day of February, 1917, between ROBERTA VON HAGEN, a single woman, of the County of Los Angeles, State of California, party of the first part, hereinafter called the Trustor, TITLE INSURANCE AND TRUST COMPANY, a corporation of Los Angeles, California, party of the second part, hereinafter called the Trustee, and VIRGINIA F. CLUTTON, of the County and State aforesaid, party of the third part, hereinafter called the Beneficiary;

RECONVEYANCE See Deed Record 6459-71

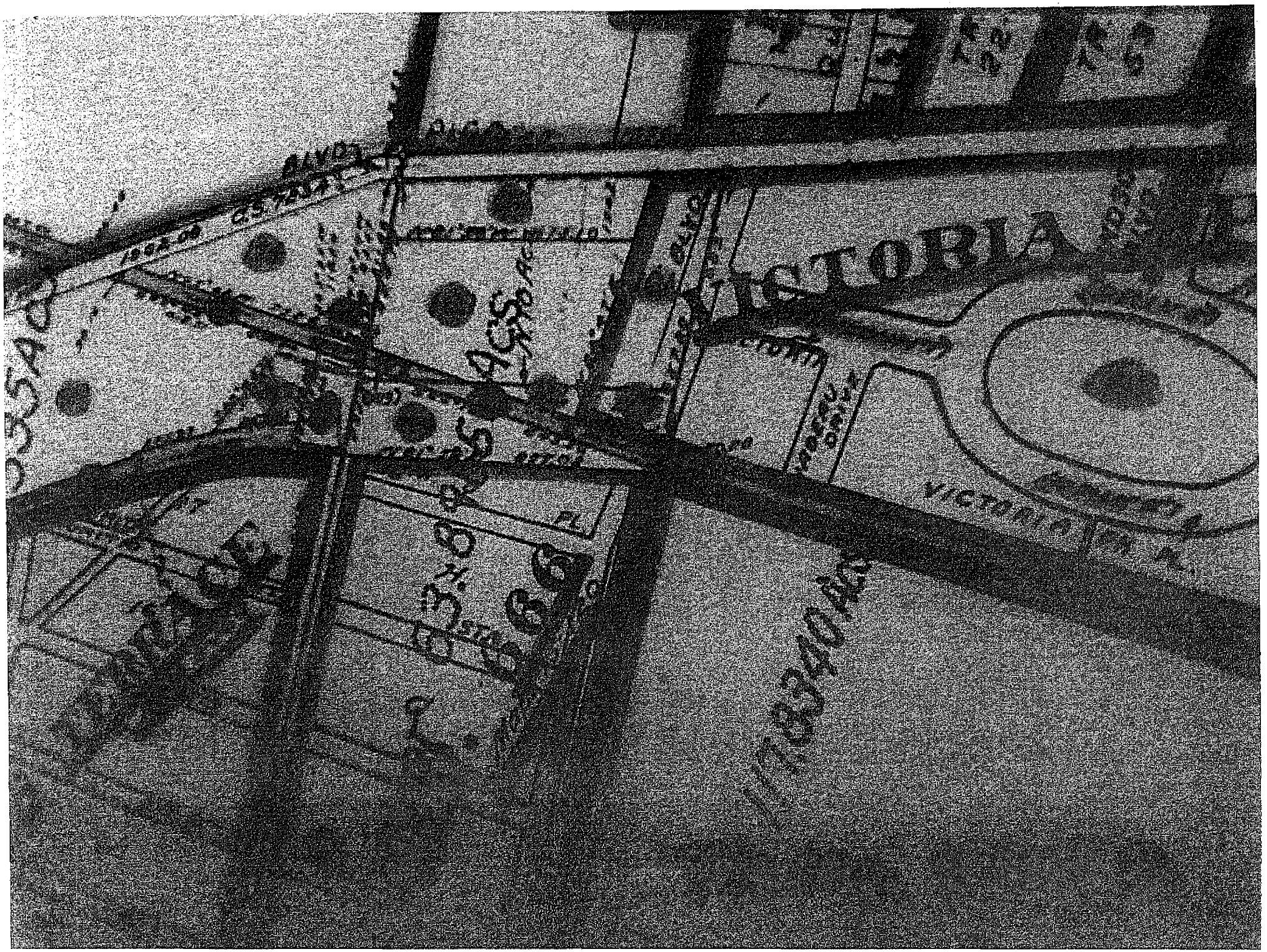
WITNESSETH: THAT, WHEREAS, said Trustor, is indebted to said Beneficiary in the sum of Three Thousand ($3000.00) Dollars, and has agreed to pay the same, with interest, according to the terms of one certain Promissory Note in words and figures as follows:

$3000.00 Los Angeles, California, February 20, 1917.

Six (6) months after date, for value received, I promise to pay to VIRGINIA F. CLUTTON or order, at German American Trust and Savings Bank, Los Angeles, Cal., the sum of Three Thousand ($3000.00) Dollars, with interest from date hereof until paid, at the rate of two (2) per cent. per month, payable monthly. Should the interest not be so paid it shall become a part of the principal and thereafter bear like interest as the principal. Should default be made in the payment of any installment of interest when due, then the whole sum of principal and interest shall become immediately due and payable at the option of the holder of this note. Principal and interest payable in gold coin of the United States of the present standard. This note is secured by a certain Deed of Trust to Title Insurance and Trust Company, a corporation. The privilege is reserved of paying this note at any time prior to maturity by paying the principal, accrued interest and an amount equal to 60 days' unearned interest as a bonus for said privilege.

ROBERTA VON HAGEN.

NOW, THEREFORE, in consideration of said indebtedness and to secure: 1st. The payment thereof. 2nd. The payment of all other sums, with interest, becoming due or payable under the provisions hereof, [illegible]


VICTORIA

WEST BOULEVARD BRIDGE—SIGNIFICANCE STATEMENT

Submitted by: Mitzi March Mogul for West Adams Heritage Association
1725 Wellington Road, Los Angeles, CA 90019
323/734-9980 Mogulink@gmail.com

The West Boulevard Bridge meets the qualifications for listing as a Historic-Cultural Monument of the City of Los Angeles because it is associated with events that have made a significant contribution to the broad patterns of local or regional history and it embodies the distinctive characteristics of a type, period, or method of construction and possesses high artistic values.

The story and significance of the West Boulevard Bridge, like so much of the story of Los Angeles, begins with real estate development. As the city pushed West, as new communities were founded and developed, the need for transportation developed simultaneously. As early as 1902 when the Crenshaw's began buying property, as Moses H. Sherman and Eli P. Clark also purchased real estate in the area, these developers and entrepreneurs understood that without adequate transportation the communities they built would be isolated, no matter how attractive they may be. With the development in 1905 of Venice as a resort, the need to link the distances became even greater. Many small railway companies were created throughout Los Angeles, some of them traversing only one street or one small area. Passengers traveling beyond that would need to transfer to the rail line of another company. This was both expensive and unwieldy for those passengers. Street railways in Los Angeles in those days were anything but a safe investment, and one by one the small railways were acquired by larger companies which were then able to standardize fares, timetables, track gauge, and routes, and make them more profitable.

That portion of the Venice Short Line from the terminus at Hill & 4th Street to Vineyard Junction was constructed in 1897 by Pasadena & Pacific Railway Company, a predecessor of the Los Angeles Pacific Railway. It was then known as the W.16th Street Division and extended through from Vineyard to Beverly Hills. In 1902 Los Angeles Pacific built the Palms Division from Vineyard to Ocean Park (Kinney's first resort development); this line was practically level, had few curves and traversed a much more direct route to the west beaches than did the line through Beverly Hills. In 1903, a connection was built between Venice City Hall and the Lagoon Line and the development of Venice just over a year later found Los Angeles Pacific ready with fast, direct car service to the new resort. In 1908, this line was standard gauged and Los Angeles Pacific's biggest interurban cars commenced operating over it in trains which sometimes reached five cars in length. This line immediately became the heaviest traveled beach line out of Los Angeles and retained that distinction for many years. In 1911, Pacific Electric took over operation of this line.

Under the Pacific Electric flag, the Venice Short Line continued to be a spectacular performer in transporting crowds to the shore. However, dense traffic encountered in Los Angeles and the rise of competing bus lines gradually caused patronage to drop. The oft proposed Vineyard Subway would probably have saved this line; without it, the eventual conversion to busses was inevitable. The VSL was the "big" line of the Western District. It was the shortest, most direct rail route to the western beaches and passenger traffic on good beach days reached the highest points recorded on the entire PE system. Had the Vineyard Subway been built, and had this line been four-tracked (as was intended), the Venice Short Line undoubtedly would have become the trunk line of a comprehensive rapid transit system for western Los Angeles. In 1913 the VSL served 4,777,000 riders, a figure that was not surpassed until 1920. After a decline in numbers for some years (that period saw the ascendance of the automobile), rider ship climbed to and reached its peak at over 6 million in 1945.

By 1909 they were busily engaged in the extension of the Washington Boulevard line. Although one would like to believe that they were altruistically serving the Los Angeles traveling public, it is clear they had an ulterior motive, which was to market their new residential developments. The railroad business was profitable however, and Sherman, Clark, Huntington, and others became wealthy from it. When Lafayette Square and Victoria Park opened to some success, the Venice short line was more than justified—it was necessary and successful. It became one of the most heavily traveled lines in the area. However larger populations also caused increased problems, and thus the stage was set and events set in motion for what would eventually lead to the construction of the present day West Boulevard Bridge.

In particular the development of Lafayette Square played an enormous role in the story as it quite literally pushed the boundaries of residential communities further and further from the original Civic Center. Lafayette Square was and is an upscale residential park located in what was then called the "West End" of Los Angeles. Having purchased the land in 1902, George L. Crenshaw and his son, Charles R.L. Crenshaw, laid out several tracts, first along Crenshaw Blvd. They began selling lots first in Crenshaw Heights, probably in order to test the viability of such a far-flung neighborhood. Finally, in 1912, they laid out Lafayette Square. The subdivision and improvements, which included nine gateways marked by balustrades, 100 elegant electric streetlights, extensive landscaping and a central park modeled after the park in front of the Municipal Theatre in Rio de Janeiro. They called it Lafayette Square to honor a family name: the initial "L" in their names stood for "Lafayette." (One of the streets in the development was called "Virginia" after George's wife; the other street names continued a thematic association.) The subdivision officially opened on September 22, 1912 and the first residence was constructed in 1913, and the Square became popular with developers as well as those intending to build for personal use.

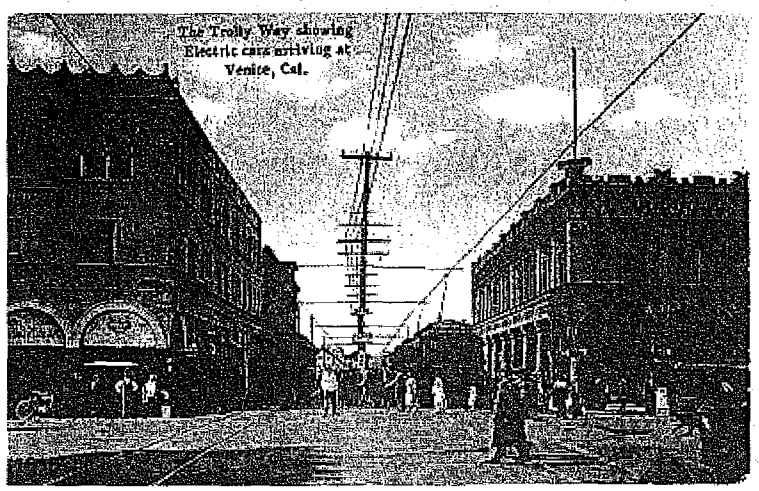
The boundaries of the Square were Crenshaw (also residential at that time, part of the Crenshaw Boulevard and Crenshaw Heights Tracts) on the east, Washington on the south, West Boulevard on the west, and 16th Street on the north. West Boulevard was so named because that was then the western city limit. Beyond it were groves and vineyards—the remainder of the Nadeau Vineyard

Rancho at the east end of what had been the Rancho Las Cienegas de la Tijera. 16th Street occupied what are now the southerly lanes of Venice Boulevard, occupied by small residences. The northerly (westbound) lanes of Venice were occupied by the Los Angeles Pacific Railway's "Venice Short Line" although Venice was later widened and its course slightly altered.

The 16th Street (Venice) line carried passengers all the way to Venice, making stops along the way. One of those stops was Vineyard Junction, located approximately on the rear portion of the site of the current Lowe's Home Improvement Center: near where Venice and San Vicente converge. The Vineyard power station was located in the area of what is now the rear portion of the Lowe's parking structure, facing Venice Boulevard. The large power station was housed in a Mission Revival-style structure which was located towards the Southwest portion of the site. Slightly to the north west of that structure was a storage area for approximately 34 of the railroad cars themselves, as this important junction serviced several lines. That area later became and still is a central turnaround point used by both the Los Angeles MTA and Santa Monica's Big Blue bus. To the east of the power station were other associated works. It was a large piece of property and in 1939 when the Sears store was built on Pico Boulevard it occupied a portion of the property. At that time the power station was still extant. The general street layout and topography of those early days also still remains. San Vicente Boulevard extended from Venice Boulevard all the way up to the Sherman yards, located at what is now Santa Monica and San Vicente Boulevards. Pico Boulevard had been laid out and a streetcar line also ran on it. Venice Boulevard similarly retains its same layout although it has been widened.

To the north lay the fledgling communities of Victoria Park, Hancock Park, Beverly Hills, and Hollywood. Automobile access was limited between the West End and those northern communities, and in particular, pedestrians were forced to cross the railroad tracks in order to cross 16th Street. Neighbors in the area had complained about the dangerous "death-trap" grade crossing to no avail.

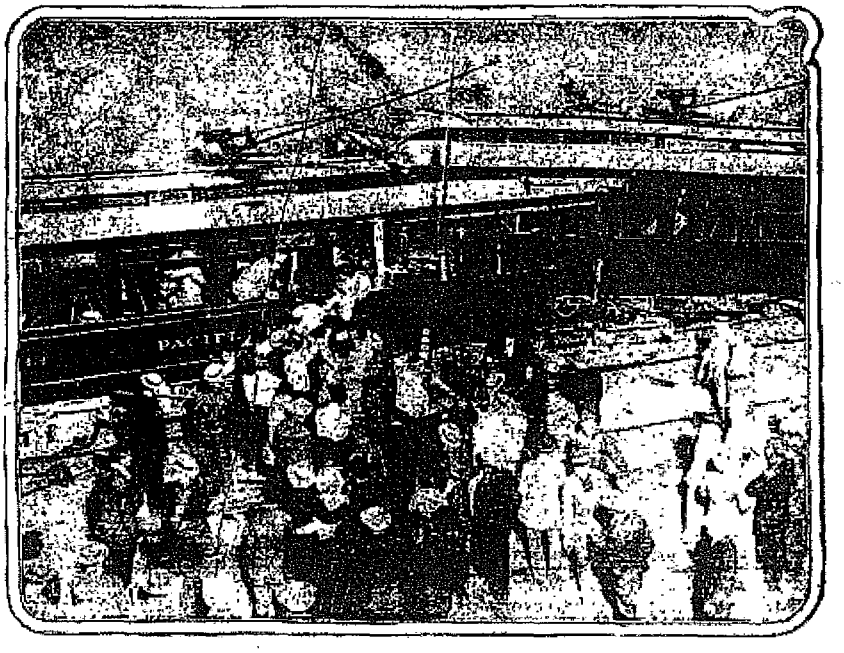
On the evening of Sunday, July 13, 1913, a train was stopped at Vineyard Station. Another train was on approach. Both were eastbound, headed home to the city. It had been a warm weekend afternoon and throngs of people had gone to Venice to enjoy the beaches, restaurants, and other local entertainments. That popular resort had been open for less than 10 years and provided a welcome respite from the daily grind. The crowds that day were especially large and the trains back to the city filled beyond capacity, but the mood was festive. The railway had added "special" or extra cars to accommodate the homeward bound patrons.



When the first train bound for the city reached Vineyard Junction it was forced to stop for an unusual length of time, due to an electrical wire which had fallen across the track. While that wire was deactivated and removed, some people disembarked and milled about on the platform while waiting for the train to continue. The second train, also inward bound from Venice, was on approach filled beyond capacity.

The flagman of train number one, knowing that the "Special" was coming behind them, walked back down the track to the west to alert the oncoming train. He claimed that he walked 900 feet west down the track, waving his lantern as a warning signal. It was after nine o'clock at night, dark, and he swung his lantern as a signal. He could have placed torpedoes on the track, but didn't. (A torpedo was a canister which, when placed on the track and crushed by the wheels of the train, produced a loud audible bang. This was a common safety measure designed to get the attention of the conductor who might have looked away from or missed the visual signals.) The oncoming train conductor failed to notice either the flagman or the "slow board," and because the approach to the station rounded a curve, didn't see the first train still standing in the station. In addition it was reported that some pranksters on train number one took advantage of the flagman's absence to blow the train's whistle a few times causing further confusion. The motorman of the special did hear the whistle and assumed that the train which preceded his was pulling out of the station and all was clear for him to enter. Train number two was estimated to be traveling at approximately 50 mph and did not slow down on approach to the station. At 9:40 PM it slammed into the rear of train number one, telescoping the three cars.

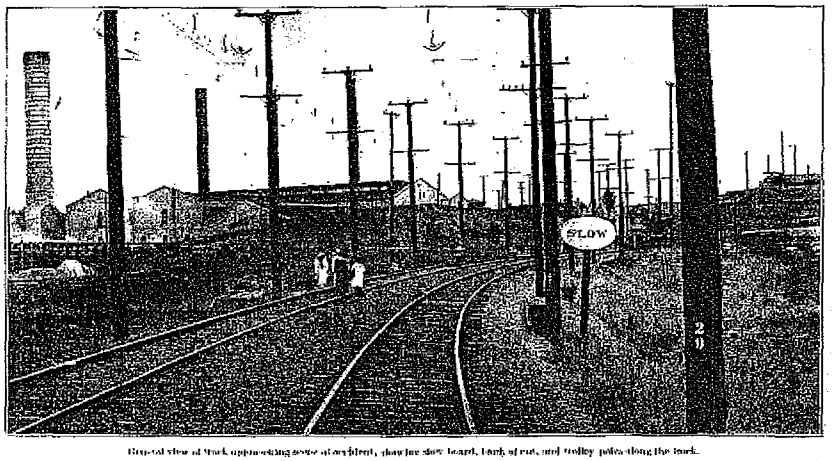
This confluence of events caused an unheralded disaster: a spectacular and deadly crash in 1913 in which fifteen people were killed and at least 125 injured, perhaps some of them fatally. Over 1000 people were involved.



Among the first people on the scene was Dr. Harry G. Marxmiller, who lived at the corner of 16th and West Boulevard. Dr. Marxmiller had practiced medicine in Los Angeles since 1906. From his house atop the bluff he saw the sparks and the flash of light from the original power line problem and shortly thereafter heard the crash as train number two plowed into train number

one. For over two hours Dr. Marxmiller was the only professional on the scene in that inaccessible location, far removed from the center of town and medical attention. He used whatever supplies he had in his own home and took many of the injured there to be treated. He was only 36 years old. Just a few years later he was among the first to enlist in the medical corps in World War I, first for the British and then for the Americans. He was chief of surgical service at Base Hospital 34 at Nantes, France and retired with the rank of Major. His experience with triage at the Vineyard Junction crash site was unexpected training for the battlefield medical situations he was soon to encounter. Following the war he returned to Los Angeles where he died on February 25, 1956. Dr. Marxmiller testified at the inquest that the Pacific Electric ran trains at much too great a speed through that area and said that he had been among a group of residents who had previously complained to the City Council and the Railway company about the excessive speed; he said that they had often remarked that it was a "wonder" an accident had not happened before.

An inquest was held a few days after the wreck as officials tried to determine the exact cause of the accident. Who was to blame? The flagman from train one or the conductor from train two? Perhaps both. The conductor from the "Special" did not remain at the scene that night; he caught another train going up San Vicente Blvd. and returned to the Sherman Yards, located on a large site that is now occupied by the Pacific Design Center buildings and the MTA facility. In any case, the Pacific Electric assumed immediate responsibility and made no effort to shirk their duty to their riders. They immediately offered to pay whatever was necessary to those who had been affected. The known cost to the railroad of the wreck was $89,000 which accounted for four cars plus track. It does not include payments made to the families of the dead or those injured in the crash.



There were two verdicts rendered at the inquest on July 16, 1913. One was that the wreck was the fault of the conductor of the stopped train, who was inexperienced and new to the route. The other was that the railroad company itself was to blame for running cars too frequently, decreasing the time between trains, this due to overcrowded conditions, and that the accident could have been avoided by proper observance of the rules and employing competent men. The double verdict was considered unusual but not unheard of.

On July 27, 1913, the State Railroad Commission decided to forbid grade crossings from that point on in the city of Los Angeles.

On August 1, 1913, the State Railroad Commission commenced hearings to abolish grade crossings throughout the state.

The Public Utilities Commission met on July 15, 1913 and called for a conference of the Mayor, Board of Public Utilities, representatives of the City Council and Board of County Supervisors, management of the Pacific Electric Railway in order to create a definite plan for immediate safeguards to the public. In September 1915, Lafayette Square residents officially petitioned the city and the railroad for a viaduct crossing at West Boulevard. The city agreed to study the matter.

Complaints about the inability to cross the Venice rail tracks escalated. Local residents requested a grade crossing at West Boulevard and Sherman Drive, the point at which the bridge is now located. The railroad company said that a stop there was impossible, as it was on a 3% grade and a curve. The location for Vineyard Station had been selected because it was flat and afforded stopping distance. There was considerable discussion, political posturing, committees and reports but nothing was resolved. It was not until two years later that the City Council visited the site and rejected a report that had been prepared earlier by the Public Works Committee of the Council which favored a grade crossing.

On September 14, 1915 the residents of Lafayette Square presented a formal petition to the Public Utilities Board which pointed out that without a crossing connecting West Boulevard with Sherman Drive at Sixteenth Street they "have no direct contact with the central part of the city." Children had to walk up to two miles to school in order not to have to cross the tracks. Further, many stores refused to make deliveries because of the distance. They requested a grade crossing at which the train would stop for pedestrian/vehicular traffic. Chief Traffic Engineer Howell stated that such a request was impractical due to the 3% grade. Howell instead presented plans for a viaduct over the tracks which were approved by the Board and forwarded to the City Council.

However, on September 24, 1915, the Public Works Committee reaffirmed its earlier report and sent it back to the full City Council. This was despite a separate report by the Public Utilities Board which stated in part that the proposed grade crossing "is so situated that it will be the worst death trap within the limits of the city." They presented to the full City Council alternative plans for a viaduct to be built over the rail lines, connecting West Boulevard on the south with Sherman Drive on the north. Residents of the area had already told the City Council that they would withdraw their request for a grade crossing in favor of the viaduct. The proposal put forth by the Utilities Board suggested a payment schedule for construction of a viaduct, the total cost of which would be $40,000: 50% ($20,000) would be paid by the Pacific Electric, 25% ($10,000) by the City, and 25% by property assessment. Some felt that the Pacific Electric Company should bear the entire cost. If the City Council were to decide in favor of the grade crossing, the Pacific Electric Company threatened to appeal to the State Railroad Commission, precipitating a lengthy legal battle. The Utilities Commission stated that in the event of such an appeal, it would appear before the Railroad Commission and contend that it has no jurisdiction in this matter. It was further stated that such a matter would take at least two years.

At Olympic and Rimpau the third iteration of the city's high school was constructed in 1917. Los Angeles High School was the oldest public high school in Southern California (originally located in downtown, Ezra F. Kysor, architect). Students from the West End areas of Lafayette Square, Arlington Heights, and other subdivisions had difficulty crossing the railway tracks to get the new school (or so it was stated at the time).

There continued to be delays in construction of the viaduct, including the interruption by the Great War (World War I). Finally, in January1920, construction began on a wooden bridge crossing. Lafayette Square would finally be linked to West Boulevard and provide direct access

to West Hollywood, Beverly Hills and other north west communities. It was stated at the time that "the owners of Lafayette Square had recently dedicated to the city the necessary land required in connection with the building of the viaduct." The construction of this bridge, albeit of the most basic kind, was instrumental in the further development of Los Angeles to the west, offering new opportunities along with access. But while urban growth demands amenities, so infrastructure must also keep up with growth.

On September 24, 1915, the Public Works Commission of the City Council reaffirmed their report favoring the "death trap" grade crossing and sent their report/decision back to the City Council. The City Council had previously visited the site of the wreck and rejected the plan for a grade crossing. The crossing, according to a report by the Public Utilities Board "is so situated that it will be the worst death trap within the limits of the city." Public Utilities Board offered and presented plans for a viaduct over the rail lines instead. The proposed plan would cost approximately $40,000: 50% or $20,000 to be borne by the railroad 25% or $10,000 by the city, and 25% by property assessment. The Pacific Electric and agreed to their portion and offered to advance the city's share of the assessment district would pay the remainder. However residents stated that it would be impossible to raise that amount. They told the commission that the Crenshaw Realty Company will oppose the assessment on its side and the Victoria Park Company will oppose it on the other side.

Eventually, a series of easements was agreed to between the Pacific Electric Railway Company and the City of Los Angeles. The main easement, recorded on December 14, 1916, was to allow the construction of a bridge connecting West Boulevard on the south and Sherman Dr. on the north. The terms of this easement called for the construction of "a first-class construction to be of concrete and none other." It allowed for the city to construct and maintain all aspects the bridge, and it also required that upon completion any remaining excavation should be either removed from the site or compacted so as to prevent any deterioration. (See footnote/addendum at end of Significance for full language of easement.)

Among the other recorded easements were:

July 11, 1917, an indenture was made between Pacific Electric Railway Company and the City of Los Angeles: in consideration of the sum of one dollar the railway granted to the city an easement for sewer purposes and the right to construct, maintain and use a sewer across that part of the permanent right-of-way of the railway. The city agreed to indemnify and save harmless the railway its successors and assigns from any and all damages claims demands and liabilities whatever growing directly or indirectly out of the construction reconstruction maintenance operation or removal of said sewer.

April 5, 1918, an indenture was made between Pacific Electric Railway Company and the City of Los Angeles, in consideration of the sum of one dollar they granted an easement for storm sewer purposes.

Many years later the easement to construct the concrete bridge was renewed, as well as that for the storm drain and sewer.

On August 19, 1921, Venice (16th) was widened from Seventh Avenue to Crenshaw Boulevard. In the same action Venice was widened from Crenshaw Boulevard to Alta Drive (now Victoria Drive north of Venice). There were several defendants in the action and payment was made to them, said real property than being condemned to the use of the City of Los Angeles and to the use of the public and dedicated to the public use as a public street in the city of Los Angeles.

A few years later, on November 24, 1926, notice was given of an action for condemnation for the widening the south side of Venice Boulevard from Sixth Avenue to Buckingham Road. The properties that had occupied 16th Street (now the southerly, eastbound lanes) were condemned in a legal action for the opening of 16th Street. The same action also noticed the opening of a new street to be known as Venice Boulevard between last mentioned point (Buckingham Road) to Highland Avenue.

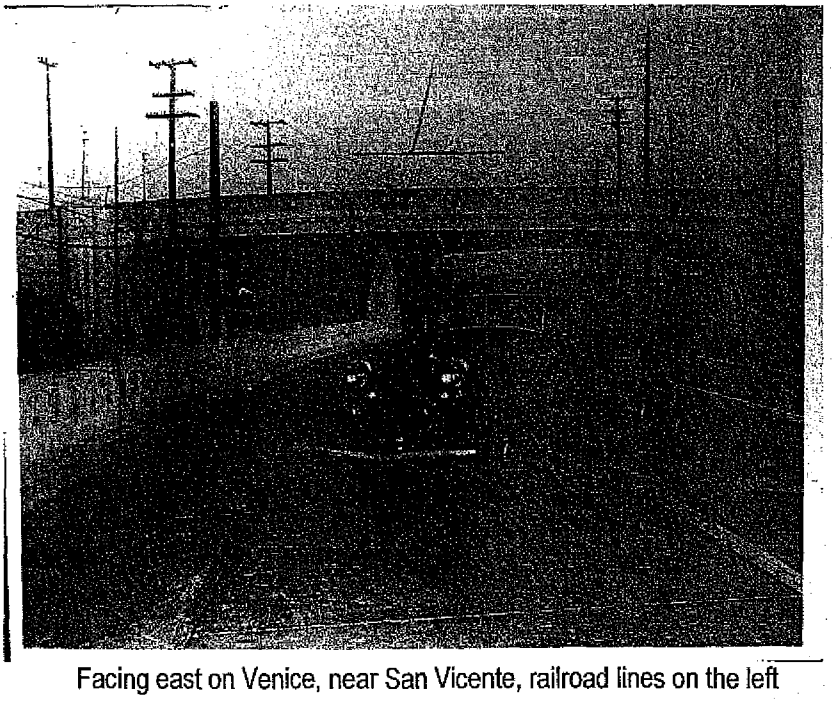
January 15, 1930 Pacific Electric Railway recorded completion of the dismantling of a concrete smokestack. Their intent, along with the contract for dismantling and disposing of all material from the dismantled smokestack was made about November 27, 1929 with Edwin A. Irish, business located at 1018 Mignonette St., Los Angeles and filed in the office of the recorder of the County of Los Angeles on the December 3, 1929. The work of dismantling disposing of all material was actually completed on January 14, 1930. The property referred to (the smokestack) was situated on the railway property at Vineyard Substation.

On November 12, 1931 yet another agreement was made between the Pacific Electric Railway Company and the City of Los Angeles. This was for a subsurface easement for footings for retaining wall on the north side of Venice at the rear of the southern parcels of Victoria Park Circle. This was the result of the final disposition of a court case—the Los Angeles Pacific Railroad Company versus one John Metcalf and others, in which one and a half feet of their property was condemned to accommodate the widening of Venice Boulevard. That land was deeded by Eli P. Clark (co-developer of Victoria Park) to the Los Angeles Pacific Company which then granted an easement to the city of Los Angeles. The section was a linear distance of approximately 1000 feet. Among the terms of the agreement was one in which the city agreed that before the city engineer showplace's approval upon plans and specifications for any work or improvement to be done pursuant to this easement, the said plans and specifications shall be submitted to the railroad company for a period of 15 days, for the purpose of allowing them to examine the plans and make any suggestions which it may desire. In connection therewith, no

construction work shall be done until the railroad has approved such plans and specifications. This agreement was executed on behalf of the Pacific Electric Railway Company by D.W. Pontius, President, and L.A. Lovell, Secretary, and Mayor John C. Porter and City Clerk Robert Dominguez for the city of Los Angeles.

Finally, on July 6, 1932, the Board of Public Works finally awarded a contract to the Lynch-Cannon Engineering Company for construction of a new bridge—something more efficient and modern in both technology and design. The plans called for a reinforced concrete structure with a 50-foot roadway at a cost of $59,986.72.

This bridge, as with the original wooden bridge, connected West Boulevard, which lay to the south of 16th Street (Venice) with Sherman Drive, which was a short road from the Venice Short Line to Pico on the north. Sherman Drive was essentially the rear entry to Victoria Park Circle, as Lafayette Road, one block east of West Blvd. was the service entrance to Lafayette Square.



Facing east on Venice, near San Vicente, railroad lines on the left

October 13, 1933 an indenture was made between Pacific Electric Company and City of Los Angeles subject to conditions, and contained the right to construct and maintain a highway upon and across those certain parcels of land that lie within the railroad right-of-way

Clearly the railroad company enjoyed a position of some power with regard to this particular area. The easement agreements are written in ironclad fashion which favors the rights of the Railway Company. It is ironic then that within 20 years it would be they who were obsolete and that the city of Los Angeles would be the beneficiary of demands originally made to protect a private company.

The Pacific Electric Railway eventually became a wholly owned subsidiary the Southern Pacific Railroad. Eventually as various bus lines were created and automobiles became more prevalent the railways and in particular the Venice Short Line offered less frequent service and eventually was discontinued in March of 1948. In order to completely abandon service and to abandon the lines, the railroad requires permission from either the Public Utilities Commission or the State Railroad commission. Final abandonment of rail service occurred on September 1, 1950 when

busses were substituted; rails were removed with the exception of a short piece of the inbound main adjacent to the Culver City Station. At that time the city would have assumed all rights to the land formerly occupied by the Pacific Electric and the vendor short line. Upon abandonment all of the easements and agreements formerly made between the railroad company and the city of Los Angeles would revert to the city of Los Angeles and the railroad would have no further right to exert its former rights. Railroads operate as a franchise or lease, with permission granted by the city or county build maintain and operate as a public convenience. The easements granted by the railroad back to the city were only in effect as long as the railroad continued to operate. Abandoning operations meant abandoning its franchise, and the city was under no further obligation to the railroad.

As of July, 1911, it took 50 minutes westbound and 52 minutes in the opposite direction with trains running on 20 minute headway in base periods, 15 minute headway in the evening rush hours and 30 minute frequency at night. In early 1913, "Flyers" made it in 45 minutes, locals in 50 minutes. All Venice Short Line trains ran limited east of Vineyard, local service there being provided by the W. 16th Street Line. On August 10, 1916, VSL trains looped in Santa Monica via Santa Monica Boulevard., 3rd Street, Broadway to Ocean. On December 1,1926 this loop was discontinued, and trains were through-routed with those of the Santa Monica via Beverly Hills Line; about two months later this through-routing was terminated, with Venice Short Line trains again terminating at Ocean & Broadway. As of January 30, 1939, Venice Short Line trains required 59 minutes for the outbound trip, 60 minutes inbound.

On February 9, 1941, the Venice Short Line was through-routed with the Hollywood Boulevard. Line except for rush hour, night and Sunday service; 20 brand new PCC cars were assigned to the line and running time was lengthened to 62 minutes outbound, 67 inbound. All midday cars did the local work east of Vineyard. On April 18, 1943, the VSL-Hollywood Boulevard was through-routed ended; headway became 20 minutes during base, night and Sunday periods, plus a 75 minute service all night long. Running time became 64 minutes out, 65 in.

Postwar dropping off of passengers was reflected in service cuts. On March 21, 1947, weekday evening service after 10:00 PM was put on a thirty minute headway. "Owl" service was discontinued on March 12, 1948, and on the same date Sunday service also went on a half hour headway after 10:00 PM. Evening rush hour headway was very frequent, down to 7 minutes in some instances. Base service was on a 20 minute headway basis, with the same headway being scheduled for Sunday daylight hours.

Downtown traffic(between Hill Street Station and Vineyard) was a severe headache; this segment of the line represented but 4% of the route mileage, yet as of 1939, it took 24% of the average running time; in later years this became even greater.

As of 1939 the Venice Short Line required 23 cars of the 950 and 800 Classes. A maximum of 23 cars were required and a minimum of seven. These cars seated 56 and were not fast; the 800s could get up to about 48 mph, the 950s but 41 mph.

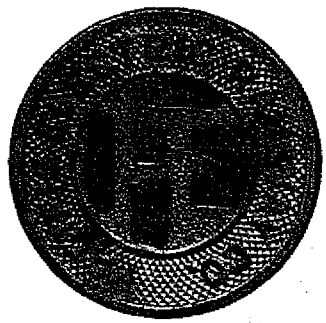
The Venice Short Line was protected from Vineyard to Venice by automatic block signals, installed as a result of the disastrous Vineyard wreck of 1913.

Venice Short Line and other interurban trains using W. 16th Street were given some relief from interference by local cars through two sidings; outbound, a siding was located at Berendo Street,

inbound one was at Third Avenue. Local cars were required to enter sidings when interurban trains were observed overtaking.

Two railroad crossings were encountered; at Culver Junction.(Santa Monica Air Line); and at Washington Boulevard. (Inglewood Line); both were protected by automatic block signals.

There were six junction switches: at Hill Street Station, at Sixth Street, at Vineyard, at Culver Junction., at Culver City Station, and at Venice City Hall.



The West Boulevard Bridge is an important reminder of the many incidents and circumstances which contributed to the development of the city of Los Angeles and in particular the transportation patterns which in turn also contributed to urban development. It was a transformative moment, politically, mechanically, and culturally.

The design of the bridge is a very pleasing combination of classical elements integrated with the Art Deco style. Its distinctive style and prominent location, its association with notable figures from the early years of the city, as well as its dramatic story, are compelling reasons for its preservation and recognition as a Historic Cultural Monument. One might even take the view that it is that most important of monuments: a headstone of sorts, in recognition and memory of the many people who died in the Great Wreck of 1913. Although they gave their lives unwillingly that night, the incident galvanized citizens, civic, business, and government entities to take actions which no doubt resulted in saving many more lives over the ensuing years. There had been previous train crashes, wrecks, and accidents, but none that resulted in such a terrible loss of life. It was not until the night of July 13, 1913 that sufficient thought was given to instituting greater safety measures. Those safety measures resulted in the bridge which, by offering a new convenience, also generated new avenues for business and entertainment. The bridge provided access between residents of the area located south of Venice Blvd. and the burgeoning business districts of Wilshire Boulevard and Hollywood. The bridge has acquired an iconic status, as it marks the western entry to the West Adams district. The bridge is not only a connection between communities but it is also a tangible connection between past and present and represents a turning point in the growth and development of the city.

One of the thoughts expressed in the aftermath of the wreck and subsequent investigations, was the hope that this kind of incident would never happen again—that the new safety measures would prevent such tragedies. Indeed, it would be many years before something of the same magnitude would happen in Los Angeles, when a Metrolink train and a Union Pacific train crashed in Chatsworth on September 12, 2008. Twenty-five people were killed and many others injured. That incident was also the result of operator error—inattention to the signals, also on a curved section of track. As long as human beings operate large, heavy, dangerous equipment, there will always be

the danger of serious accidents. More ironic is the fact that the new Exposition Line has many grade crossings, seemingly in disregard of historic precedent, if not railroad regulations.

Some may argue that there are other bridges, in particular those which connect downtown with East Los Angeles, which are more attractive in design or more impressive feats of engineering, however the West Boulevard Bridge is unique in that it is an urban bridge which connects relatively close communities which would otherwise remain disconnected and isolated. It's lesser size and perhaps more subtle design in no way detracts from its significance. Rather this bridge is the connective tissue in the story of urban development, in which real estate transactions, architecture, transportation, and social conditions, and tragedy came together and altered conditions, and in so doing changed local history.

* **ADDENDUM:** The exact language of the original easement as executed is as follows:
"This indenture made this 14th day of December 1916 between Pacific Electric Railway Company a Corporation organized and existing under the laws of the state of California and the city of Los Angeles a municipal Corporation of the state of California. That said party of the first part hereby grants to the said party of the second part easement for the construction reconstruction inspection maintenance operation and repair of a concrete bridge over the part of the permanent right-of-way of the said party of the first part in the city of Los Angeles County of Los Angeles state of California, described as follows: an irregular shaped piece or parcel of land situated in the city of Los Angeles and being a portion of that certain a right of way conveyed to the Los Angeles Pacific company by deed recorded in book 2829 on page 148 of deeds, records of said County; said peace or parcel of land being more particularly described as follows: beginning at the northwesterly corner of Lot 1 block K tract number 666 is recorded in book 15 of maps on page 120 thereof; records of said County; thence North 81° 53° 30° west along the southerly line of the aforementioned right of way 84 and 1400's feet to a point; thence North 28° 48° 06° east 10 feet to a point. Thence South 81° 53° 30° east, 20 feet to a point; thence North 28° 36° 10° east 87 and 8400s feet to the most southerly corner of Lot 185, Victoria Park, is recorded in book 12 of maps on page 2 thereof, records of said County; thence South 66° 22° 05° east along the northerly line of the hereinbefore mentioned right-of-way 60 and 5600s feet to a point; thence South 28° 48° 06° West 80 and 6300s feet to the point of beginning. Said peace or parcel of land being more particularly shown by the colored portion of the plat hereto attached and made part thereof. Together with the right to enter upon and to pass and repass over and along said parcel of land and to deposit tools implements and other material thereon by said party of the second part its officers assigns and employees by persons under contract with that and their employees for the purpose of maintaining operating or repairing said bridge.

This grant is nevertheless subject to the right of the party the first part its successors or assigns to maintain and operate the railroad tracks there on and there are over together with necessary and convenient adjuncts thereto and telegraph telephone and electric transmission lines now constructed upon and across the premises hereinbefore described and also to construct maintain and operate there on or across the same any other or additional railroad tracks together with necessary inconvenient adjuncts thereto and telegraph telephone and electric transmission lines that the party the first part its successors or assigns may hereinafter desire. In consideration of the foregoing grant the party the second part hereby agrees that said bridge shall be constructed in a first-class and workmanlike manner and upon the completion of said bridge as much as possible of the earth excavated therefore shall be thrown back into the excavation and the remainder shall be removed from the land of said party of the first part and that all of said backfilling shall be

thoroughly packed so that the ground will not sink or cave-in after said backfilling is completed and the land of the said party of the first part left in a neat and orderly condition.

The grant hereby made is upon the further condition subsequent that the premises aforedescribed will at all times be used by the party of the second part for the construction maintenance and operation of a concrete bridge and none other and if it any time such use shall be abandoned or discontinued, all rights and privileges hereby granted shall forthwith cease and determined and the party of the first part, its successors and assigns shall be restored to its former state in said premises.

In witness thereof the parties hereto have caused their respective corporate names and seals to be hereunto affixed the day and year first above written".

The agreement was signed by Paul Shoup, President of the Pacific Electric Railway Company and Secretary H.A. Culloden, as well as by Mayor F.T. Woodman and City Clerk Charles L. Wilde.

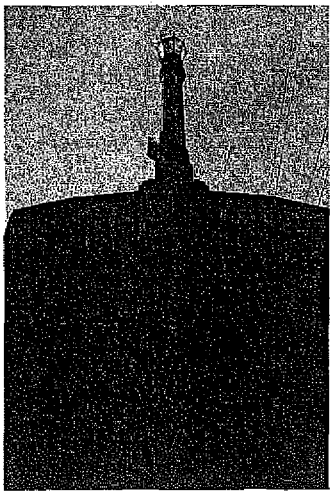
WEST BOULEVRD BRIDGE—ARCHITECTURAL DESCRIPTION

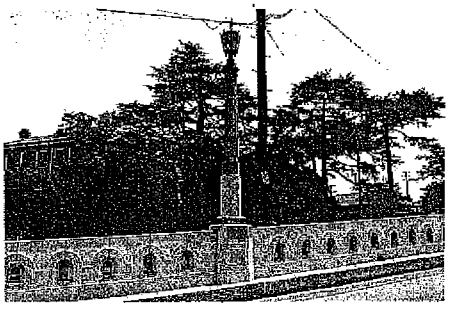
Submitted by: Mitzi March Mogul for West Adams Heritage Association
1725 Wellington Road, Los Angeles, CA 90019
323/734-9980 Mogulink@gmail.com

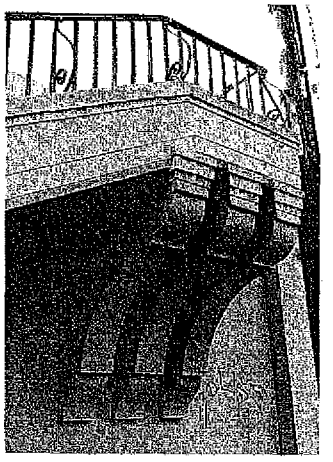
The design of the bridge is a very pleasing combination of classical elements integrated with the Art Deco style.

The construction is of concrete, with double arch approaches and a center support which divides the roadway below. It is 525 feet in length, extending from 16th Place on the south, to Victoria Park Drive (formerly Sherman Drive) on the north, including approaches. It spans Venice Boulevard below and connects West Boulevard with Pico. The roadway is thirty feet wide and there is a five foot sidewalk on the west side. On the east side is an approximately one foot wide raised curb. The bridge is surmounted by several ornamental light posts, six on the east side, four on the west. This is due to the much longer northern approach and structures on the northwest end. The fixtures sit atop geometric plinths, the outside of which extends to the ground, forming a pilaster. On the outside, below the light fixture the plinth is decorated with a highly stylized, geometric, incised (not applied) flower design. Below that is another incised, recessed design consisting of two sets of extruded triangular pilasters.

The railings or balustrade of the viaduct are perforated by an arcade of arched openings, which serve several purposes: the openings reduce the weight of the bridge; they provide an airy quality; the continuous repetition is a design element. Each end of the railings is punctuated by a large square block with a conical top.







The height clearance for vehicles below is 13'8".

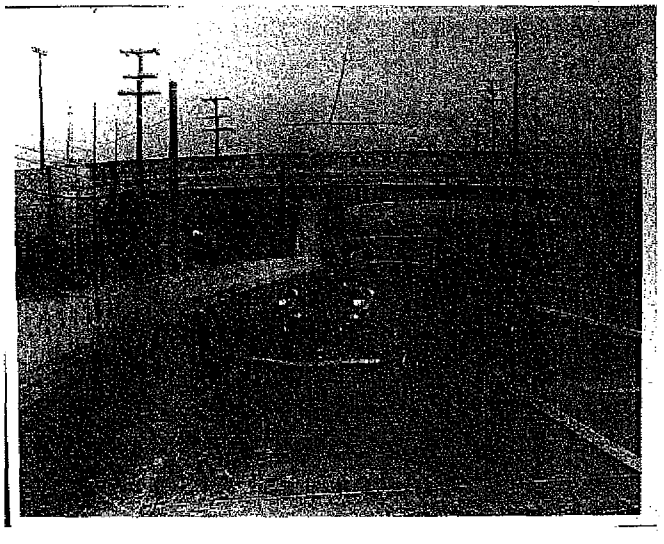
On the east side of the bridge, approximately two thirds of the way before the peak of the span if one is starting at the north end, is a small gate and a staircase which leads to Victoria Park Drive below. (This is currently locked.) There is a small, square, enclosed landing and the stairs are to the left. The landing rests on a solid angular pedestal. The steps are of concrete with iron treads with a cross-hatch design. The metal hand rail is fairly simple, but the design is embellished with large elaborate S-scrolls at intervals and the end of the handrail turns into a large S-scroll.

A short distance further to the center of the bridge (going south) is another staircase, also located on the east side. That stair shares many of the design details of the first stair, but because it is higher, it was given a further embellishment on the under side of the stair treads, that being three very elaborate corbels, executed in concrete. The scrolls are a combination of large and small inverted and extroverted curves and stepped geometric blocks, encircled at the top of each by a continuous textured, horizontal band of fluting.

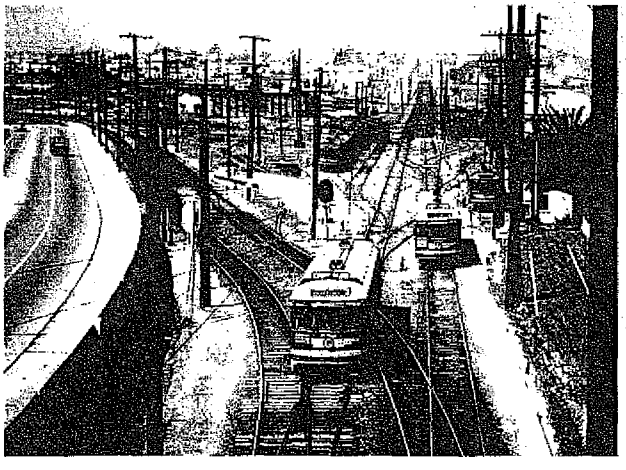
On the outside of the railings below the openings is a geometric "dragon's tooth" or exaggerated dentil design which extends the length between the two largest, most elaborate piers.

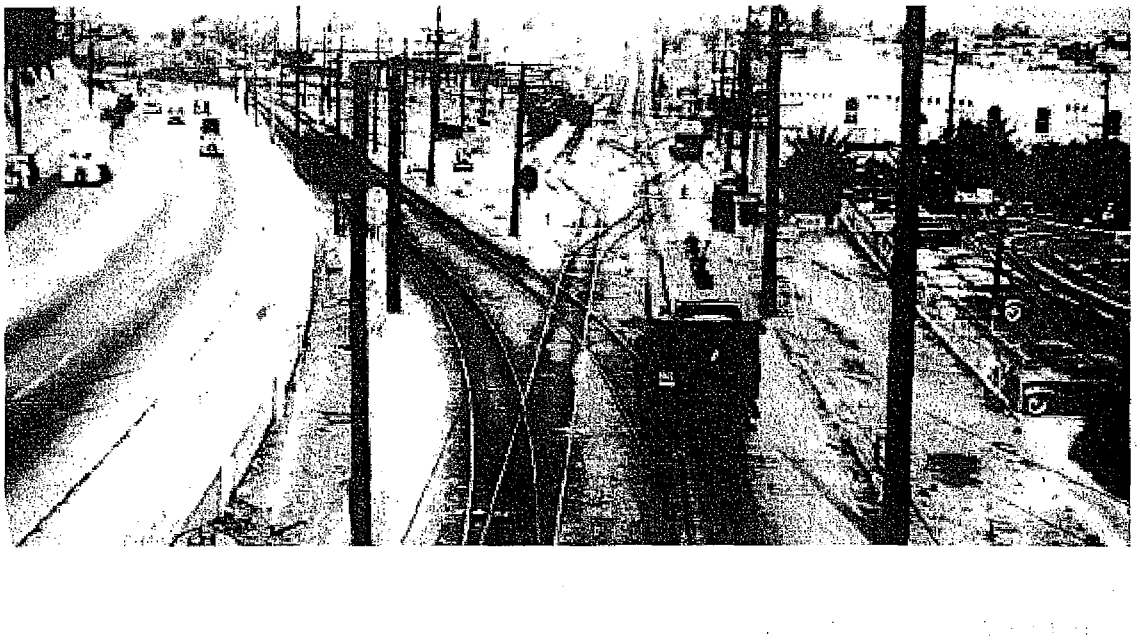
The bridge is divided below into two openings through which to pass: one westbound, the other eastbound. The openings are divided in the center by a large angular support which creates a barrier between east and westbound lanes. At the sound end on the east side, parallel to the bridge, is a pedestrian walkway from Venice Boulevard to 16th Place (as well as West Boulevard and Lafayette Road, the former service road to Lafayette Square).

The lights atop the bridge are still in working condition and every so often are turned on at night, no doubt in order to test and maintain their service.

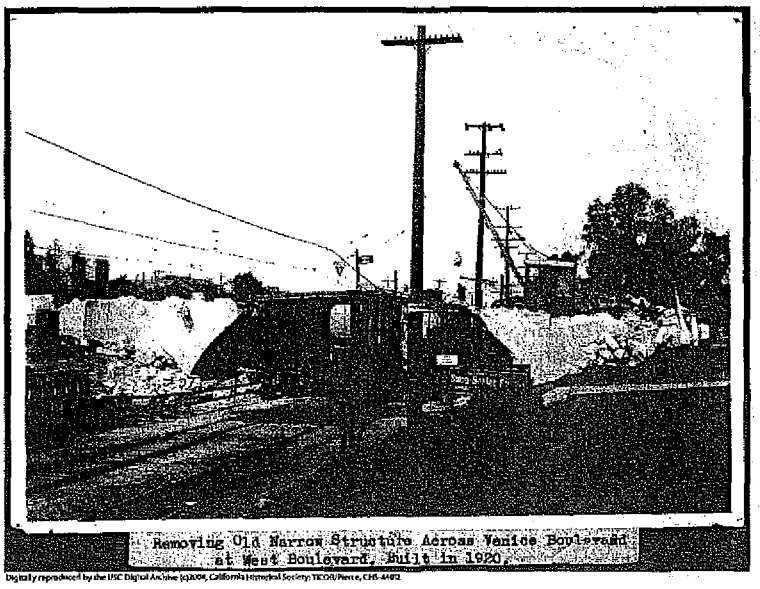


A low divider occupied the center median, separating the railroad tracks from the automobile traffic lanes; the divider is in the same design as the bridge balustrade, with the same curved openings.





Prior to construction of the current bridge, Venice Blvd was divided between railroad tracks on the north and an elevated auto roadway occupying what are now the westbound lanes of Venice Blvd. That elevated road was constructed sometime between the construction of the wooden bridge in 1920 and the current bridge in 1932/33. The lower portion of that roadway—the structural support—used the identical curved openings later used for the bridge balustrade and median divider. Thus some of the basic features of the current bridge actually date to a much earlier era and it seems likely that there was a conscious effort to achieve visual continuity. The elevated road was demolished along with the wooden bridge to make way for the new construction.

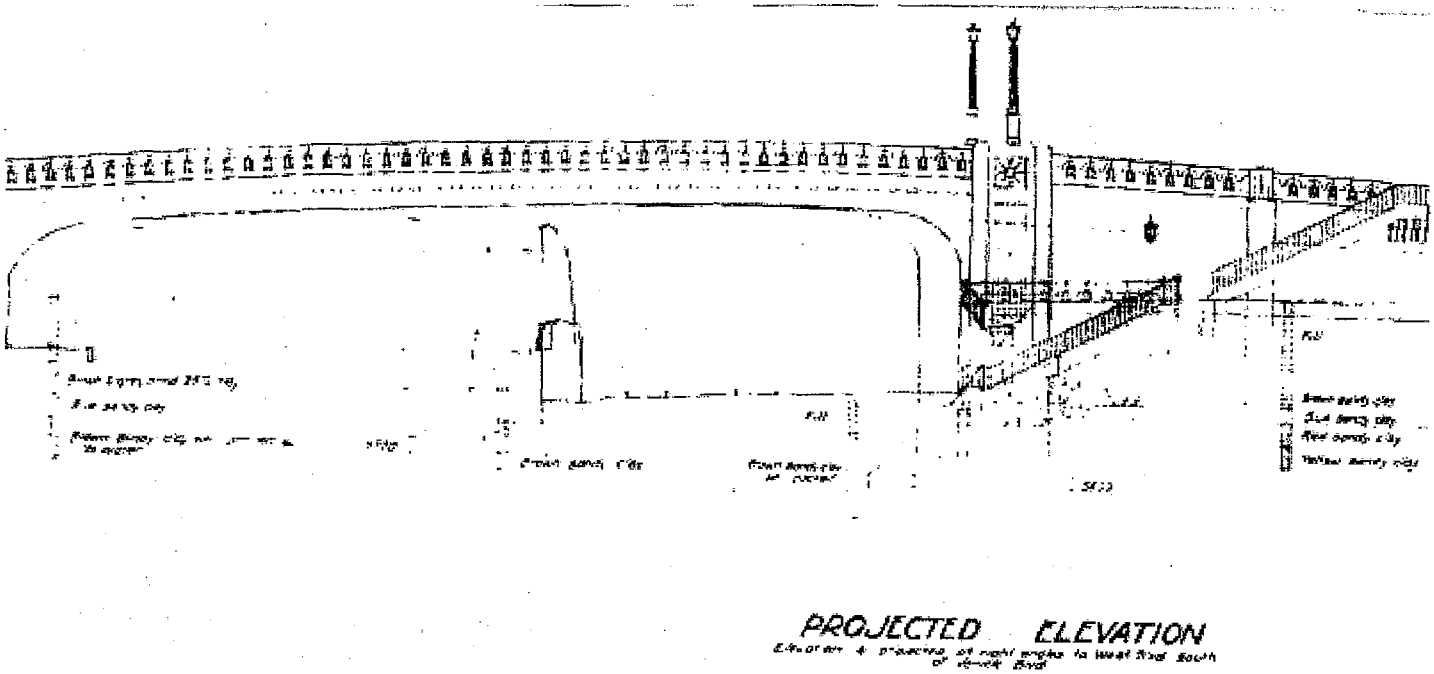


The bridge was designed "in-house" by architects and engineers of the Los Angeles Dept. of Engineering. Chief Engineer of the department was J.J. Jessup. The designing engineer was Merrill Butler. Butler was chiefly responsible for most of the bridges constructed at that time.

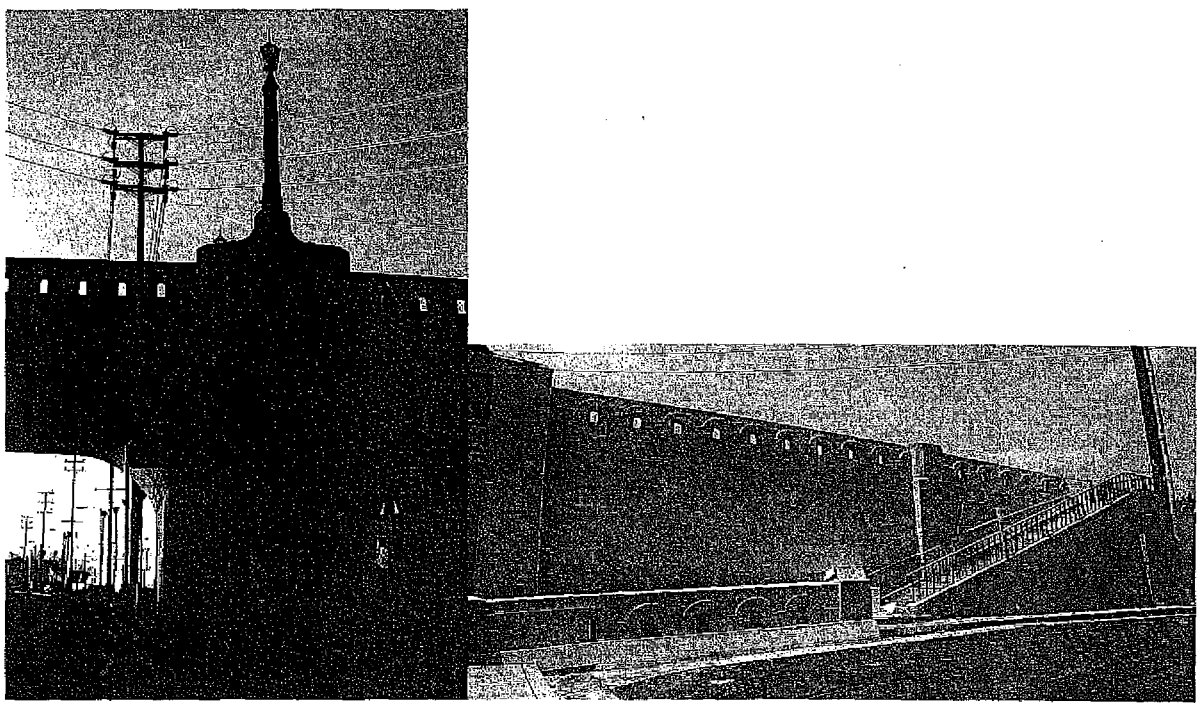
However, the city was not responsible for actual construction of the bridge. The contract for construction was awarded on July 6, 1932 by the Board of Public Works to the Lynch-Cannon Engineering Company. The plans called for a reinforced concrete structure with a 50-foot roadway at a cost of $59,986.72. The bridge was completed in March, 1933; completion of the approaches took another month. It was opened to traffic on April 25, 1933.

While the bridge structure follows a classic arc form, and the band of "fenestrations" is also based on classical designs, the rest of the features are derived from the Art Deco vocabulary, which was the dominant architectural style at that time. The combination of horizontal and vertical elements and curved and geometric forms are characteristic elements of the Art Deco style. This integration of traditional and modern idioms, highly stylized yet restrained and elegant, demonstrates the city's desire to embrace a new civic attitude for its streetscape. Rather than look to the Period Revival styles which were also enjoying some popularity in association with Art Deco, this design is oriented toward modernity. The Art Deco style was hugely influential but it is rarely given enough credit for it impact on Los Angeles. Especially given the imminent loss of the Sixth Street Viaduct near downtown, the recognition of the West Boulevard bridge takes on a new urgency. The two bridges were built at about the same time and share several design features. However, there are very few bridges located in such a central urban area as that of the West Boulevard Bridge, and certainly none which played such a seminal role in the history of railroad safety, transportation and urban planning.

WEST BOULVARD BRIDGE PHOTOS



DETAIL FROM ORIGINAL PLANS, SHOWING SPAN, NORTHERN APPROACH, LARGE STAIR, LIGHT FIXTURES, AND DECORATIVE DETAILS. WITH MINOR EXCEPTIONS, BUILT AS DRAWN.



Los Angeles Department of City Planning
RECOMMENDATION REPORT

CULTURAL HERITAGE COMMISSION

CASE NO.: CHC-2012-xxxx-HCM

HEARING DATE:	October 4, 2012
TIME:	10:00 AM
PLACE:	City Hall, Room 1010 200 N. Spring Street Los Angeles, CA 90012

Location: Crossing Venice Boulevard between 16th Place and Victoria Park Drive
Council District: 10
Community Plan Area: West Adams-Baldwin Hills-Leimert
Area Planning Commission: South Los Angeles
Neighborhood Council: Mid City
Legal Description:

PROJECT:	Historic-Cultural Monument Application for the WEST BOULEVARD BRIDGE
REQUEST:	Declare the property a Historic-Cultural Monument
APPLICANT:	West Adams Heritage Association
PREPARER:	Mitzi March Mogul 1725 Wellington Road Los Angeles, CA 90019
OWNER:	City of Los Angeles

RECOMMENDATION **That the Cultural Heritage Commission:**

1. **Declare** the structure a Historic-Cultural Monument per Los Angeles Administrative Code Chapter 9, Division 22, Article 1, Section 22.171.7

2. **Adopt** the report findings.

MICHAEL J. LOGRANDE
Director of Planning

Ken Bernstein, AICP, Manager
Office of Historic Resources

Lambert M. Giessinger, Preservation Architect
Office of Historic Resources

Prepared by:

Edgar Garcia, Preservation Planner
Office of Historic Resources

FINDINGS

1. The property "embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period style or method of construction" as an example of a pre-WWII Classical-Art Deco style bridge.

2. The property reflects "the broad cultural, economic, or social history of the nation, State or community" for its association with the development of the Lafayette Square and Victoria Park communities.

CALIFORNIA ENVIRONMENTAL QUALITY ACT ("CEQA") FINDINGS

The Commission hereby recommends that Council find the proposed designation of the West Boulevard Bridge as a Historic-Cultural Monument to be exempt from further analysis under the California Environmental Quality Act pursuant to Title 14 of the California Code of Regulations, Sections 15308 (Class 8) and 15331 (Class 31).

CRITERIA

The criterion is the Cultural Heritage Ordinance which defines a historical or cultural monument as any site (including significant trees or other plant life located thereon) building or structure of particular historic or cultural significance to the City of Los Angeles, such as historic structures or sites in which the broad cultural, economic, or social history of the nation, State or community is reflected or exemplified, or which are identified with historic personages or with important events in the main currents of national, State or local history or which embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period style or method of construction, or a notable work of a master builder, designer or architect whose individual genius influenced his age.

SUMMARY

Constructed in 1933, this reinforced concrete bridge exhibits character-defining features of Classical-Art Deco style. Built across Venice Boulevard and located on West Boulevard, the structure is used as a roadway between 16th Place and Victoria Park Drive. The bridge's span consists of a double-arch span with a minor, closed spandrel element. Three pillars support the viaduct with the center support dividing the Venice roadway below. Round fluted ornamental light posts surmount the bridge and sit on plinths decorated in a geometric, incised flower design. Small arched openings perforate the deck's balustrade. Denticulation and a slight zig-zag design extends over the length of the structure. Two staircases on the east side of the bridge display metal hand rails with an 'S-scroll' design. One east staircase, located near the center of the bridge also has three concrete corbels embellishing the underside of the stair treads.

In 1933 under the leadership of Merrill Butler, the Los Angeles Department of Engineering (now Bureau of Engineering) designed the bridge, with its construction contracted to the Lynch-Cannon Engineering Company. The construction of the structure developed alongside the growth of the nearby historic neighborhoods of Lafayette Square and Victoria Park. The Pacific Electric Railways' Venice Short Line, which ran on what was then 16th Street (now the southerly lanes of Venice Boulevard), was the most heavily-used beach line out of urban Los Angeles. A significant event that possibly influenced the construction of the bridge was the 1913 Pacific Electric train accident at Vineyard Junction, a stop on the Short Line located a block west of

West Boulevard. An incoming train had crashed head-on into a train stopped at Vineyard, resulting in the deaths of approximately 15 people. Speculated blame lay at the employees' inexperience and miscommunication, as well as at the company for allowing congested rail traffic to occur at the risk of people's lives. It was tragedies such as this that created a public discourse on the need of pedestrian crossings, or easements, at rail lines.

By 1920, it was seen as necessary by the city to build a bridge across the Venice tracks because students living in the area needed to safely commute to Los Angeles High School. A wooden viaduct was constructed that year. By 1933, the more modern and efficient concrete subject structure replaced the wooden structure.

Alterations include the widening of the roadway by removal of much of the east sidewalk. Previously straddled by two pedestrian walkways, the structure's east walkway has been reduced to a 1-foot wide raised curb, while the west path has retained its 5-foot width. Because the east sidewalk is no longer safe for pedestrians, the entrances (accessible via the previously mentioned stairs) to this path have been closed off with aluminum fencing.

DISCUSSION

The West Boulevard Bridge successfully meets two of the specified Historic-Cultural Monument criteria: 1) "embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period style or method of construction" and 2) reflects "the broad cultural, economic, or social history of the nation, State or community." As an example of a pre-WWII Classical-Art Deco style bridge and for its association with the development of the Lafayette Square and Victoria Park communities, the structure qualifies for designation as a Historic-Cultural Monument based on these criteria.

BACKGROUND

At its meeting of August 2, 2012, the Cultural Heritage Commission voted to take the application under consideration. On September 6, 2012, the Cultural Heritage Commission toured the subject structure.

CALIFORNIA ENVIRONMENTAL QUALITY ACT ("CEQA") REVIEW

State of California CEQA Guidelines, Article 19, Section 15308, Class 8 "*consists of actions taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment.*"

State of California CEQA Guidelines Article 19, Section 15331, Class 31 "*consists of projects limited to maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of historical resources in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic buildings.*"

The designation of the West Boulevard Bridge as a Historic-Cultural Monument in accordance with Chapter 9, Article 1, of The City of Los Angeles Administrative Code ("LAAC") will ensure that future construction activities involving the subject property are regulated in accordance with Section 22.171.14 of the LAAC. The purpose of the designation is to prevent significant impacts to a Historic-Cultural Monument through the application of the standards set forth in the LAAC.

Without the regulation imposed by way of the pending designation, the historic significance and integrity of the subject property could be lost through incompatible alterations and new construction and the demolition of irreplaceable historic structures. The Secretary of the Interior's Standards of Rehabilitation are expressly incorporated into the LAAC and provide standards concerning the historically appropriate construction activities which will ensure the continued preservation of the subject property.

The use of Categorical Exemption Class 8 in connection with the proposed designation is consistent with the goals of maintaining, restoring, enhancing, and protecting the environment through the imposition of regulations designed to prevent the degradation of Historic-Cultural Monuments.

The use of Categorical Exemption Class 31 in connection with the proposed designation is consistent with the goals relating to the preservation, rehabilitation, restoration and reconstruction of Historic buildings in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving Rehabilitating, Restoring, and Reconstructing Historic Buildings.

Los Angeles Department of City Planning
RECOMMENDATION REPORT

CULTURAL HERITAGE COMMISSION

CASE NO.: CHC-2012-xxxx-HCM

HEARING DATE:	August 2, 2012	Location: Crossing Venice Boulevard between 16th Place and Victoria Park Drive
TIME:	10:00 AM	Council District: 10
PLACE:	City Hall, Room 1010 200 N. Spring Street Los Angeles, CA 90012	Community Plan Area: West Adams-Baldwin Hills-Leimert Area Planning Commission: South Los Angeles Neighborhood Council: Mid City Legal Description:

PROJECT:	Historic-Cultural Monument Application for the WEST BOULEVARD BRIDGE
REQUEST:	Declare the property a Historic-Cultural Monument
APPLICANT:	West Adams Heritage Association
PREPARER:	Mitzi March Mogul 1725 Wellington Road Los Angeles, CA 90019
OWNER:	City of Los Angeles

RECOMMENDATION **That the Cultural Heritage Commission:**

1. **Take the property under consideration** as a Historic-Cultural Monument per Los Angeles Administrative Code Chapter 9, Division 22, Article 1, Section 22.171.10 because the application and accompanying photo documentation suggest the submittal may warrant further investigation.

2. **Adopt** the report findings.

MICHAEL J. LOGRANDE
Director of Planning

Ken Bernstein, AICP, Manager
Office of Historic Resources

Lambert M. Giessinger, Preservation Architect
Office of Historic Resources

Prepared by:

Edgar Garcia, Preservation Planner
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SUMMARY

Constructed in 1933, this reinforced concrete bridge exhibits character-defining features of Classical-Art Deco style. Built across Venice Boulevard and located on West Boulevard, the structure is used as a roadway between 16th Place and Victoria Park Drive. The bridge's span consists of a double-arch span with a minor, closed spandrel element. Three pillars support the viaduct with the center support dividing the Venice roadway below. Round fluted ornamental light posts surmount the bridge and sit on plinths decorated in a geometric, incised flower design. Small arched openings perforate the deck's balustrade. Denticulation and a slight zig-zag design extends over the length of the structure. Two staircases on the east side of the bridge display metal hand rails with an 'S-scroll' design. One east staircase, located near the center of the bridge also has three concrete corbels embellishing the underside of the stair treads.

In 1933 under the leadership of Merrill Butler, the Los Angeles Department of Engineering (now Bureau of Engineering) designed the bridge, with its construction contracted to the Lynch-Cannon Engineering Company. The construction of the structure developed alongside the growth of the nearby historic neighborhoods of Lafayette Square and Victoria Park. The Pacific Electric Railways' Venice Short Line, which ran on what was then 16th Street (now the southerly lanes of Venice Boulevard), was the most heavily-used beach line out of urban Los Angeles. A significant event that possibly influenced the construction of the bridge was the 1913 Pacific Electric train accident at Vineyard Junction, a stop on the Short Line located a block west of West Boulevard. An incoming train had crashed head-on into a train stopped at Vineyard, resulting in the deaths of approximately 15 people. Speculated blame lay at the employees' inexperience and miscommunication, as well as at the company for allowing congested rail traffic to occur at the risk of people's lives. It was tragedies such as this that created a public discourse on the need of pedestrian crossings, or easements, at rail lines.

By 1920, it was seen as necessary by the city to build a bridge across the Venice tracks because students living in the area needed to safely commute to Los Angeles High School. A wooden viaduct was constructed that year. By 1933, the more modern and efficient concrete subject structure replaced the wooden structure.

Alterations include the widening of the roadway by removal of much of the east sidewalk. Previously straddled by two pedestrian walkways, the structure's east walkway has been reduced to a 1-foot wide raised curb, while the west path has retained its 5-foot width. Because the east sidewalk is no longer safe for pedestrians, the entrances (accessible via the previously mentioned stairs) to this path have been closed off with aluminum fencing.

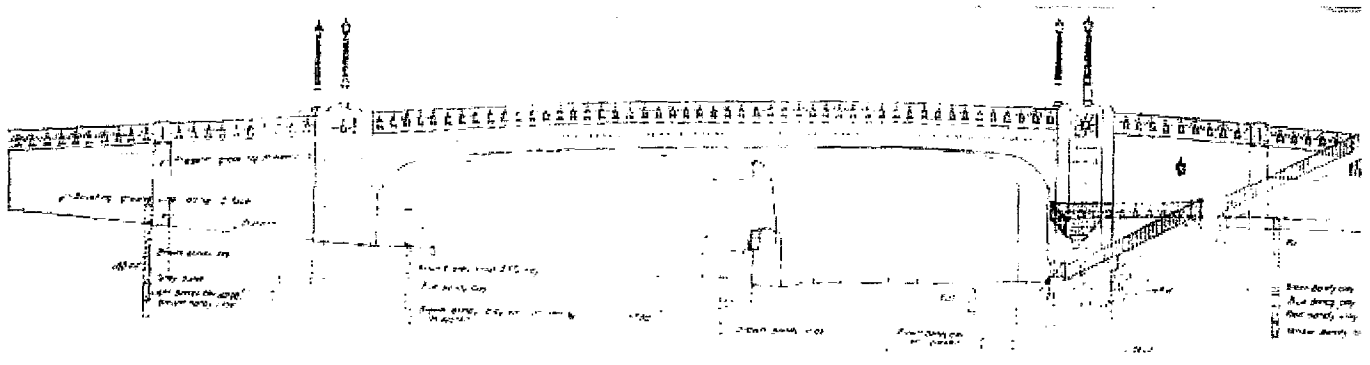
CRITERIA

The criterion is the Cultural Heritage Ordinance which defines a historical or cultural monument as any site (including significant trees or other plant life located thereon) building or structure of particular historic or cultural significance to the City of Los Angeles, such as historic structures or sites in which the broad cultural, economic, or social history of the nation, State or community is reflected or exemplified, or which are identified with historic personages or with important events in the main currents of national, State or local history or which embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period style or method of construction, or a notable work of a master builder, designer or architect whose individual genius influenced his age.

FINDINGS

Based on the facts set forth in the summary and application, the Commission determines that the application is complete and that the property may be significant enough to warrant further investigation as a potential Historic-Cultural Monument.

WEST BOULEVARD BRIDGE HCM NOMINATION



PROJECTED ELEVATION

Submitted by:
Mitzi March Mogul for West Adams Heritage Association
1725 Wellington Road, Los Angeles, CA 90019
323/734-9980 — Mogulink@sbcglobal.net

July 7, 2012

WEST BOULEVARD BRIDGE NOMINATION
TABLE OF CONTENTS

1. **Los Angeles Office of Historic Resources forms & legal description, 12 pages**
2. **Significance Statement, 13 pages**
3. **Architectural Description, 4 pages**
4. **Photographs (contemporary), 13 pages**
5. **Photographs (historic), 6 pages**
6. **Attachments:**

   a. Los Angeles Times articles, 47 pages
   b. Report of the Interstate Commerce Commission, 7 pages
   c. Deeds and Reconveyances for land purchases, 31 pages
   d. Easements, 48 pages
   e. Pacific Electric Railway route map
   f. Construction Plans, 3 pages

CITY OF LOS ANGELES

SIGNIFICANCE WORK SHEET

TYPE OR HAND PRINT IN ALL CAPITAL BLOCK LETTERS

Complete One or Both of the Upper and Lower Portions of This Page

ARCHITECTURAL SIGNIFICANCE

THE WEST BOULEVARD BRIDGE IS AN IMPORTANT EXAMPLE OF
NAME OF PROPOSED MONUMENT

CLASSICAL ART DECO ARCHITECTURE
ARCHITECTURAL STYLE (SEE LINE 8)

AND MEETS THE CULTURAL HERITAGE ORDINANCE BECAUSE OF THE HIGH QUALITY OF ITS DESIGN AND THE RETENTION OF ITS ORIGINAL FORM, DETAILING AND INTEGRITY.

AND/OR

HISTORICAL SIGNIFICANCE

THE WEST BOULEVARD BRIDGE WAS BUILT IN 1933
NAME OF PROPOSED MONUMENT — YEAR BUILT

WEST BOULEVARD BRIDGE WAS IMPORTANT TO THE
NAME OF FIRST OR SIGNIFICANT OTHER

DEVELOPMENT OF LOS ANGELES BECAUSE it is associated with events that have made significant contributions to the broad patterns of local and regional history and it embodies distinctive characteristics of a type, period, or method of construction and possesses high artistic values. Its history is directly tied to the development of Lafayette Square and Victoria Park; its construction is the direct result of a catostrophic accident which also contributed directly to changes in traffic/rail/pedestrian safety measures throughout California. It facilitated urban development and was instrumental in developing transportation patterns which continue to influence the city. SEE ATTACHED SIGNIFICANCE STATE.

HISTORIC-CULTURAL MONUMENT
APPLICATION

TYPE OR HAND PRINT IN ALL CAPITAL BLOCK LETTERS

IDENTIFICATION

1. NAME OF PROPOSED MONUMENT WEST BOULEVARD BRIDGE

2. STREET ADDRESS located east of Venice/San Vicente, over Venice Blvd between 16th Place & Victoria Park Dr.

   CITY LOS ANGELES ZIP CODE 90019 COUNCIL DISTRICT 10

3. ASSESSOR'S PARCEL NO. No NUMBER HAS BEEN ASSIGNED

4. COMPLETE LEGAL DESCRIPTION: TRACT SEE ATTACHMENT

   BLOCK _____ LOT(S) _____ ARB. NO. _____

5. RANGE OF ADDRESSES ON PROPERTY N/A

6. PRESENT OWNER CITY OF LOS ANGELES

   STREET ADDRESS _____ E-MAIL ADDRESS: _____

   CITY _____ STATE _____ ZIP CODE _____ PHONE (___) _____

   OWNERSHIP: PRIVATE _____ PUBLIC _____

7. PRESENT USE BRIDGE ORIGINAL USE BRIDGE

DESCRIPTION

8. ARCHITECTURAL STYLE _____
   (SEE STYLE GUIDE)

9. STATE PRESENT PHYSICAL DESCRIPTION OF THE SITE OR STRUCTURE (SEE OPTIONAL DECRIPTION WORK SHEET, 1 PAGE MAXIMUM)

SEE ATTACHED DETAILED ARCHITECTURAL DESCRIPTION

HISTORIC-CULTURAL MONUMENT APPLICATION

NAME OF PROPOSED MONUMENT WEST BOULEVARD BRIDGE

10. CONSTRUCTION DATE: OPENED APRIL 25, 1933 FACTUAL: ☑ ESTIMATED: ☐

11. ARCHITECT, DESIGNER, OR ENGINEER MERRILL BUTLER, FOR LOS ANGELES DEPT. OF ENGINEERING

12. CONTRACTOR OR OTHER BUILDER LYNCH-CNNON ENGINEERING COMPANY

13. DATES OF ENCLOSED PHOTOGRAPHS VARIOUS: HISTORIC AND CONTEMPORARY
(1 8X10 BLACK AND WHITE GLOSSY AND 1 DIGITAL E-MAILED TO CULTURAL HERITAGE COMMISSION@LACITY.ORG)

14. CONDITION: ☑ EXCELLENT ☐ GOOD ☐ FAIR ☐ DETERIORATED ☐ NO LONGER IN EXISTENCE

15. ALTERATIONS NONE

16. THREATS TO SITE: ☑ NONE KNOWN ☐ PRIVATE DEVELOPMENT ☐ VANDALISM ☐ PUBLIC WORKS PROJECT
☐ ZONING ☐ OTHER

17. IS THE STRUCTURE: ☑ ON ITS ORIGINAL SITE ☐ MOVED ☐ UNKNOWN

SIGNIFICANCE

18. BRIEFLY STATE HISTORICAL AND/OR ARCHITECTURAL IMPORTANCE: INCLUDE DATES, EVENTS, AND PERSON ASSOCIATED WITH THE SITE (SEE ALSO SIGNIFICANCE WORK SHEET, 750 WORDS MAXIMUM IF USING ADDITIONAL SHEETS)

PLEASE SEE ATTACHED SIGNIFICANCE STATEMENT

19. SOURCES (LIST BOOKS, DOCUMENTS, SURVEYS, PERSONAL INTERVIEWS WITH DATES) LOS ANGELES TIMES, LOS ANGELES CITY ARCHIVES, ENGINEERING VAULT, PACIFIC ELECTRIC HISTORICAL ASSOCIATION, USC DIGITAL LIBRARY, STATE RAILROAD COMMISSION ARCHIVES, LOS ANGELES CITY LIBRARY, ANCESTRY, ETC.

20. DATE FORM PREPARED 07/01/2012 PREPARER'S NAME MITZI MARCH MOGUL

ORGANIZATION WEST ADAMS HERITAGE ASSOC. STREET ADDRESS 1725 WELLINGTON ROAD

CITY LOS ANGELES STATE CA ZIP CODE 90019 PHONE (323) 734-9980

E-MAIL ADDRESS: MOGULINK@SBCGLOBAL.NET

DESCRIPTION WORK SHEET

TYPE OR HAND PRINT IN ALL CAPITAL BLOCK LETTERS

THE WEST BOULEVARD BRIDGE (NAME OF PROPOSED MONUMENT) IS A N/A (NUMBER OF STORIES) -STORY,

CLASSICAL ART DECO (ARCHITECTURAL STYLE (SEE LINE 8 ABOVE)), _____ (PLAN SHAPE (Click to See Chart)) PLAN BRIDGE (STRUCTURE USE (RESIDENCE, ETC.))

WITH A CEMENT (MATERIAL (WOOD SIDING, WOOD SHINGLES, BRICK, STUCCO, ETC.)) FINISH AND METAL (MATERIAL (WOOD, METAL, ETC.)) TRIM.

IT'S N/A (ROOF SHAPE (Click to See Chart)) ROOF IS N/A (MATERIAL (CLAY TILE, ASPHALT OR WOOD SHINGLES, ETC.)), N/A (WINDOW MATERIAL),

N/A (WINDOW TYPE (DOUBLE-HUNG (SLIDES UP & DOWN), CASEMENT (OPENS OUT), HORIZONTAL SLIDING, ETC.)) WINDOWS ARE PART OF THE DESIGN.

THE ENTRY FEATURES A DOUBLE ARCH SPAN, EXTENDING FROM 16TH PLACE TO VICTORIA PARK DRIVE (DOOR LOCATION (RECESSED, CENTERED, OFF-CENTER, CORNER, ETC.)),

N/A (ENTRY DOOR STYLE (Click to See Chart)) DOOR. ADDITIONAL CHARACTER DEFINING ELEMENTS

OF THE STRUCTURE ARE SEE ATTACHED ARCHITECTURAL DESCRIPTION AND PHOTOS

IDENTIFY **ORIGINAL FEATURES** SUCH AS PORCHES (SEE CHART); BALCONIES; NUMBER AND SHAPE OF DORMERS (Click to See Chart)

NUMBER AND LOCATION OF CHIMNEYS; SHUTTERS; SECONDARY FINISH MATERIALS; PARAPETS; METAL TRIM; DECORATIVE TILE OR CAST STONE; ARCHES;

ORNAMENTAL WOODWORK; SYMMETRY OR ASYMMETRY; CORNICES; FRIEZES; TOWERS OR TURRETS; BAY WINDOWS; HALFTIMBERING; HORIZONTALLY;

VERTICALLY; FORMALITY OR INFORMALITY; GARDEN WALLS, ETC.

SECONDARY BUILDINGS CONSIST OF A N/A

IDENTIFY GARAGE; GARDEN SHELTER, ETC.

SIGNIFICANT INTERIOR SPACES INCLUDE N/A

IDENTIFY **ORIGINAL FEATURES** SUCH AS WOOD PANELING; MOLDINGS AND TRIM; SPECIAL GLASS WINDOWS;

ORNATE CEILINGS; PLASTER MOLDINGS; LIGHT FIXTURES; PAINTED DECORATION; CERAMIC TILE; STAIR BALUSTRADES; BUILT-IN FURNITURE, ETC.

IMPORTANT LANDSCAPING INCLUDES NONE.

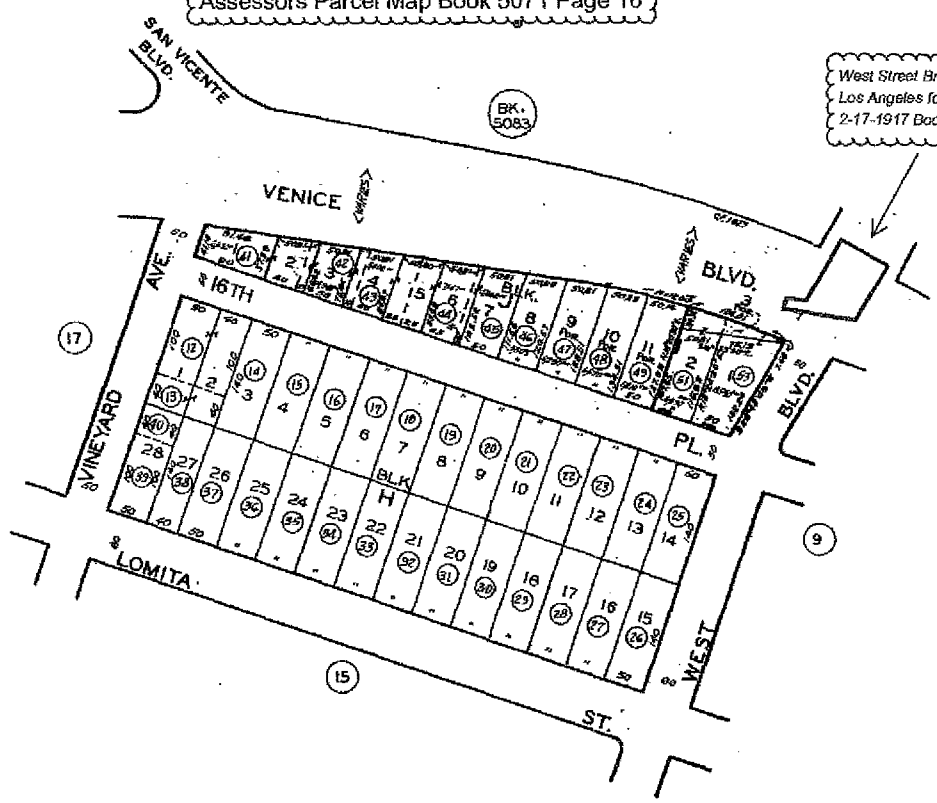
IDENTIFY NOTABLE MATURE TREES AND SHRUBS

Assessors Parcel Map Book 5071 Page 16

5071 | 16

SCALE 1" = 100'

2012



West Street Bridge: Easement conveyed to the City of Los Angeles for Concrete Bridge document recorded 2-17-1917 Book 6419 Page 308, of Deeds

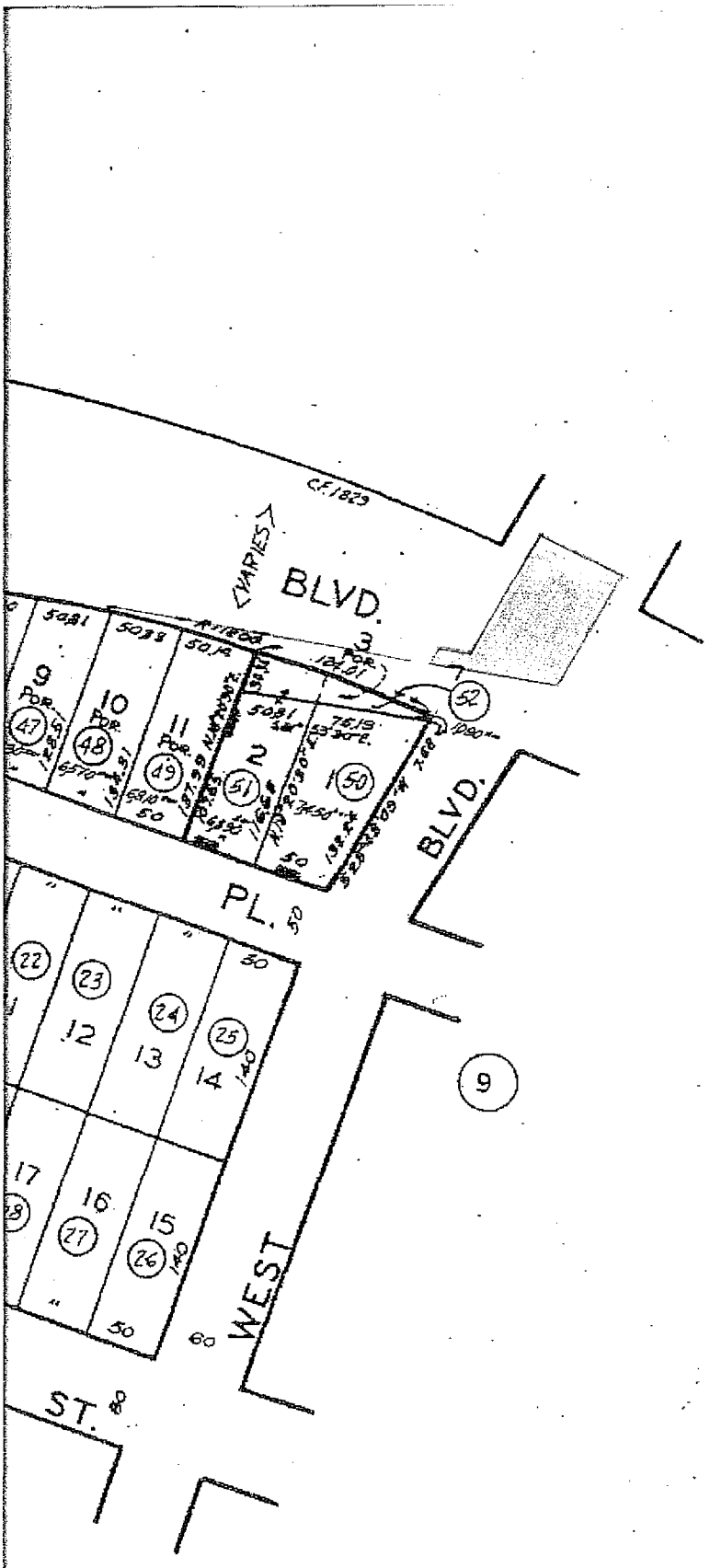
CODE 67

TRACT NO. 666 M. B. 15 – 120

TRACT NO. 2168 M. B. 22 – 20

FOR PREV. ASSMT SEE: 5071 – 32 & 33

ASSESSOR'S MAP
COUNTY OF LOS ANGELES, CALIF.



= AN EASEMENT FOR A CONCRETE BRIDGE AS CONVEYED TO THE CITY OF LOS ANGELES RECORDED 2-17-1917 IN BOOK 6419 PAGE 305 OF DEEDS

ASSESSOR'S MAP
COUNTY OF LOS ANGELES, CALIF.

Book 6419
Page 308

any Note hereby secured, unless the same person also holds the Deed of Trust. The Note hereby secured, accompanied with the Deed of Trust duly recorded, can be registered at the Company's office. IN WITNESS WHEREOF the said party of the first part has hereunto set his hand and seal the day and year first above written.

Signed,Sealed and delivered in the presence of -) A. W. Brode. (Seal)

STATE OF CALIFORNIA, County of Los Angeles,) ss.

On this 12th day of July, A. D. 1916, before me, W. T. McAllister, a Notary Public in and for the County of Los Angeles, State of California, residing therein, duly commissioned and sworn, personally appeared A. W. Brode (unmarried), known to me to be the person described in and whose name is subscribed to the foregoing instrument and he acknowledged to me that he executed the same. IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

(Notarial Seal) W. T. McAllister, Notary Public in and for the County of Los Angeles, State of California.

192. A full, true and correct copy of original, recorded at request of Grantee, Feb. 24, 1917, at 6 min. past 11 A. M. #373 Copyist #24.

C. L. Logan, County Recorder, by B. Driscoll Deputy.

6419-308

Original. THIS INDENTURE, made this 14th day of December, 1916, between PACIFIC ELECTRIC RAILWAY COMPANY, a corporation organized and existing under the laws of the State of California, party of the first part, and the CITY OF LOS ANGELES, a municipal corporation of the State of California, party of the second part, WITNESSETH: That said party of the first part hereby grants to the said party of the second part, easement for the construction, reconstruction, inspection, maintenance, operation and repair of a concrete bridge over that part of the permanent right of way of the said party of the first part in the City of Los Angeles, County of Los Angeles, State of California, described as follows:

An irregular shaped piece or parcel of land situate in the City of Los Angeles and being a portion of that certain right of way conveyed to the Los Angeles Pacific Company by deed recorded in Book 2829 on Page 148 of Deeds, Records of said County; said piece or parcel of land being more particularly described as follows: Beginning at the Northwesterly corner of Lot 1, Block "K," Tract No. 666 as recorded in Book 15 of Maps on Page 120 thereof; Records of said County; thence North 81° 53' 30" West along the Southerly line of the aforementioned right of way eighty four and fourteen hundredths (84.14) feet to a point; thence North 28° 48' 08" East, ten (10) feet to a point. Thence South 81° 53' 30" East, twenty (20) feet to a point; thence North 28° 36' 10" East eighty seven and eighty four hundredths (87.84) feet to the most Southerly corner of Lot 185, Victoria Park, as recorded in Book 12 of Maps on page 2 thereof, Records of said County; thence South 66° 22' 05" East along the Northerly line of the hereinbefore mentioned right of way sixty and fifty six hundredths (60.56) feet to a point; thence South 28° 48' 08" West eighty and sixty three hundredths (80.63) feet to the point of beginning.

Said piece or parcel of land being more particularly shown by the colored portion of the plat hereto attached and made part hereof.

TOGETHER with the right to enter upon and to pass and repass over and along said parcel of land and to deposit tools, implements and other material thereon by said party of the second part, its officers, agents and employees and by persons under contract with it and their employees whenever and wherever necessary for the purpose of constructing, inspecting, maintain-

WEST STREET BRIDGE SHOWN AS ON SAID WORK

ing, operating of repairing said bridge.

This grant is nevertheless subject to the right of the party of the first part, its successors or assigns to maintain and operate its railroad tracks thereon and thereover, together with necessary and convenient adjuncts thereto and telegraph, telephone and electric transmission lines now constructed upon and across the premises hereinbefore described and also to construct, maintain and operate thereon or across the same any other or additional railroad tracks, together with necessary and convenient adjuncts thereto and telegraph, telephone and electric transmission lines that the party of the first part, its successors or assigns, may hereafter desire. In consideration of the foregoing grant the party of the second part hereby agrees; that said bridge shall be constructed in a first class and workmanlike manner; and upon the completion of said bridge as much as possible of the earth excavated therefor shall be thrown back into the excavation and the remainder shall be removed from the land of said party of the first part, and that all of said back filling shall be thoroughly packed so that the ground will not sink or cave in after said back filling is completed, and the land of the said party of the first part left in a neat and orderly condition.

The grant hereby made is upon the further condition subsequent that the premises aforedescribed shall at all times be used by the party of the second part for the construction, maintenance and operation of a concrete bridge and none other; and if at any time such use shall be abandoned or discontinued, all rights and privileges hereby granted shall forthwith cease and determine and the party of the first part, its successors and assigns shall be restored to its former estate in said premises.

IN WITNESS WHEREOF, the parties hereto have caused their respective corporate names and seals to be hereunto affixed the day and year first above written.

(Corporate Seal) PACIFIC ELECTRIC RAILWAY COMPANY,
By Paul Shoup, President.
By H. A. Culloden, Secretary.

(Corporate Seal) CITY OF LOS ANGELES,
By F. T. Woodman, Mayor.
By Chas. L. Wilde, City Clerk.

STATE OF CALIFORNIA, County of Los Angeles,) ss.

On this 14th day of December, in the year nineteen hundred and 16, A. D., before me, F. A. Alspach, a Notary Public in and for the said County of Los Angeles, State of California, residing therein, duly commissioned and sworn, personally appeared Paul Shoup, known to me to be the President, and H. A. Culloden, known to me to be the Secretary of PACIFIC ELECTRIC RAILWAY COMPANY, the Corporation which executed the within and annexed instrument, and acknowledged to me that such Corporation executed the same.

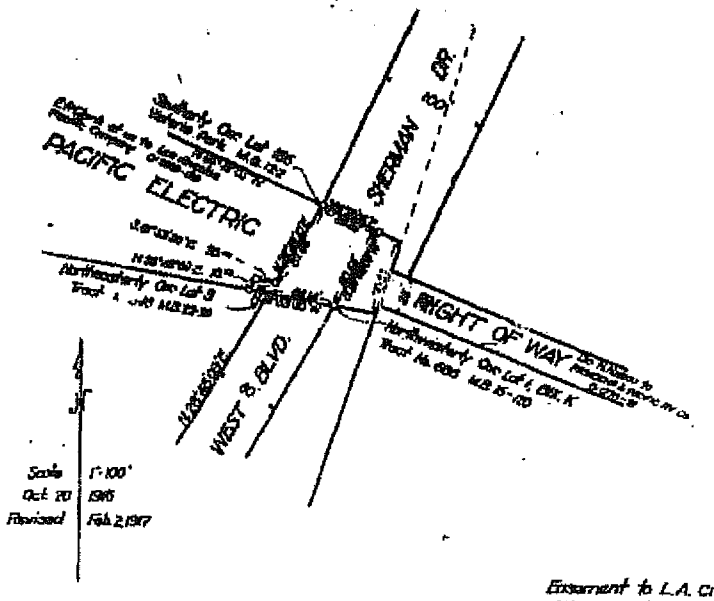
IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

(Notarial Seal) F. A. Alspach, Notary Public in and for Los Angeles County, State of California. My Commission expires April 24, 1919.

M.L.W. Approved as to description. E. O. Johnson, Assistant Chief Engineer
Approved as to form. Frank Karr, Chief Counsel.
APPROVED: J. McMillan, General Manager.
Description Approved, Homer Hamlin, City Engineer, By A. C. Hanson, Deputy.
Approved as to form, Feb. 20, 1917. Albert Lee Stephens, City Attorney.
By Jess E. Stephens, Deputy.

The within easement approved by the Council at its meeting held Feb. 20, 1917, and the Mayor and Clerk authorized to execute same on behalf of the City.

[illegible], President.
Chas. L. Wilde, City Clerk.



Easement to L.A. City
WEST 15th ST. LINE
MWK 278

127. A full, true and correct copy of original, recorded at request of City Clerk, Feb. 25, 1917, at 49 min. past 12 M. #558--- Copyist #24.

C. L. Logan, County Recorder, by B. Driscoll Deputy.

THIS DEED OF TRUST, Made this 20th day of February, 1917, between ROBERTA VON HAGEN, a single woman, of the County of Los Angeles, State of California, party of the first part, hereinafter called the Trustor, TITLE INSURANCE AND TRUST COMPANY, a corporation of Los Angeles, California, party of the second part, hereinafter called the Trustee, and VIRGINIA F. CLUTTON, of the County and State aforesaid, party of the third part, hereinafter called the Beneficiary;

RECONVEYANCE
See Deed Record 469 - 74

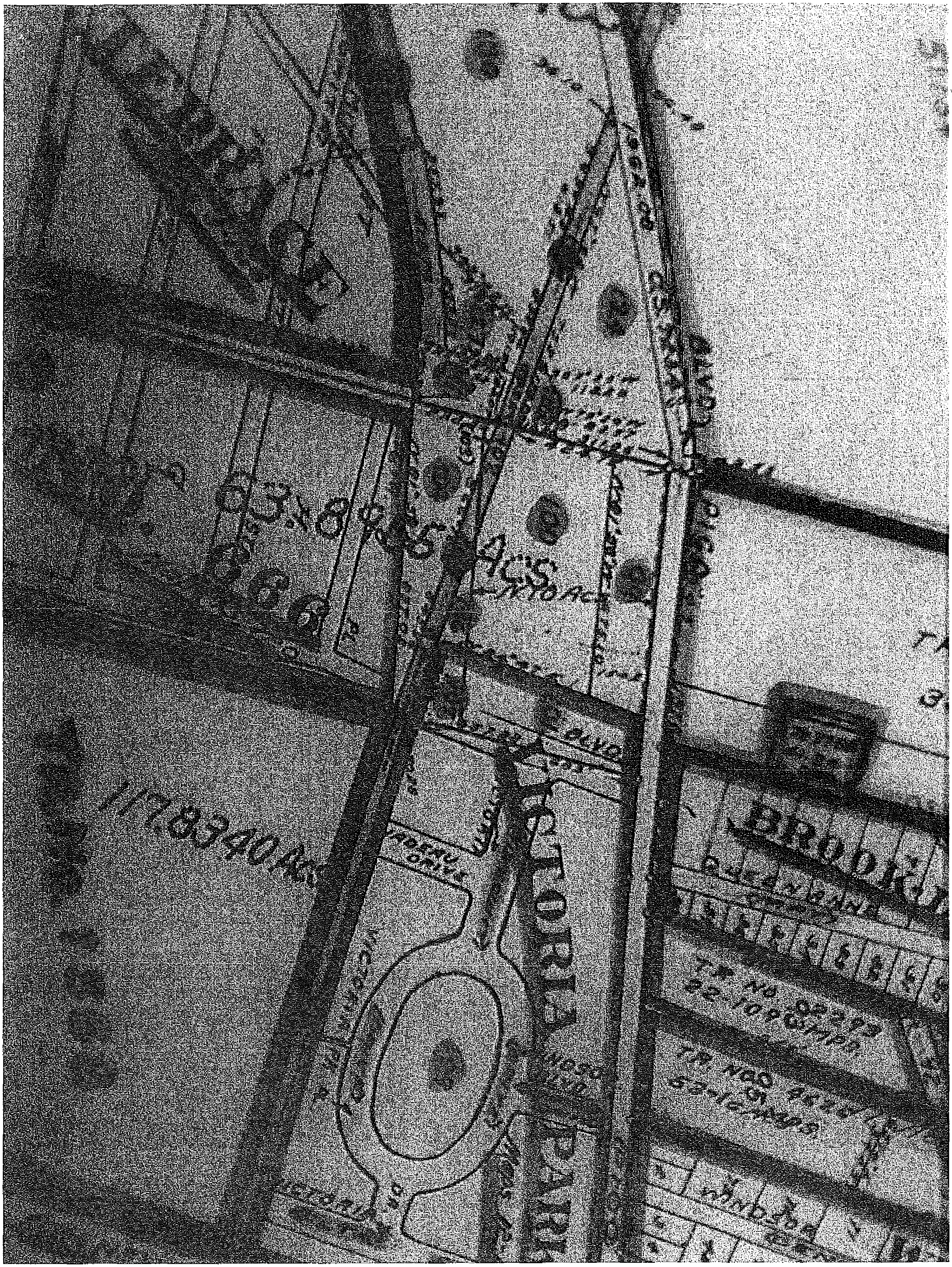
WITNESSETH: THAT, WHEREAS, said Trustor, is indebted to said Beneficiary in the sum of Three Thousand ($3000.00) Dollars, and has agreed to pay the same, with interest, according to the terms of one certain Promissory Note in words and figures as follows:

$3000.00 Los Angeles, California, February 20, 1917.

Six (6) months after date, for value received, I promise to pay to VIRGINIA F. CLUTTON or order, at German American Trust and Savings Bank, Los Angeles, Cal., the sum of Three Thousand ($3000.00) Dollars, with interest from date hereof until paid, at the rate of two (2) per cent. per month, payable monthly. Should the interest not be so paid it shall become a part of the principal and thereafter bear like interest as the principal. Should default be made in the payment of any installment of interest when due, then the whole sum of principal and interest shall become immediately due and payable at the option of the holder of this note. Principal and interest payable in gold coin of the United States of the present standard. This note is secured by a certain Deed of Trust to Title Insurance and Trust Company, a corporation. The privilege is reserved of paying this note at any time prior to maturity by paying the principal, accrued interest and an amount equal to 60 days' unearned interest as a bonus for said privilege.

ROBERTA VON HAGEN.

NOW, THEREFORE, in consideration of said indebtedness and to secure the payment thereof [illegible] the payment of said sum, with interest, becoming due or payable under the pro-



WEST BOULEVARD BRIDGE—SIGNIFICANCE STATEMENT

Submitted by: Mitzi March Mogul for West Adams Heritage Association
1725 Wellington Road, Los Angeles, CA 90019
323/734-9980 Mogulink@gmail.com

The West Boulevard Bridge meets the qualifications for listing as a Historic-Cultural Monument of the City of Los Angeles because it is associated with events that have made a significant contribution to the broad patterns of local or regional history and it embodies the distinctive characteristics of a type, period, or method of construction and possesses high artistic values.

The story and significance of the West Boulevard Bridge, like so much of the story of Los Angeles, begins with real estate development. As the city pushed West, as new communities were founded and developed, the need for transportation developed simultaneously. As early as 1902 when the Crenshaw's began buying property, as Moses H. Sherman and Eli P. Clark also purchased real estate in the area, these developers and entrepreneurs understood that without adequate transportation the communities they built would be isolated, no matter how attractive they may be. With the development in 1905 of Venice as a resort, the need to link the distances became even greater. Many small railway companies were created throughout Los Angeles, some of them traversing only one street or one small area. Passengers traveling beyond that would need to transfer to the rail line of another company. This was both expensive and unwieldy for those passengers. Street railways in Los Angeles in those days were anything but a safe investment, and one by one the small railways were acquired by larger companies which were then able to standardize fares, timetables, track gauge, and routes, and make them more profitable.

That portion of the Venice Short Line from the terminus at Hill & 4th Street to Vineyard Junction was constructed in 1897 by Pasadena & Pacific Railway Company, a predecessor of the Los Angeles Pacific Railway. It was then known as the W.16th Street Division and extended through from Vineyard to Beverly Hills. In 1902 Los Angeles Pacific built the Palms Division from Vineyard to Ocean Park (Kinney's first resort development); this line was practically level, had few curves and traversed a much more direct route to the west beaches than did the line through Beverly Hills. In 1903, a connection was built between Venice City Hall and the Lagoon Line and the development of Venice just over a year later found Los Angeles Pacific ready with fast, direct car service to the new resort. In 1908, this line was standard gauged and Los Angeles Pacific's biggest interurban cars commenced operating over it in trains which sometimes reached five cars in length. This line immediately became the heaviest traveled beach line out of Los Angeles and retained that distinction for many years. In 1911, Pacific Electric took over operation of this line.

Under the Pacific Electric flag, the Venice Short Line continued to be a spectacular performer in transporting crowds to the shore. However, dense traffic encountered in Los Angeles and the rise of competing bus lines gradually caused patronage to drop. The oft proposed Vineyard Subway would probably have saved this line; without it, the eventual conversion to busses was inevitable. The VSL was the "big" line of the Western District. It was the shortest, most direct rail route to the western beaches and passenger traffic on good beach days reached the highest points recorded on the entire PE system. Had the Vineyard Subway been built, and had this line been four-tracked (as was intended), the Venice Short Line undoubtedly would have become the trunk line of a comprehensive rapid transit system for western Los Angeles. In 1913 the VSL served 4,777,000 riders, a figure that was not surpassed until 1920. After a decline in numbers for some years (that period saw the ascendance of the automobile), rider ship climbed to and reached its peak at over 6 million in 1945.

By 1909 they were busily engaged in the extension of the Washington Boulevard line. Although one would like to believe that they were altruistically serving the Los Angeles traveling public, it is clear they had an ulterior motive, which was to market their new residential developments. The railroad business was profitable however, and Sherman, Clark, Huntington, and others became wealthy from it. When Lafayette Square and Victoria Park opened to some success, the Venice short line was more than justified—it was necessary and successful. It became one of the most heavily traveled lines in the area. However larger populations also caused increased problems, and thus the stage was set and events set in motion for what would eventually lead to the construction of the present day West Boulevard Bridge.

In particular the development of Lafayette Square played an enormous role in the story as it quite literally pushed the boundaries of residential communities further and further from the original Civic Center. Lafayette Square was and is an upscale residential park located in what was then called the "West End" of Los Angeles. Having purchased the land in 1902, George L. Crenshaw and his son, Charles R.L. Crenshaw, laid out several tracts, first along Crenshaw Blvd. They began selling lots first in Crenshaw Heights, probably in order to test the viability of such a far-flung neighborhood. Finally, in 1912, they laid out Lafayette Square. The subdivision and improvements, which included nine gateways marked by balustrades, 100 elegant electric streetlights, extensive landscaping and a central park modeled after the park in front of the Municipal Theatre in Rio de Janeiro. They called it Lafayette Square to honor a family name: the initial "L" in their names stood for "Lafayette." (One of the streets in the development was called "Virginia" after George's wife; the other street names continued a thematic association.) The subdivision officially opened on September 22, 1912 and the first residence was constructed in 1913, and the Square became popular with developers as well as those intending to build for personal use.

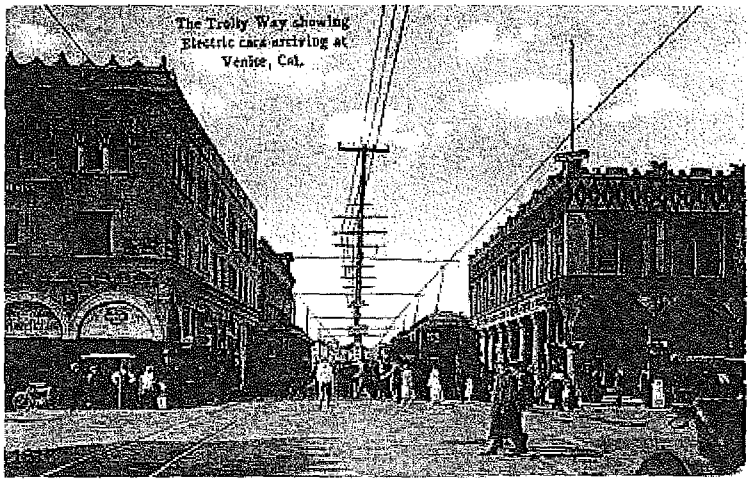
The boundaries of the Square were Crenshaw (also residential at that time, part of the Crenshaw Boulevard and Crenshaw Heights Tracts) on the east, Washington on the south, West Boulevard on the west, and 16th Street on the north. West Boulevard was so named because that was then the western city limit. Beyond it were groves and vineyards—the remainder of the Nadeau Vineyard

Rancho at the east end of what had been the Rancho Las Cienegas de la Tijera. 16th Street occupied what are now the southerly lanes of Venice Boulevard, occupied by small residences. The northerly (westbound) lanes of Venice were occupied by the Los Angeles Pacific Railway's "Venice Short Line" although Venice was later widened and its course slightly altered.

The 16th Street (Venice) line carried passengers all the way to Venice, making stops along the way. One of those stops was Vineyard Junction, located approximately on the rear portion of the site of the current Lowe's Home Improvement Center: near where Venice and San Vicente converge. The Vineyard power station was located in the area of what is now the rear portion of the Lowe's parking structure, facing Venice Boulevard. The large power station was housed in a Mission Revival-style structure which was located towards the Southwest portion of the site. Slightly to the north west of that structure was a storage area for approximately 34 of the railroad cars themselves, as this important junction serviced several lines. That area later became and still is a central turnaround point used by both the Los Angeles MTA and Santa Monica's Big Blue bus. To the east of the power station were other associated works. It was a large piece of property and in 1939 when the Sears store was built on Pico Boulevard it occupied a portion of the property. At that time the power station was still extant. The general street layout and topography of those early days also still remains. San Vicente Boulevard extended from Venice Boulevard all the way up to the Sherman yards, located at what is now Santa Monica and San Vicente Boulevards. Pico Boulevard had been laid out and a streetcar line also ran on it. Venice Boulevard similarly retains its same layout although it has been widened.

To the north lay the fledgling communities of Victoria Park, Hancock Park, Beverly Hills, and Hollywood. Automobile access was limited between the West End and those northern communities, and in particular, pedestrians were forced to cross the railroad tracks in order to cross 16th Street. Neighbors in the area had complained about the dangerous "death-trap" grade crossing to no avail.

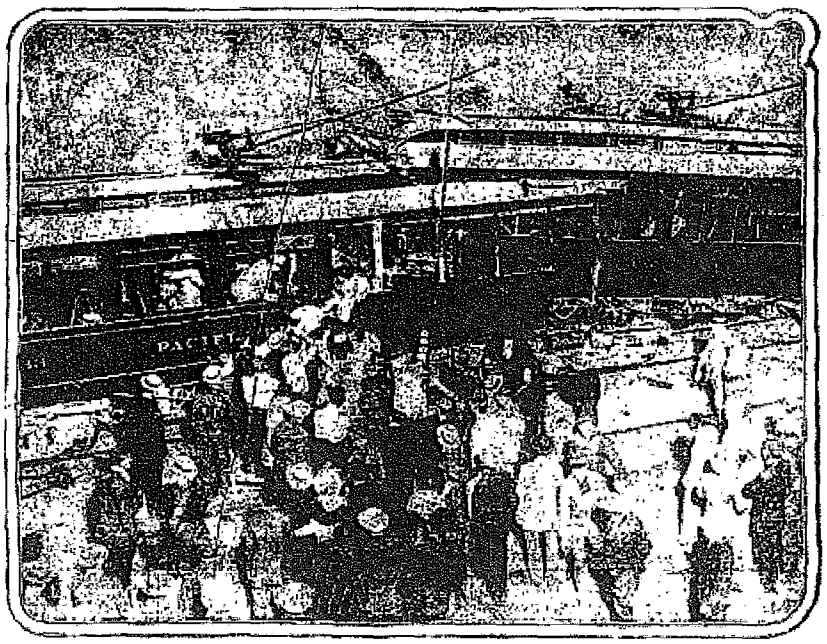
On the evening of Sunday, July 13, 1913, a train was stopped at Vineyard Station. Another train was on approach. Both were eastbound, headed home to the city. It had been a warm weekend afternoon and throngs of people had gone to Venice to enjoy the beaches, restaurants, and other local entertainments. That popular resort had been open for less than 10 years and provided a welcome respite from the daily grind. The crowds that day were especially large and the trains back to the city filled beyond capacity, but the mood was festive. The railway had added "special" or extra cars to accommodate the homeward bound patrons.



When the first train bound for the city reached Vineyard Junction it was forced to stop for an unusual length of time, due to an electrical wire which had fallen across the track. While that wire was deactivated and removed, some people disembarked and milled about on the platform while waiting for the train to continue. The second train, also inward bound from Venice, was on approach filled beyond capacity.

The flagman of train number one, knowing that the "Special" was coming behind them, walked back down the track to the west to alert the oncoming train. He claimed that he walked 900 feet west down the track, waving his lantern as a warning signal. It was after nine o'clock at night, dark, and he swung his lantern as a signal. He could have placed torpedoes on the track, but didn't. (A torpedo was a canister which, when placed on the track and crushed by the wheels of the train, produced a loud audible bang. This was a common safety measure designed to get the attention of the conductor who might have looked away from or missed the visual signals.) The oncoming train conductor failed to notice either the flagman or the "slow board," and because the approach to the station rounded a curve, didn't see the first train still standing in the station. In addition it was reported that some pranksters on train number one took advantage of the flagman's absence to blow the train's whistle a few times causing further confusion. The motorman of the special did hear the whistle and assumed that the train which preceded his was pulling out of the station and all was clear for him to enter. Train number two was estimated to be traveling at approximately 50 mph and did not slow down on approach to the station. At 9:40 PM it slammed into the rear of train number one, telescoping the three cars.

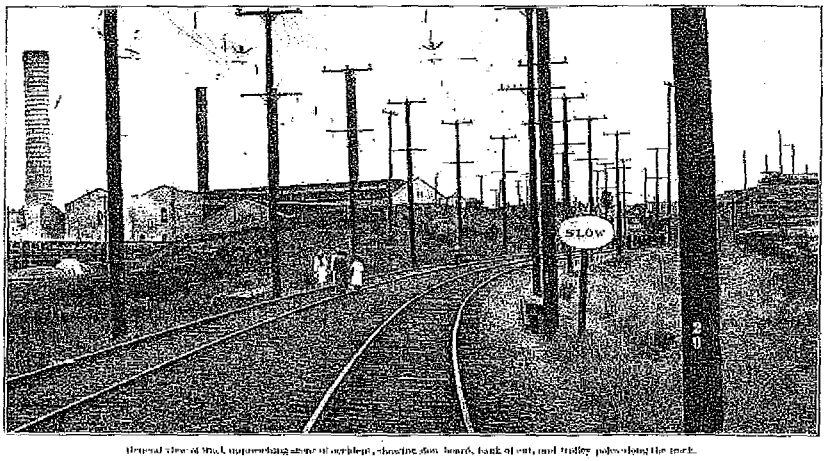
This confluence of events caused an unheralded disaster: a spectacular and deadly crash in 1913 in which fifteen people were killed and at least 125 injured, perhaps some of them fatally. Over 1000 people were involved.



Among the first people on the scene was Dr. Harry G. Marxmiller, who lived at the corner of 16th and West Boulevard. Dr. Marxmiller had practiced medicine in Los Angeles since 1906. From his house atop the bluff he saw the sparks and the flash of light from the original power line problem and shortly thereafter heard the crash as train number two plowed into train number

one. For over two hours Dr. Marxmiller was the only professional on the scene in that inaccessible location, far removed from the center of town and medical attention. He used whatever supplies he had in his own home and took many of the injured there to be treated. He was only 36 years old. Just a few years later he was among the first to enlist in the medical corps in World War I, first for the British and then for the Americans. He was chief of surgical service at Base Hospital 34 at Nantes, France and retired with the rank of Major. His experience with triage at the Vineyard Junction crash site was unexpected training for the battlefield medical situations he was soon to encounter. Following the war he returned to Los Angeles where he died on February 25, 1956. Dr. Marxmiller testified at the inquest that the Pacific Electric ran trains at much too great a speed through that area and said that he had been among a group of residents who had previously complained to the City Council and the Railway company about the excessive speed; he said that they had often remarked that it was a "wonder" an accident had not happened before.

An inquest was held a few days after the wreck as officials tried to determine the exact cause of the accident. Who was to blame? The flagman from train one or the conductor from train two? Perhaps both. The conductor from the "Special" did not remain at the scene that night; he caught another train going up San Vicente Blvd. and returned to the Sherman Yards, located on a large site that is now occupied by the Pacific Design Center buildings and the MTA facility. In any case, the Pacific Electric assumed immediate responsibility and made no effort to shirk their duty to their riders. They immediately offered to pay whatever was necessary to those who had been affected. The known cost to the railroad of the wreck was $89,000 which accounted for four cars plus track. It does not include payments made to the families of the dead or those injured in the crash.



There were two verdicts rendered at the inquest on July 16, 1913. One was that the wreck was the fault of the conductor of the stopped train, who was inexperienced and new to the route. The other was that the railroad company itself was to blame for running cars too frequently, decreasing the time between trains, this due to overcrowded conditions, and that the accident could have been avoided by proper observance of the rules and employing competent men. The double verdict was considered unusual but not unheard of.

On July 27, 1913, the State Railroad Commission decided to forbid grade crossings from that point on in the city of Los Angeles.

On August 1, 1913, the State Railroad Commission commenced hearings to abolish grade crossings throughout the state.

The Public Utilities Commission met on July 15, 1913 and called for a conference of the Mayor, Board of Public Utilities, representatives of the City Council and Board of County Supervisors, management of the Pacific Electric Railway in order to create a definite plan for immediate safeguards to the public. In September 1915, Lafayette Square residents officially petitioned the city and the railroad for a viaduct crossing at West Boulevard. The city agreed to study the matter.

Complaints about the inability to cross the Venice rail tracks escalated. Local residents requested a grade crossing at West Boulevard and Sherman Drive, the point at which the bridge is now located. The railroad company said that a stop there was impossible, as it was on a 3% grade and a curve. The location for Vineyard Station had been selected because it was flat and afforded stopping distance. There was considerable discussion, political posturing, committees and reports but nothing was resolved. It was not until two years later that the City Council visited the site and rejected a report that had been prepared earlier by the Public Works Committee of the Council which favored a grade crossing.

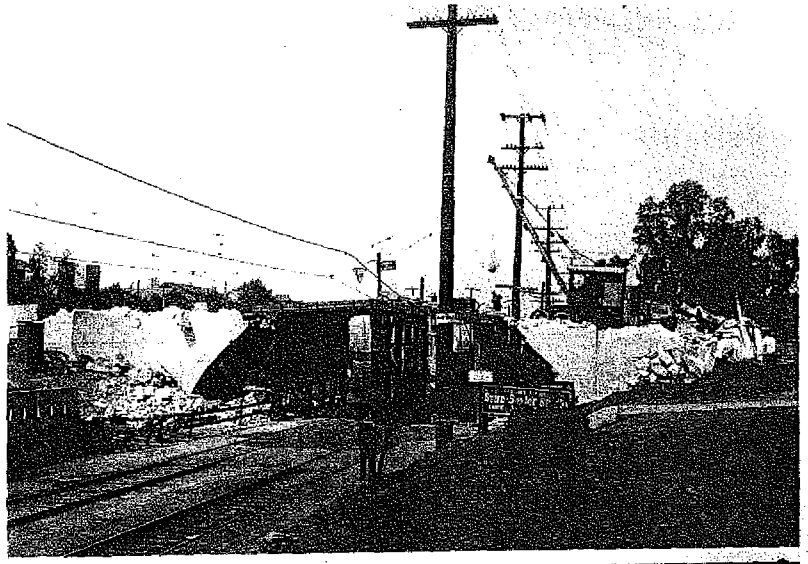
On September 14, 1915 the residents of Lafayette Square presented a formal petition to the Public Utilities Board which pointed out that without a crossing connecting West Boulevard with Sherman Drive at Sixteenth Street they "have no direct contact with the central part of the city." Children had to walk up to two miles to school in order not to have to cross the tracks. Further, many stores refused to make deliveries because of the distance. They requested a grade crossing at which the train would stop for pedestrian/vehicular traffic. Chief Traffic Engineer Howell stated that such a request was impractical due to the 3% grade. Howell instead presented plans for a viaduct over the tracks which were approved by the Board and forwarded to the City Council.

However, on September 24, 1915, the Public Works Committee reaffirmed its earlier report and sent it back to the full City Council. This was despite a separate report by the Public Utilities Board which stated in part that the proposed grade crossing "is so situated that it will be the worst death trap within the limits of the city." They presented to the full City Council alternative plans for a viaduct to be built over the rail lines, connecting West Boulevard on the south with Sherman Drive on the north. Residents of the area had already told the City Council that they would withdraw their request for a grade crossing in favor of the viaduct. The proposal put forth by the Utilities Board suggested a payment schedule for construction of a viaduct, the total cost of which would be $40,000: 50% ($20,000) would be paid by the Pacific Electric, 25% ($10,000) by the City, and 25% by property assessment. Some felt that the Pacific Electric Company should bear the entire cost. If the City Council were to decide in favor of the grade crossing, the Pacific Electric Company threatened to appeal to the State Railroad Commission, precipitating a lengthy legal battle. The Utilities Commission stated that in the event of such an appeal, it would appear before the Railroad Commission and contend that it has no jurisdiction in this matter. It was further stated that such a matter would take at least two years.

At Olympic and Rimpau the third iteration of the city's high school was constructed in 1917. Los Angeles High School was the oldest public high school in Southern California (originally located in downtown, Ezra F. Kysor, architect). Students from the West End areas of Lafayette Square, Arlington Heights, and other subdivisions had difficulty crossing the railway tracks to get the new school (or so it was stated at the time).

There continued to be delays in construction of the viaduct, including the interruption by the Great War (World War I). Finally, in January1920, construction began on a wooden bridge crossing. Lafayette Square would finally be linked to West Boulevard and provide direct access

to West Hollywood, Beverly Hills and other north west communities. It was stated at the time that "the owners of Lafayette Square had recently dedicated to the city the necessary land required in connection with the building of the viaduct." The construction of this bridge, albeit of the most basic kind, was instrumental in the further development of Los Angeles to the west, offering new opportunities along with access. But while urban growth demands amenities, so infrastructure must also keep up with growth.



Removing Old Narrow Structure Across Venice Boulevard at West Boulevard, Built in 1920.

On September 24, 1915, the Public Works Commission of the City Council reaffirmed their report favoring the "death trap" grade crossing and sent their report/decision back to the City Council. The City Council had previously visited the site of the wreck and rejected the plan for a grade crossing. The crossing, according to a report by the Public Utilities Board "is so situated that it will be the worst death trap within the limits of the city." Public Utilities Board offered and presented plans for a viaduct over the rail lines instead. The proposed plan would cost approximately $40,000: 50% or $20,000 to be borne by the railroad 25% or $10,000 by the city, and 25% by property assessment. The Pacific Electric and agreed to their portion and offered to advance the city's share of the assessment district would pay the remainder. However residents stated that it would be impossible to raise that amount. They told the commission that the Crenshaw Realty Company will oppose the assessment on its side and the Victoria Park Company will oppose it on the other side.

Eventually, a series of easements was agreed to between the Pacific Electric Railway Company and the City of Los Angeles. The main easement, recorded on December 14, 1916, was to allow the construction of a bridge connecting West Boulevard on the south and Sherman Dr. on the north. The terms of this easement called for the construction of "a first-class construction to be of concrete and none other." It allowed for the city to construct and maintain all aspects the bridge, and it also required that upon completion any remaining excavation should be either removed from the site or compacted so as to prevent any deterioration. (See footnote/addendum at end of Significance for full language of easement.)

Among the other recorded easements were:

July 11, 1917, an indenture was made between Pacific Electric Railway Company and the City of Los Angeles: in consideration of the sum of one dollar the railway granted to the city an easement for sewer purposes and the right to construct, maintain and use a sewer across that part of the permanent right-of-way of the railway. The city agreed to indemnify and save harmless the railway its successors and assigns from any and all damages claims demands and liabilities whatever growing directly or indirectly out of the construction reconstruction maintenance operation or removal of said sewer.

April 5, 1918, an indenture was made between Pacific Electric Railway Company and the City of Los Angeles, in consideration of the sum of one dollar they granted an easement for storm sewer purposes.

Many years later the easement to construct the concrete bridge was renewed, as well as that for the storm drain and sewer.

On August 19, 1921, Venice (16^{th}) was widened from Seventh Avenue to Crenshaw Boulevard. In the same action Venice was widened from Crenshaw Boulevard to Alta Drive (now Victoria Drive north of Venice). There were several defendants in the action and payment was made to them, said real property than being condemned to the use of the City of Los Angeles and to the use of the public and dedicated to the public use as a public street in the city of Los Angeles.

A few years later, on November 24, 1926, notice was given of an action for condemnation for the widening the south side of Venice Boulevard from Sixth Avenue to Buckingham Road. The properties that had occupied 16^{th} Street (now the southerly, eastbound lanes) were condemned in a legal action for the opening of 16th Street. The same action also noticed the opening of a new street to be known as Venice Boulevard between last mentioned point (Buckingham Road) to Highland Avenue.

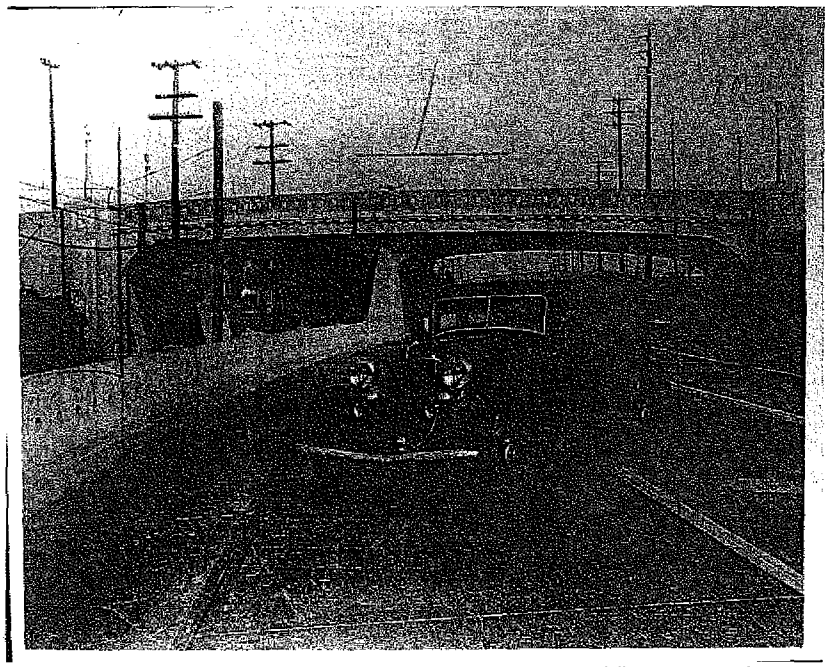
January 15, 1930 Pacific Electric Railway recorded completion of the dismantling of a concrete smokestack. Their intent, along with the contract for dismantling and disposing of all material from the dismantled smokestack was made about November 27, 1929 with Edwin A. Irish, business located at 1018 Mignonette St., Los Angeles and filed in the office of the recorder of the County of Los Angeles on the December 3, 1929. The work of dismantling disposing of all material was actually completed on January 14, 1930. The property referred to (the smokestack) was situated on the railway property at Vineyard Substation.

On November 12, 1931 yet another agreement was made between the Pacific Electric Railway Company and the City of Los Angeles. This was for a subsurface easement for footings for retaining wall on the north side of Venice at the rear of the southern parcels of Victoria Park Circle. This was the result of the final disposition of a court case—the Los Angeles Pacific Railroad Company versus one John Metcalf and others, in which one and a half feet of their property was condemned to accommodate the widening of Venice Boulevard. That land was deeded by Eli P. Clark (co-developer of Victoria Park) to the Los Angeles Pacific Company which then granted an easement to the city of Los Angeles. The section was a linear distance of approximately 1000 feet. Among the terms of the agreement was one in which the city agreed that before the city engineer showplace's approval upon plans and specifications for any work or improvement to be done pursuant to this easement, the said plans and specifications shall be submitted to the railroad company for a period of 15 days, for the purpose of allowing them to examine the plans and make any suggestions which it may desire. In connection therewith, no

construction work shall be done until the railroad has approved such plans and specifications. This agreement was executed on behalf of the Pacific Electric Railway Company by D.W. Pontius, President, and L.A. Lovell, Secretary, and Mayor John C. Porter and City Clerk Robert Dominguez for the city of Los Angeles.

Finally, on July 6, 1932, the Board of Public Works finally awarded a contract to the Lynch-Cannon Engineering Company for construction of a new bridge—something more efficient and modern in both technology and design. The plans called for a reinforced concrete structure with a 50-foot roadway at a cost of $59,986.72.

This bridge, as with the original wooden bridge, connected West Boulevard, which lay to the south of 16th Street (Venice) with Sherman Drive, which was a short road from the Venice Short Line to Pico on the north. Sherman Drive was essentially the rear entry to Victoria Park Circle, as Lafayette Road, one block east of West Blvd. was the service entrance to Lafayette Square.



Facing east on Venice, near San Vicente, railroad lines on the left

October 13, 1933 an indenture was made between Pacific Electric Company and City of Los Angeles subject to conditions, and contained the right to construct and maintain a highway upon and across those certain parcels of land that lie within the railroad right-of-way

Clearly the railroad company enjoyed a position of some power with regard to this particular area. The easement agreements are written in ironclad fashion which favors the rights of the Railway Company. It is ironic then that within 20 years it would be they who were obsolete and that the city of Los Angeles would be the beneficiary of demands originally made to protect a private company.

The Pacific Electric Railway eventually became a wholly owned subsidiary the Southern Pacific Railroad. Eventually as various bus lines were created and automobiles became more prevalent the railways and in particular the Venice Short Line offered less frequent service and eventually was discontinued in March of 1948. In order to completely abandon service and to abandon the lines, the railroad requires permission from either the Public Utilities Commission or the State Railroad commission. Final abandonment of rail service occurred on September 1, 1950 when

busses were substituted; rails were removed with the exception of a short piece of the inbound main adjacent to the Culver City Station. At that time the city would have assumed all rights to the land formerly occupied by the Pacific Electric and the vendor short line. Upon abandonment all of the easements and agreements formerly made between the railroad company and the city of Los Angeles would revert to the city of Los Angeles and the railroad would have no further right to exert its former rights. Railroads operate as a franchise or lease, with permission granted by the city or county build maintain and operate as a public convenience. The easements granted by the railroad back to the city were only in effect as long as the railroad continued to operate. Abandoning operations meant abandoning its franchise, and the city was under no further obligation to the railroad.

As of July, 1911, it took 50 minutes westbound and 52 minutes in the opposite direction with trains running on 20 minute headway in base periods, 15 minute headway in the evening rush hours and 30 minute frequency at night. In early 1913, "Flyers" made it in 45 minutes, locals in 50 minutes. All Venice Short Line trains ran limited east of Vineyard, local service there being provided by the W. 16th Street Line. On August 10, 1916, VSL trains looped in Santa Monica via Santa Monica Boulevard., 3rd Street, Broadway to Ocean. On December 1,1926 this loop was discontinued, and trains were through-routed with those of the Santa Monica via Beverly Hills Line; about two months later this through-routing was terminated, with Venice Short Line trains again terminating at Ocean & Broadway. As of January 30, 1939, Venice Short Line trains required 59 minutes for the outbound trip, 60 minutes inbound.

On February 9, 1941, the Venice Short Line was through-routed with the Hollywood Boulevard. Line except for rush hour, night and Sunday service; 20 brand new PCC cars were assigned to the line and running time was lengthened to 62 minutes outbound, 67 inbound. All midday cars did the local work east of Vineyard. On April 18, 1943, the VSL-Hollywood Boulevard was through-routed ended; headway became 20 minutes during base, night and Sunday periods, plus a 75 minute service all night long. Running time became 64 minutes out, 65 in.

Postwar dropping off of passengers was reflected in service cuts. On March 21, 1947, weekday evening service after 10:00 PM was put on a thirty minute headway. "Owl" service was discontinued on March 12, 1948, and on the same date Sunday service also went on a half hour headway after 10:00 PM. Evening rush hour headway was very frequent, down to 7 minutes in some instances. Base service was on a 20 minute headway basis, with the same headway being scheduled for Sunday daylight hours.

Downtown traffic(between Hill Street Station and Vineyard) was a severe headache; this segment of the line represented but 4% of the route mileage, yet as of 1939, it took 24% of the average running time; in later years this became even greater.

As of 1939 the Venice Short Line required 23 cars of the 950 and 800 Classes. A maximum of 23 cars were required and a minimum of seven. These cars seated 56 and were not fast; the 800s could get up to about 48 mph, the 950s but 41 mph.

The Venice Short Line was protected from Vineyard to Venice by automatic block signals, installed as a result of the disastrous Vineyard wreck of 1913.

Venice Short Line and other interurban trains using W. 16th Street were given some relief from interference by local cars through two sidings; outbound, a siding was located at Berendo Street,

inbound one was at Third Avenue. Local cars were required to enter sidings when interurban trains were observed overtaking.

Two railroad crossings were encountered; at Culver Junction.(Santa Monica Air Line); and at Washington Boulevard. (Inglewood Line); both were protected by automatic block signals.

There were six junction switches: at Hill Street Station, at Sixth Street, at Vineyard, at Culver Junction., at Culver City Station, and at Venice City Hall.

The West Boulevard Bridge is an important reminder of the many incidents and circumstances which contributed to the development of the city of Los Angeles and in particular the transportation patterns which in turn also contributed to urban development. It was a transformative moment, politically, mechanically, and culturally.

The design of the bridge is a very pleasing combination of classical elements integrated with the Art Deco style. Its distinctive style and prominent location, its association with notable figures from the early years of the city, as well as its dramatic story, are compelling reasons for its preservation and recognition as a Historic Cultural Monument. One might even take the view that it is that most important of monuments: a headstone of sorts, in recognition and memory of the many people who died in the Great Wreck of 1913. Although they gave their lives unwillingly that night, the incident galvanized citizens, civic, business, and government entities to take actions which no doubt resulted in saving many more lives over the ensuing years. There had been previous train crashes, wrecks, and accidents, but none that resulted in such a terrible loss of life. It was not until the night of July 13, 1913 that sufficient thought was given to instituting greater safety measures. Those safety measures resulted in the bridge which, by offering a new convenience, also generated new avenues for business and entertainment. The bridge provided access between residents of the area located south of Venice Blvd. and the burgeoning business districts of Wilshire Boulevard and Hollywood. The bridge has acquired an iconic status, as it marks the western entry to the West Adams district. The bridge is not only a connection between communities but it is also a tangible connection between past and present and represents a turning point in the growth and development of the city.

One of the thoughts expressed in the aftermath of the wreck and subsequent investigations, was the hope that this kind of incident would never happen again—that the new safety measures would prevent such tragedies. Indeed, it would be many years before something of the same magnitude would happen in Los Angeles, when a Metrolink train and a Union Pacific train crashed in Chatsworth on September 12, 2008. Twenty-five people were killed and many others injured. That incident was also the result of operator error—inattention to the signals, also on a curved section of track. As long as human beings operate large, heavy, dangerous equipment, there will always be

the danger of serious accidents. More ironic is the fact that the new Exposition Line has many grade crossings, seemingly in disregard of historic precedent, if not railroad regulations.

Some may argue that there are other bridges, in particular those which connect downtown with East Los Angeles, which are more attractive in design or more impressive feats of engineering, however the West Boulevard Bridge is unique in that it is an urban bridge which connects relatively close communities which would otherwise remain disconnected and isolated. It's lesser size and perhaps more subtle design in no way detracts from its significance. Rather this bridge is the connective tissue in the story of urban development, in which real estate transactions, architecture, transportation, and social conditions, and tragedy came together and altered conditions, and in so doing changed local history.

* **ADDENDUM:** The exact language of the original easement as executed is as follows:
"This indenture made this 14th day of December 1916 between Pacific Electric Railway Company a Corporation organized and existing under the laws of the state of California and the city of Los Angeles a municipal Corporation of the state of California. That said party of the first part hereby grants to the said party of the second part easement for the construction reconstruction inspection maintenance operation and repair of a concrete bridge over the part of the permanent right-of-way of the said party of the first part in the city of Los Angeles County of Los Angeles state of California, described as follows: an irregular shaped piece or parcel of land situated in the city of Los Angeles and being a portion of that certain a right of way conveyed to the Los Angeles Pacific company by deed recorded in book 2829 on page 148 of deeds, records of said County; said peace or parcel of land being more particularly described as follows: beginning at the northwesterly corner of Lot 1 block K tract number 666 is recorded in book 15 of maps on page 120 thereof; records of said County; thence North 81° 53° 30° west along the southerly line of the aforementioned right of way 84 and 1400's feet to a point; thence North 28° 48° 06° east 10 feet to a point. Thence South 81° 53° 30° east, 20 feet to a point; thence North 28° 36° 10° east 87 and 8400s feet to the most southerly corner of Lot 185, Victoria Park, is recorded in book 12 of maps on page 2 thereof, records of said County; thence South 66° 22° 05° east along the northerly line of the hereinbefore mentioned right-of-way 60 and 5600s feet to a point; thence South 28° 48° 06° West 80 and 6300s feet to the point of beginning. Said peace or parcel of land being more particularly shown by the colored portion of the plat hereto attached and made part thereof. Together with the right to enter upon and to pass and repass over and along said parcel of land and to deposit tools implements and other material thereon by said party of the second part its officers assigns and employees by persons under contract with that and their employees for the purpose of maintaining operating or repairing said bridge.

This grant is nevertheless subject to the right of the party the first part its successors or assigns to maintain and operate the railroad tracks there on and there are over together with necessary and convenient adjuncts thereto and telegraph telephone and electric transmission lines now constructed upon and across the premises hereinbefore described and also to construct maintain and operate there on or across the same any other or additional railroad tracks together with necessary inconvenient adjuncts thereto and telegraph telephone and electric transmission lines that the party the first part its successors or assigns may hereinafter desire. In consideration of the foregoing grant the party the second part hereby agrees that said bridge shall be constructed in a first-class and workmanlike manner and upon the completion of said bridge as much as possible of the earth excavated therefore shall be thrown back into the excavation and the remainder shall be removed from the land of said party of the first part and that all of said backfilling shall be

thoroughly packed so that the ground will not sink or cave-in after said backfilling is completed and the land of the said party of the first part left in a neat and orderly condition.

The grant hereby made is upon the further condition subsequent that the premises aforedescribed will at all times be used by the party of the second part for the construction maintenance and operation of a concrete bridge and none other and if it any time such use shall be abandoned or discontinued, all rights and privileges hereby granted shall forthwith cease and determined and the party of the first part, its successors and assigns shall be restored to its former state in said premises.

In witness thereof the parties hereto have caused their respective corporate names and seals to be hereunto affixed the day and year first above written".

The agreement was signed by Paul Shoup, President of the Pacific Electric Railway Company and Secretary H.A. Culloden, as well as by Mayor F.T. Woodman and City Clerk Charles L. Wilde.

WEST BOULEVRD BRIDGE—ARCHITECTURAL DESCRIPTION

Submitted by: Mitzi March Mogul for West Adams Heritage Association
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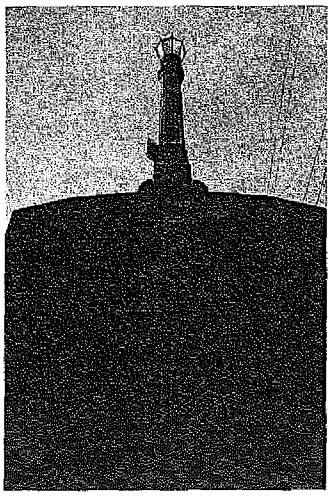
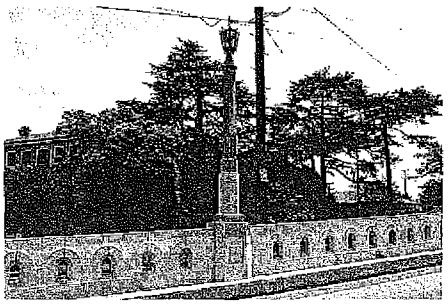
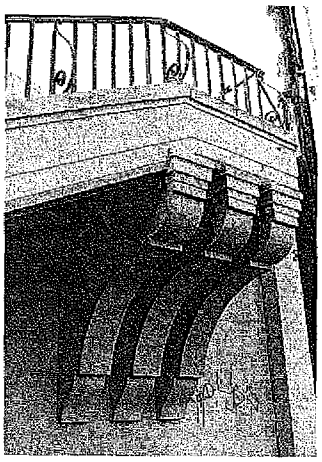
The design of the bridge is a very pleasing combination of classical elements integrated with the Art Deco style.

The construction is of concrete, with double arch approaches and a center support which divides the roadway below. It is 525 feet in length, extending from 16th Place on the south, to Victoria Park Drive (formerly Sherman Drive) on the north, including approaches. It spans Venice Boulevard below and connects West Boulevard with Pico. The roadway is thirty feet wide and there is a five foot sidewalk on the west side. On the east side is an approximately one foot wide raised curb. The bridge is surmounted by several ornamental light posts, six on the east side, four on the west. This is due to the much longer northern approach and structures on the northwest end. The fixtures sit atop geometric plinths, the outside of which extends to the ground, forming a pilaster. On the outside, below the light fixture the plinth is decorated with a highly stylized, geometric, incised (not applied) flower design. Below that is another incised, recessed design consisting of two sets of extruded triangular pilasters.

The railings or balustrade of the viaduct are perforated by an arcade of arched openings, which serve several purposes: the openings reduce the weight of the bridge; they provide an airy quality; the continuous repetition is a design element. Each end of the railings is punctuated by a large square block with a conical top.







The height clearance for vehicles below is 13'8".

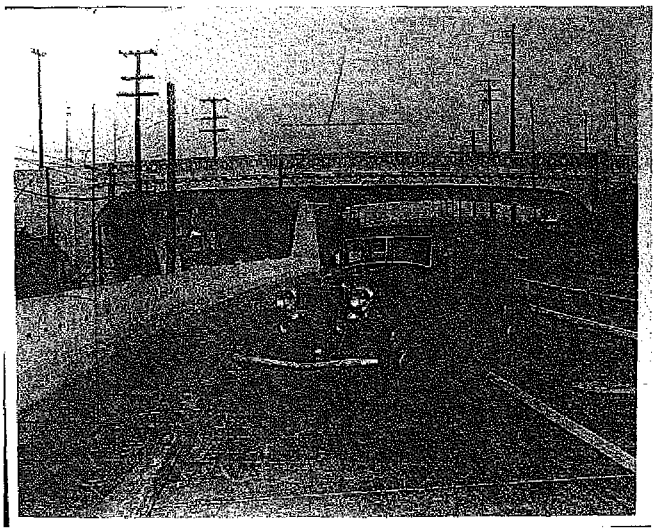
On the east side of the bridge, approximately two thirds of the way before the peak of the span if one is starting at the north end, is a small gate and a staircase which leads to Victoria Park Drive below. (This is currently locked.) There is a small, square, enclosed landing and the stairs are to the left. The landing rests on a solid angular pedestal. The steps are of concrete with iron treads with a cross-hatch design. The metal hand rail is fairly simple, but the design is embellished with large elaborate S-scrolls at intervals and the end of the handrail turns into a large S-scroll.

A short distance further to the center of the bridge (going south) is another staircase, also located on the east side. That stair shares many of the design details of the first stair, but because it is higher, it was given a further embellishment on the under side of the stair treads, that being three very elaborate corbels, executed in concrete. The scrolls are a combination of large and small inverted and extroverted curves and stepped geometric blocks, encircled at the top of each by a continuous textured, horizontal band of fluting.

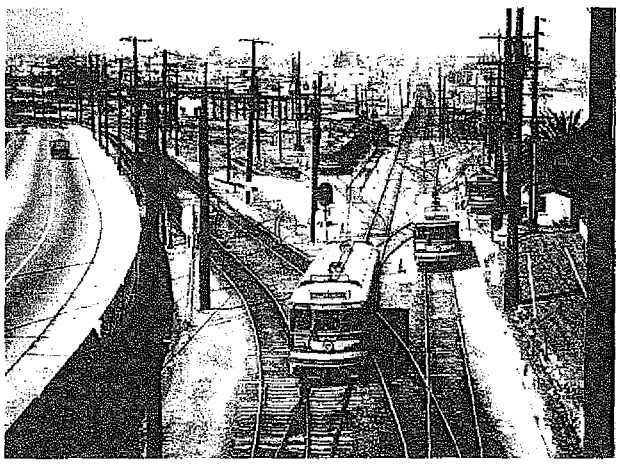
On the outside of the railings below the openings is a geometric "dragon's tooth" or exaggerated dentil design which extends the length between the two largest, most elaborate piers.

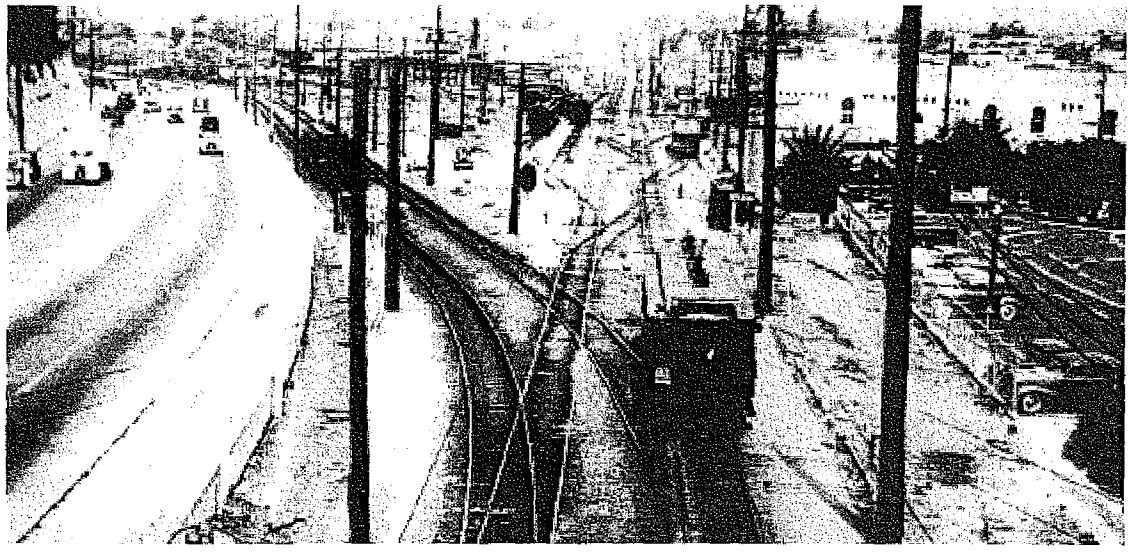
The bridge is divided below into two openings through which to pass: one westbound, the other eastbound. The openings are divided in the center by a large angular support which creates a barrier between east and westbound lanes. At the sound end on the east side, parallel to the bridge, is a pedestrian walkway from Venice Boulevard to 16th Place (as well as West Boulevard and Lafayette Road, the former service road to Lafayette Square).

The lights atop the bridge are still in working condition and every so often are turned on at night, no doubt in order to test and maintain their service.

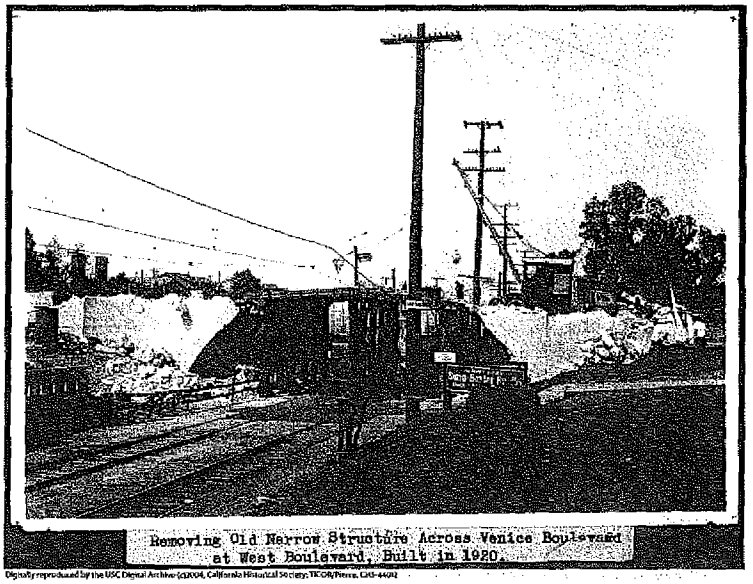


A low divider occupied the center median, separating the railroad tracks from the automobile traffic lanes; the divider is in the same design as the bridge balustrade, with the same curved openings.





Prior to construction of the current bridge, Venice Blvd was divided between railroad tracks on the north and an elevated auto roadway occupying what are now the westbound lanes of Venice Blvd. That elevated road was constructed sometime between the construction of the wooden bridge in 1920 and the current bridge in 1932/33. The lower portion of that roadway—the structural support—used the identical curved openings later used for the bridge balustrade and median divider. Thus some of the basic features of the current bridge actually date to a much earlier era and it seems likely that there was a conscious effort to achieve visual continuity. The elevated road was demolished along with the wooden bridge to make way for the new construction.

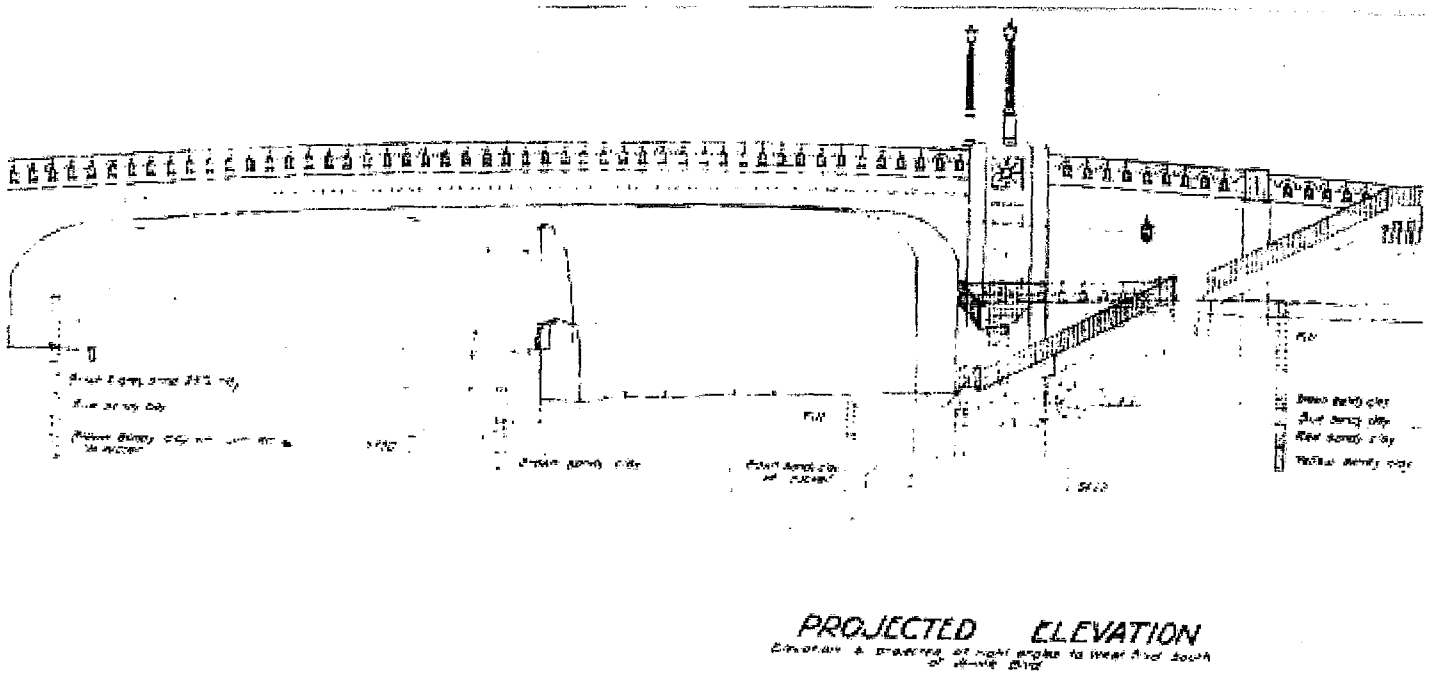


The bridge was designed "in-house" by architects and engineers of the Los Angeles Dept. of Engineering. Chief Engineer of the department was J.J. Jessup. The designing engineer was Merrill Butler. Butler was chiefly responsible for most of the bridges constructed at that time.

However, the city was not responsible for actual construction of the bridge. The contract for construction was awarded on July 6, 1932 by the Board of Public Works to the Lynch-Cannon Engineering Company. The plans called for a reinforced concrete structure with a 50-foot roadway at a cost of $59,986.72. The bridge was completed in March, 1933; completion of the approaches took another month. It was opened to traffic on April 25, 1933.

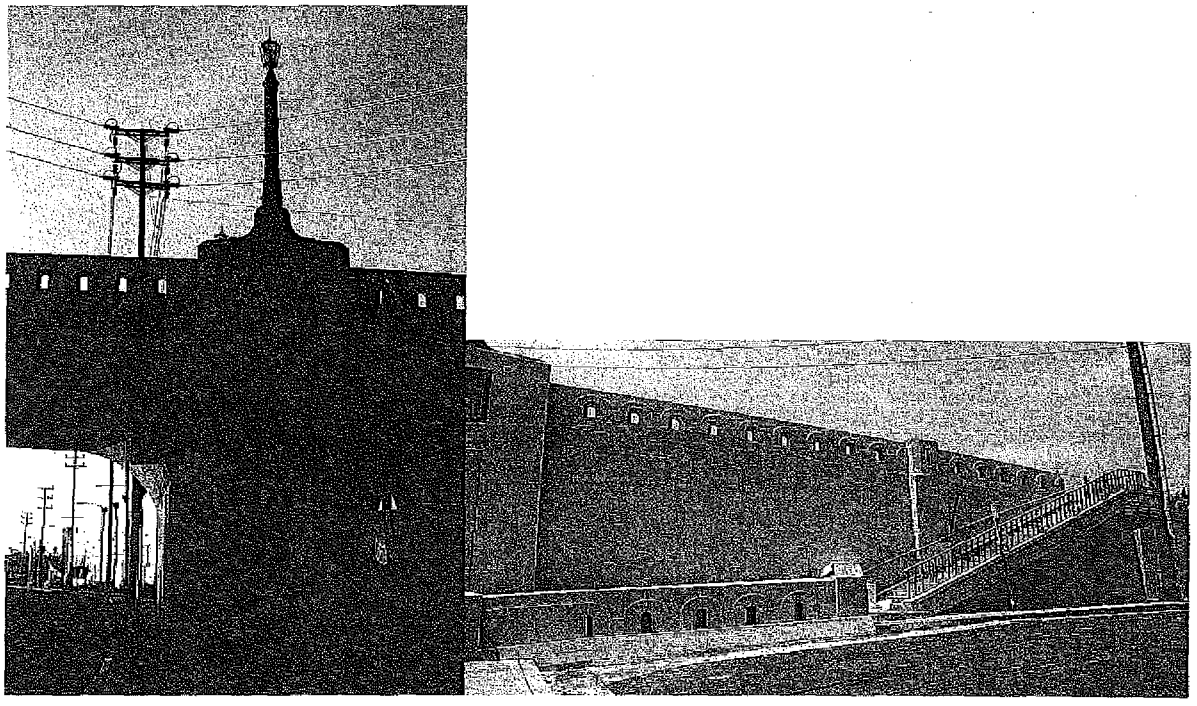
While the bridge structure follows a classic arc form, and the band of "fenestrations" is also based on classical designs, the rest of the features are derived from the Art Deco vocabulary, which was the dominant architectural style at that time. The combination of horizontal and vertical elements and curved and geometric forms are characteristic elements of the Art Deco style. This integration of traditional and modern idioms, highly stylized yet restrained and elegant, demonstrates the city's desire to embrace a new civic attitude for its streetscape. Rather than look to the Period Revival styles which were also enjoying some popularity in association with Art Deco, this design is oriented toward modernity. The Art Deco style was hugely influential but it is rarely given enough credit for it impact on Los Angeles. Especially given the imminent loss of the Sixth Street Viaduct near downtown, the recognition of the West Boulevard bridge takes on a new urgency. The two bridges were built at about the same time and share several design features. However, there are very few bridges located in such a central urban area as that of the West Boulevard Bridge, and certainly none which played such a seminal role in the history of railroad safety, transportation and urban planning.

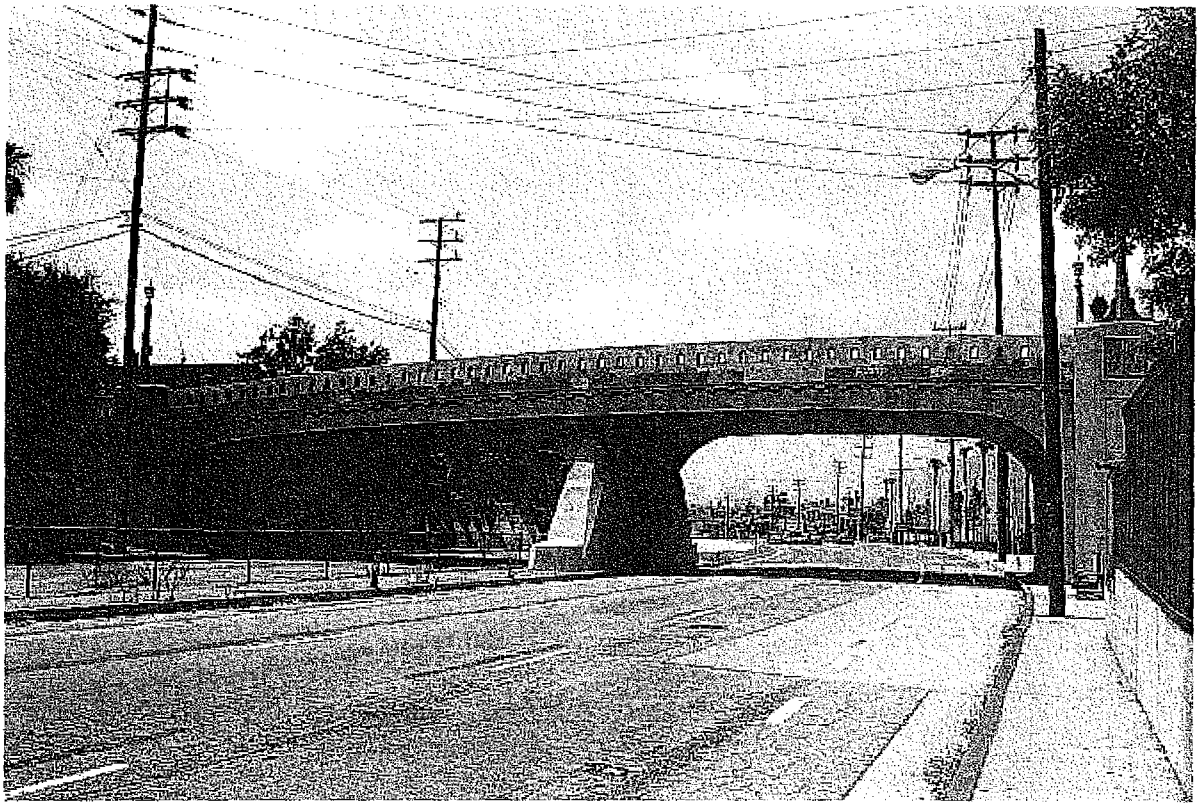
WEST BOULVARD BRIDGE PHOTOS



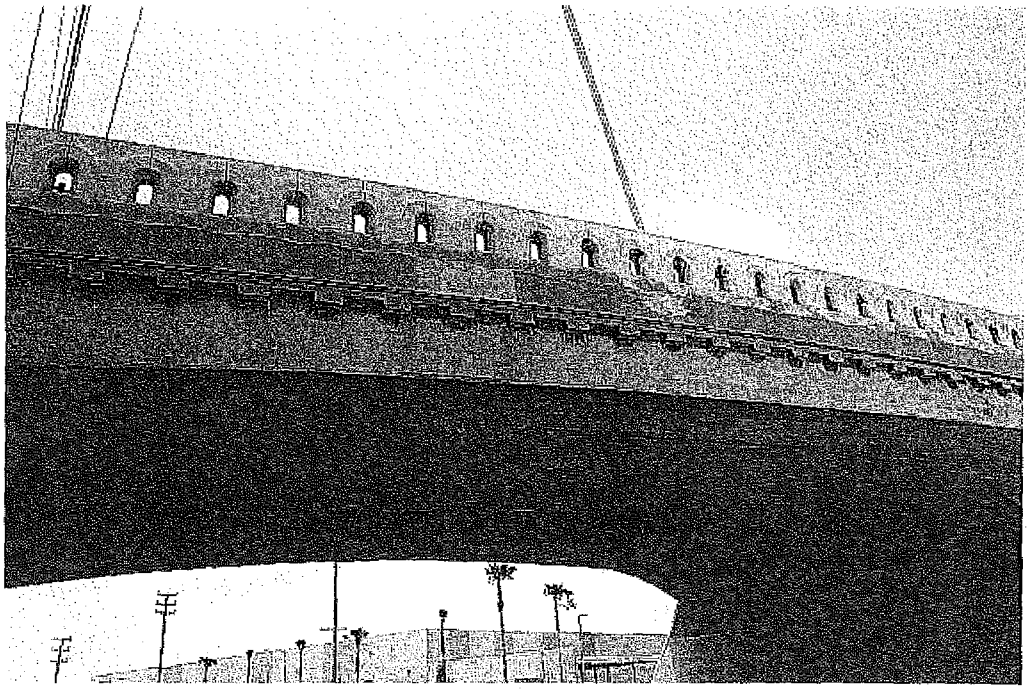
PROJECTED ELEVATION

DETAIL FROM ORIGINAL PLANS, SHOWING SPAN, NORTHERN APPROACH, LARGE STAIR, LIGHT FIXTURES, AND DECORATIVE DETAILS. WITH MINOR EXCEPTIONS, BUILT AS DRAWN.



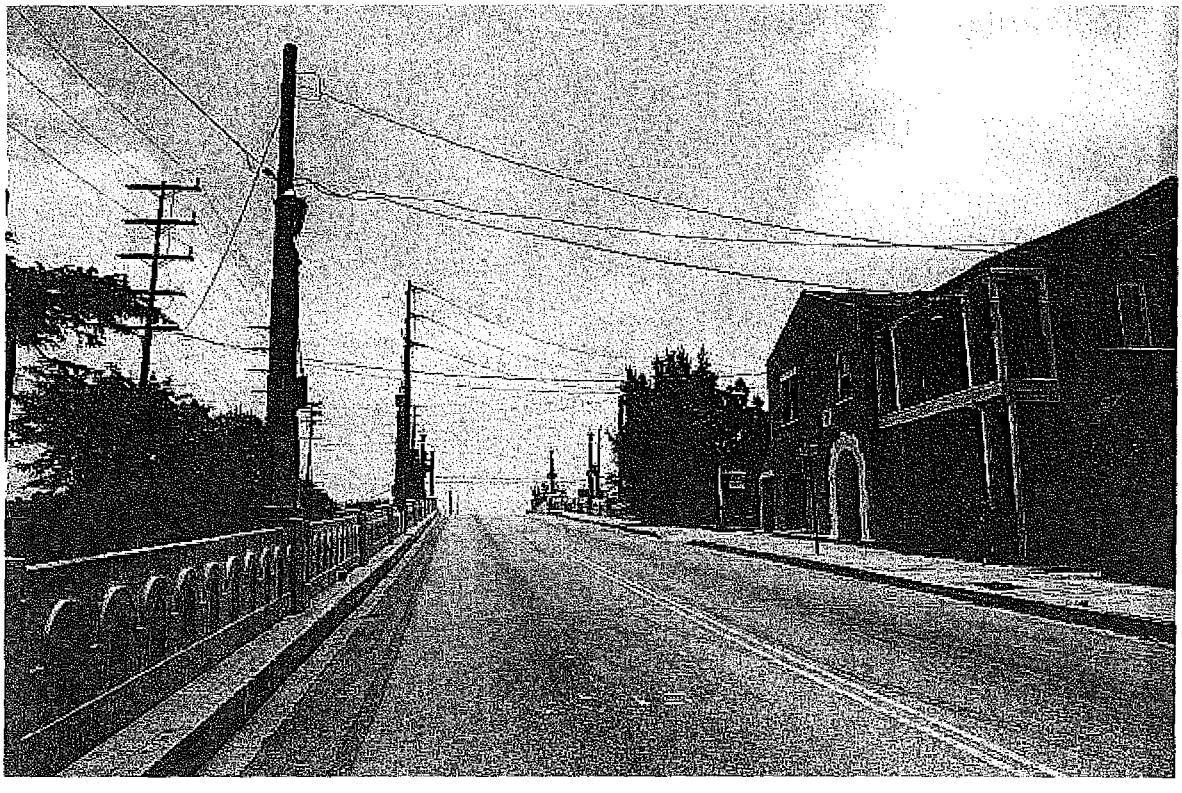


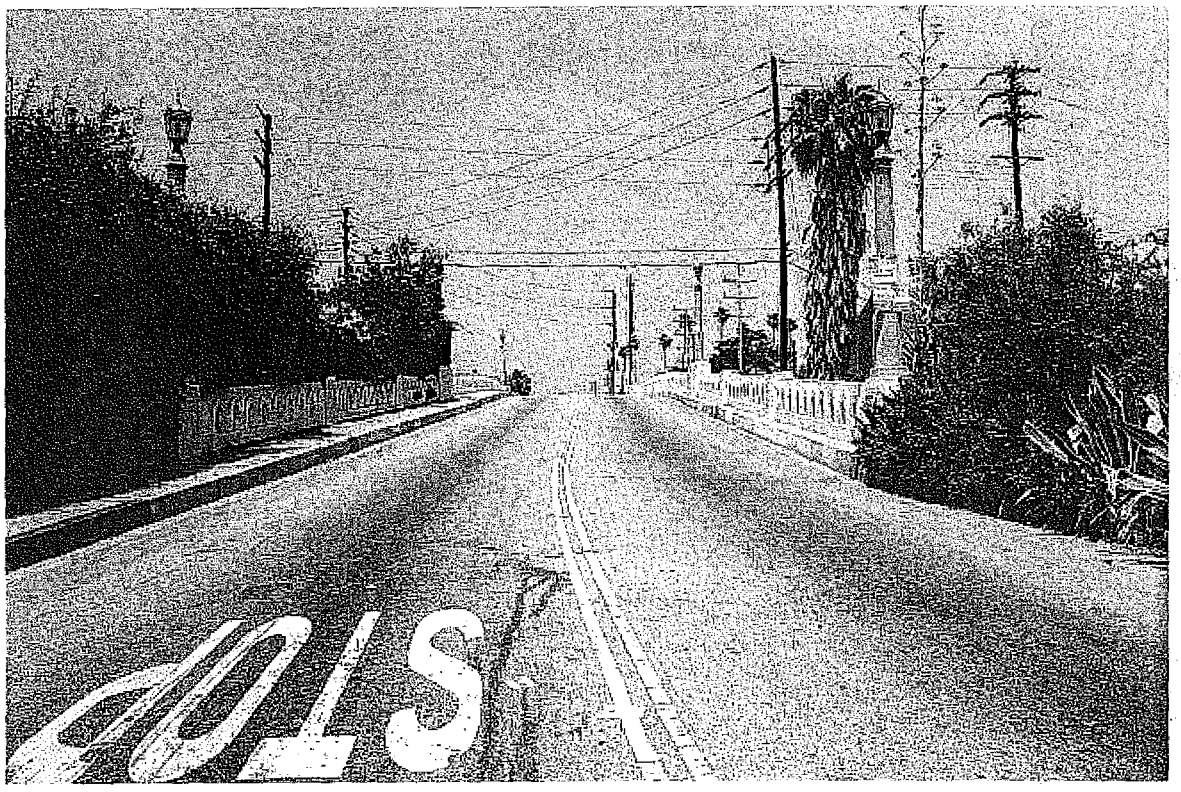
DOUBLE ARCH SPAN ACROSS VENICE BOULEVARD, FACING WEST. TO RIGHT, BEYOND BRIDGE IS LOWE'S, FORMER SITE OF VINEYARD STATION.



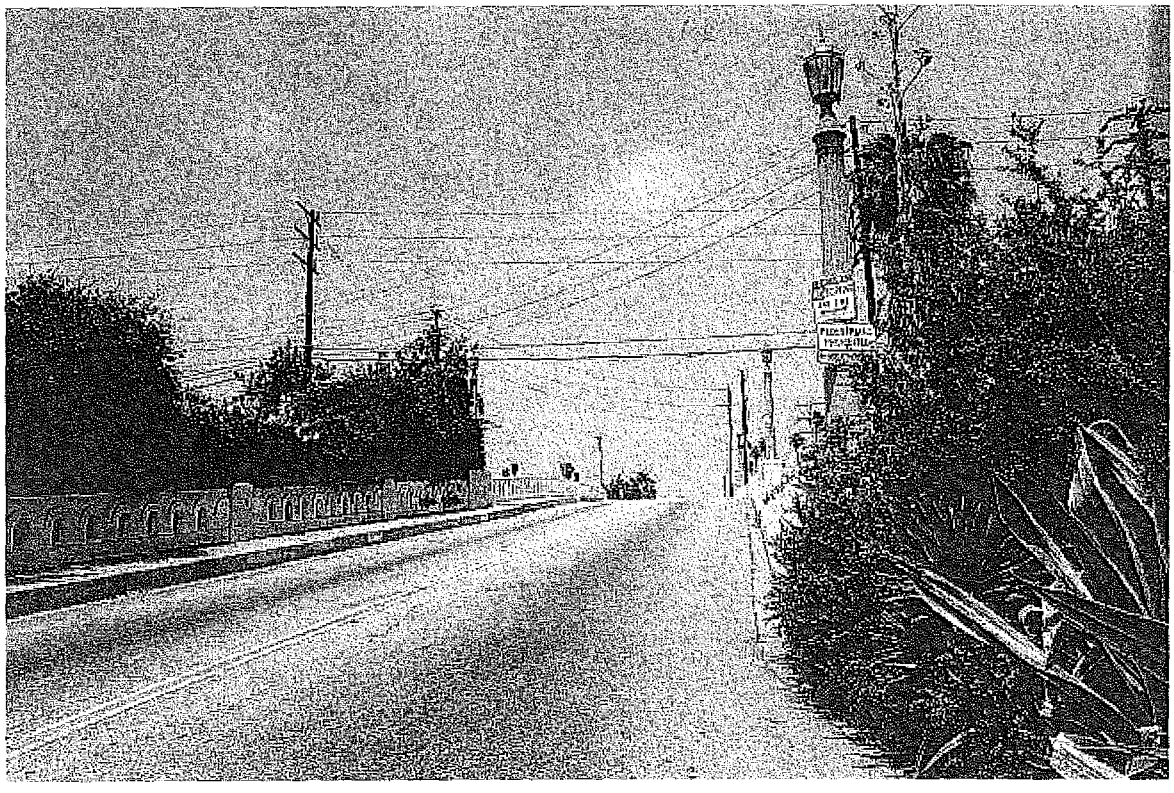
UNDERNEATH SPAN IN EASTBOUND LANES, SHOWING ARCADE OF ARCHED OPENINGS OUTLINED BY RAISED MOULDINGS; "WAVY" ART DECO PATTERN FOLLOWED BY DRAGON'S TOOTH DESIGN BELOW

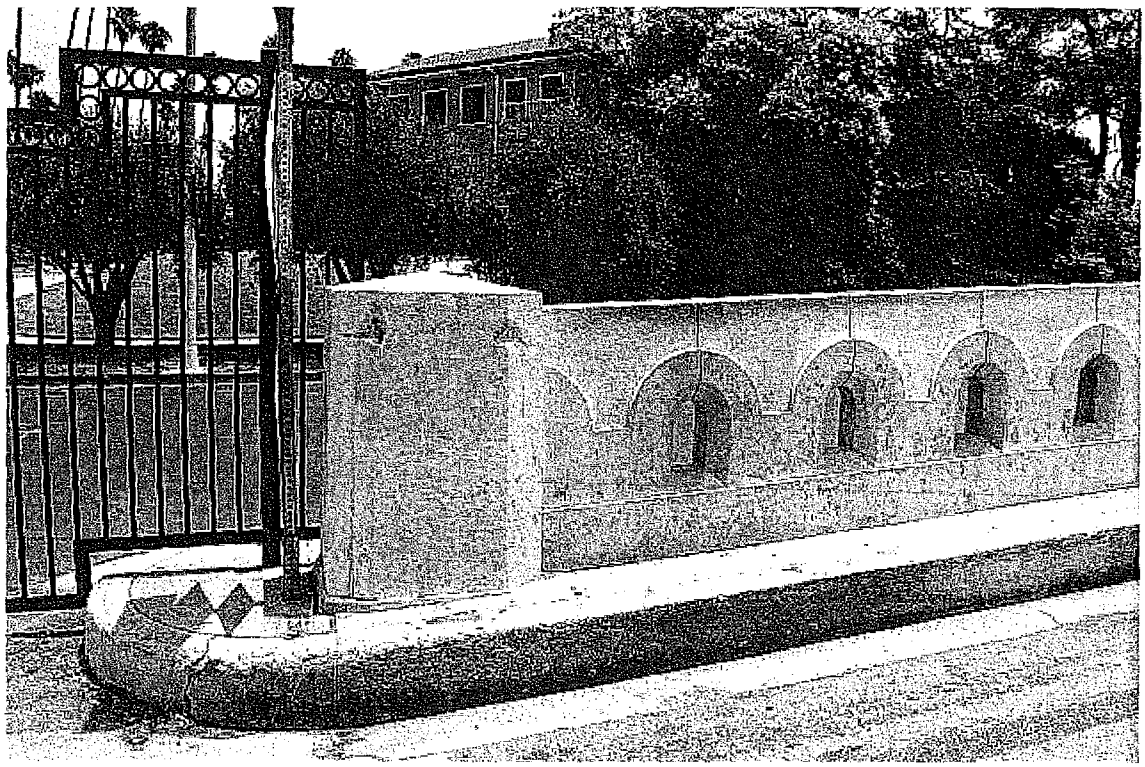
NORTHERN APPROACH (FACING SOUTH)



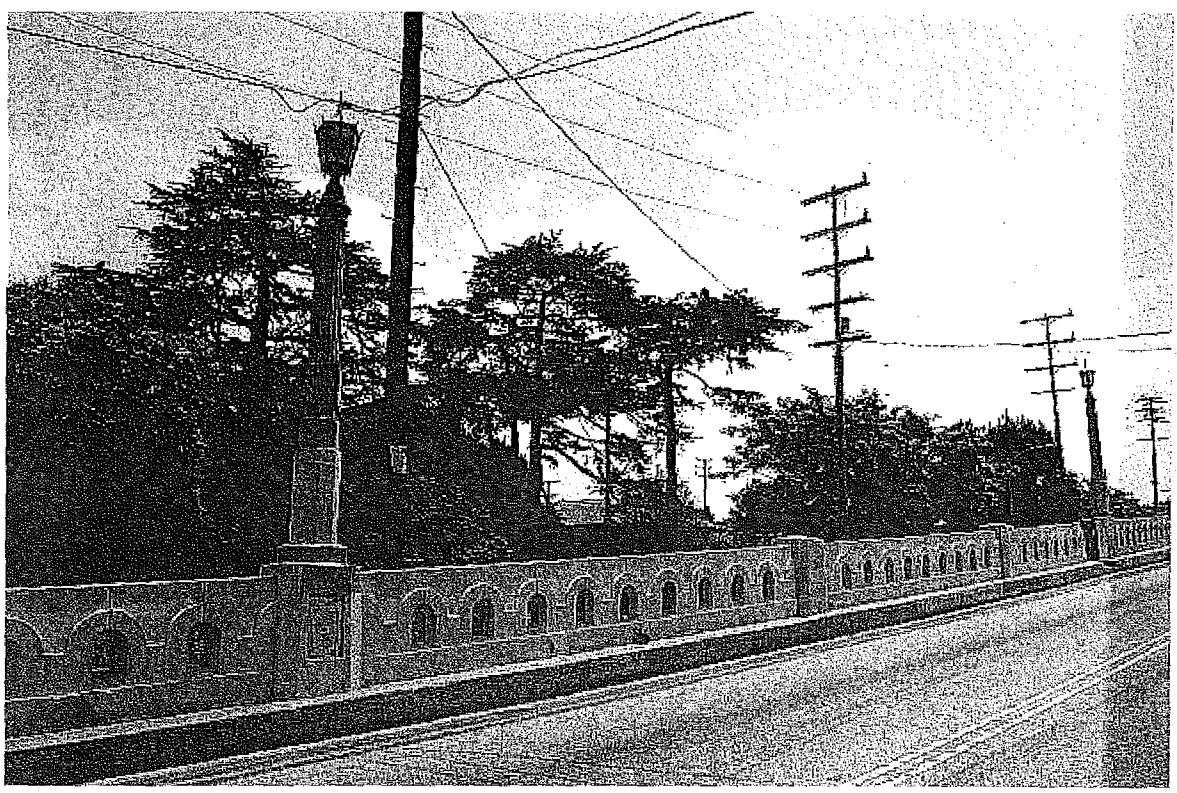


SOUTHERN APPROACH (FACING NORTH) FROM 16TH PLACE AND WEST BLVD.

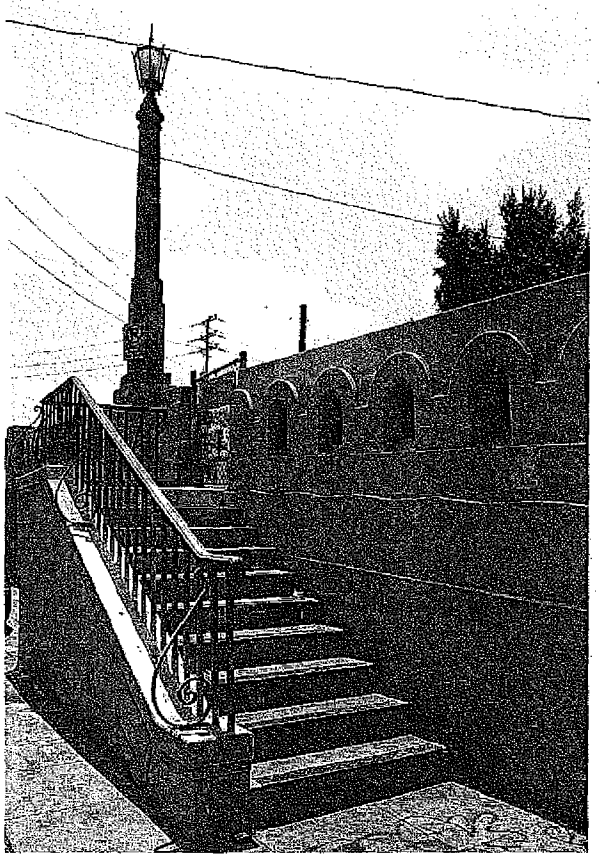




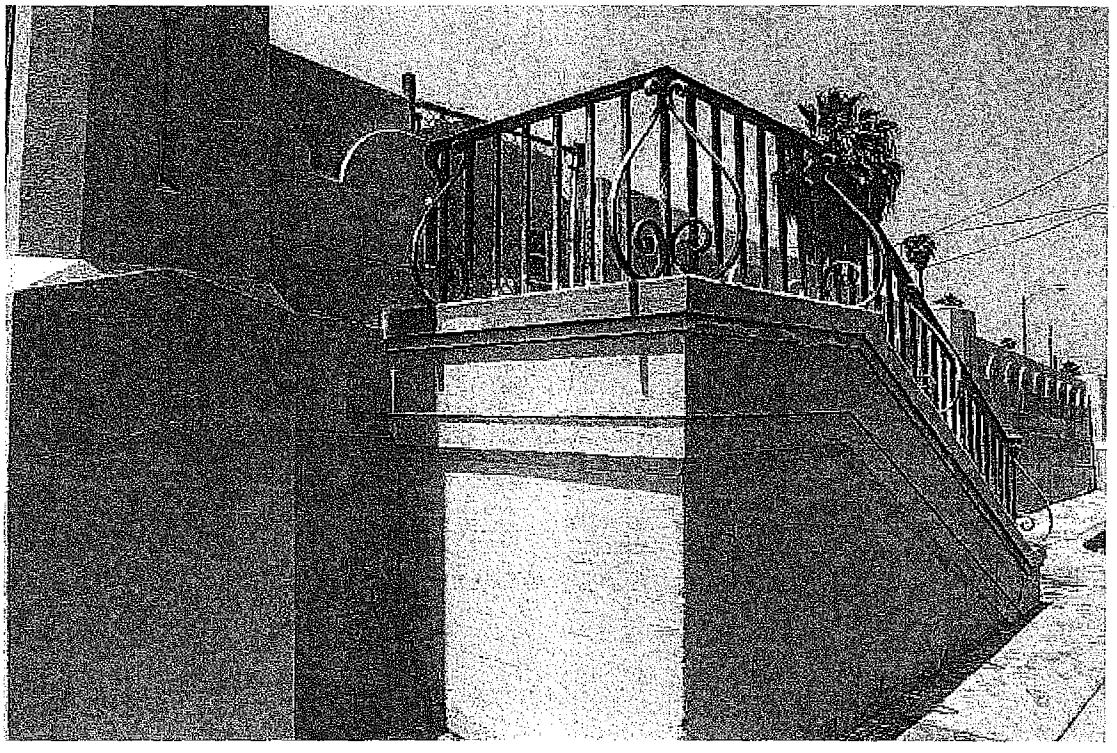
PLINTH MARKING NORTHERN END OF BRIDGE, EAST SIDE



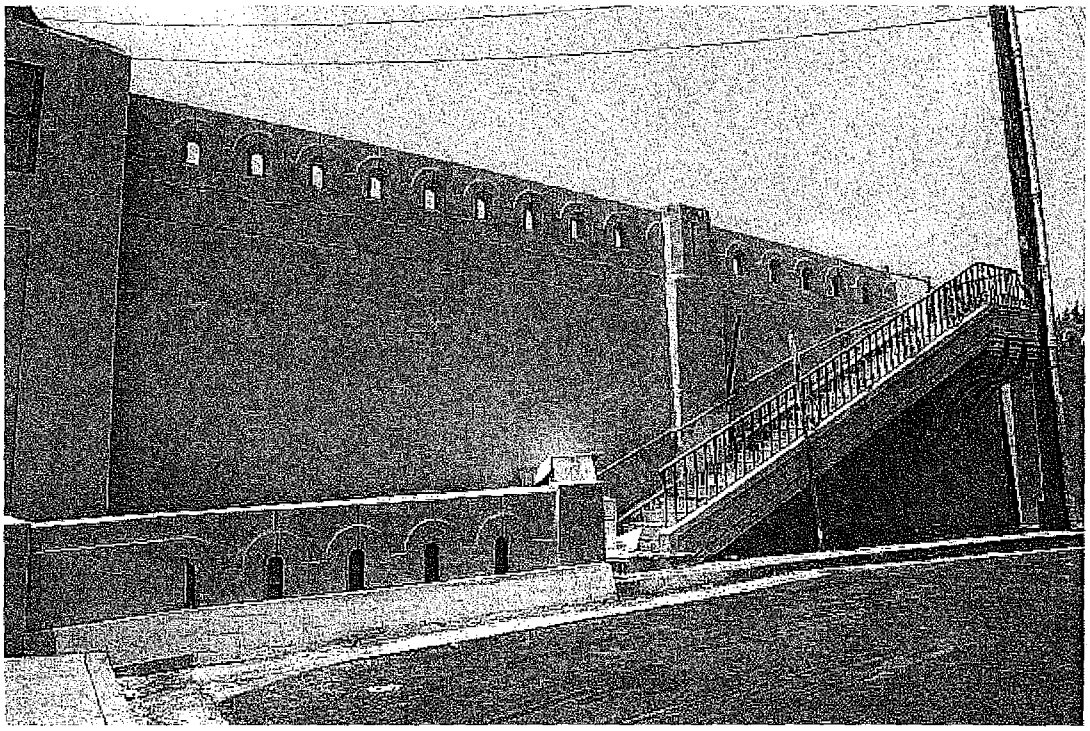
EAST SIDE OF SPAN, FACING SOUTH EAST



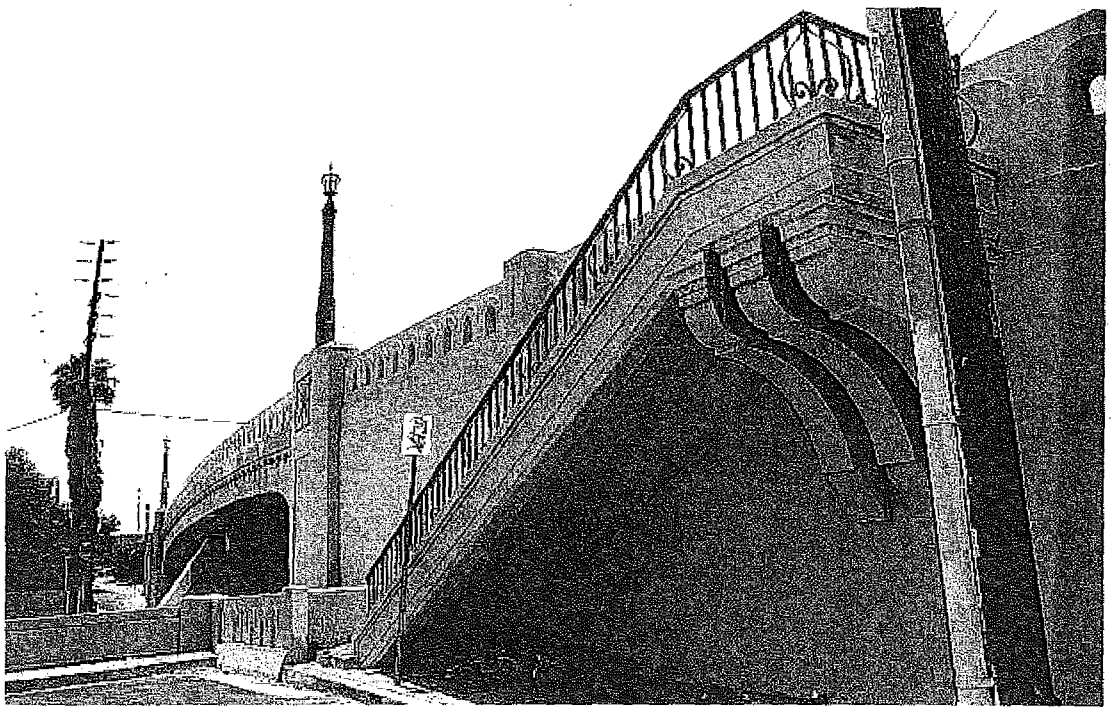
SMALL STAIRWAY AT NORTH EAST END, SHOWING DECORATIVE BANNISTER



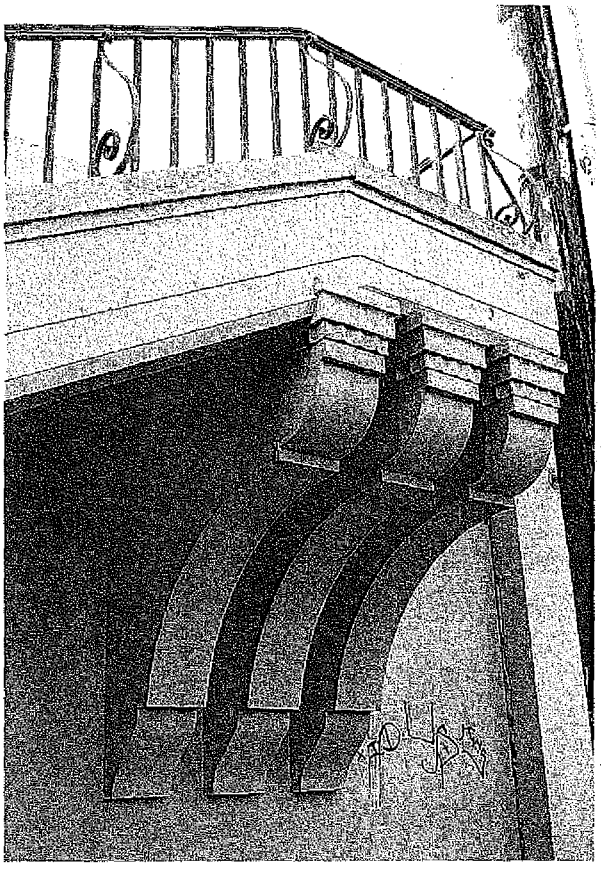
SMALL STAIR FROM REAR, SHOWING BANNISTER AND ART DECO DETAILS



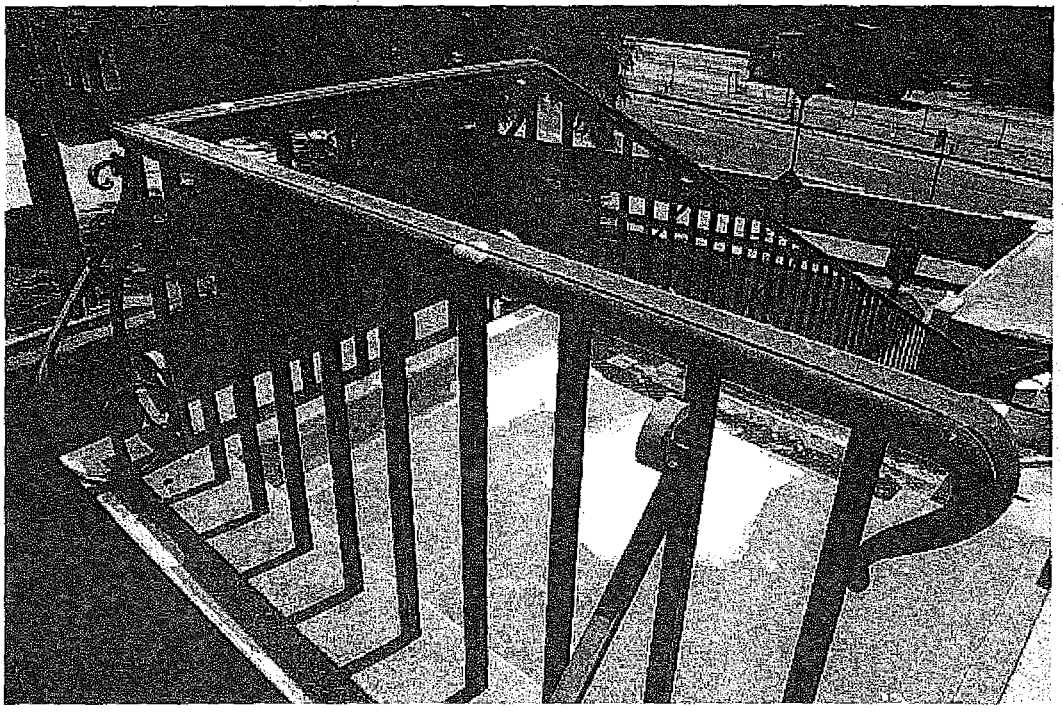
LARGE STAIR ON EAST SIDE (FACING NORTHWEST), SHOWING ORNAMENTAL BANNISTER, SUPPORTS, PIERS, ARCHED OPENINGS. THIS AREA IS A CUL DE SAC, OPEN TO PEDESTRIAN ACCESS VIA STEPS FROM VENICE.



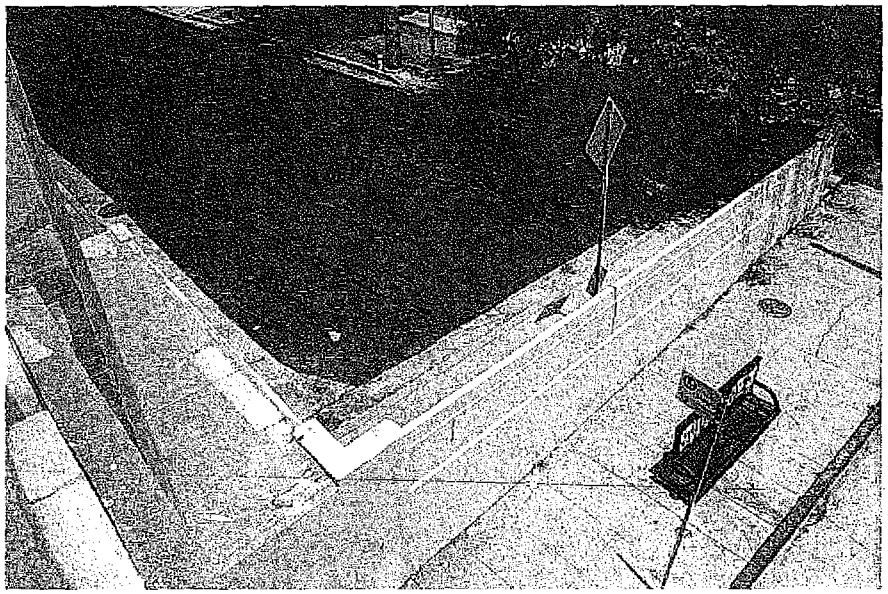
LARGE STAIRCASE FACING SOUTH WEST, SAME DETAILS AS ABOVE, PLUS THE SPAN ACROSS VENICE, LIGHT FIXTURE, PART OF RETAINING WALL. IN BACKGROUND IS THE WALKWAY TO 16TH PLACE.



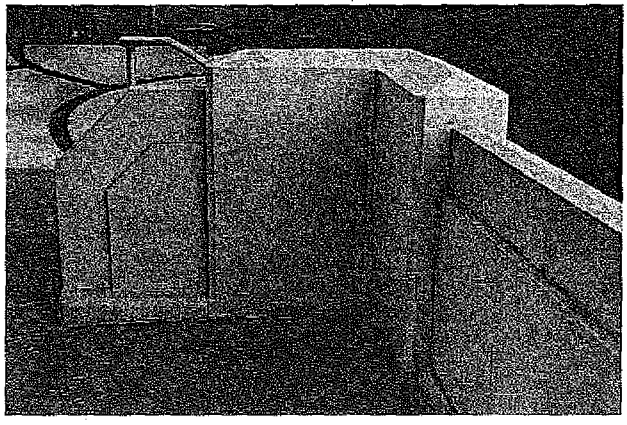
DETAIL OF LARGE STAIR SHOWING ART DECO DETAILING

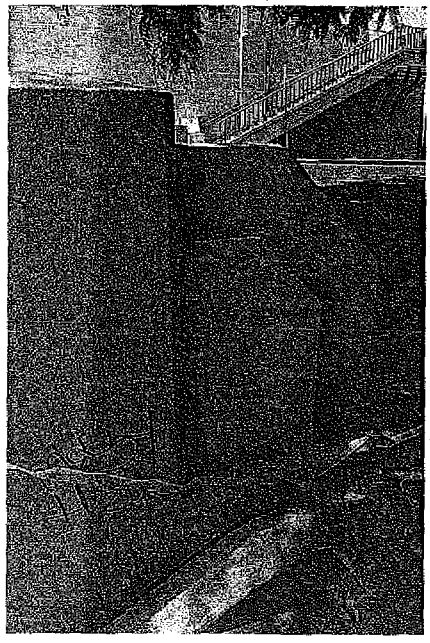


DETAIL OF TOP OF LARGE STAIR BANNISTER, SHOWING "S" CURVES

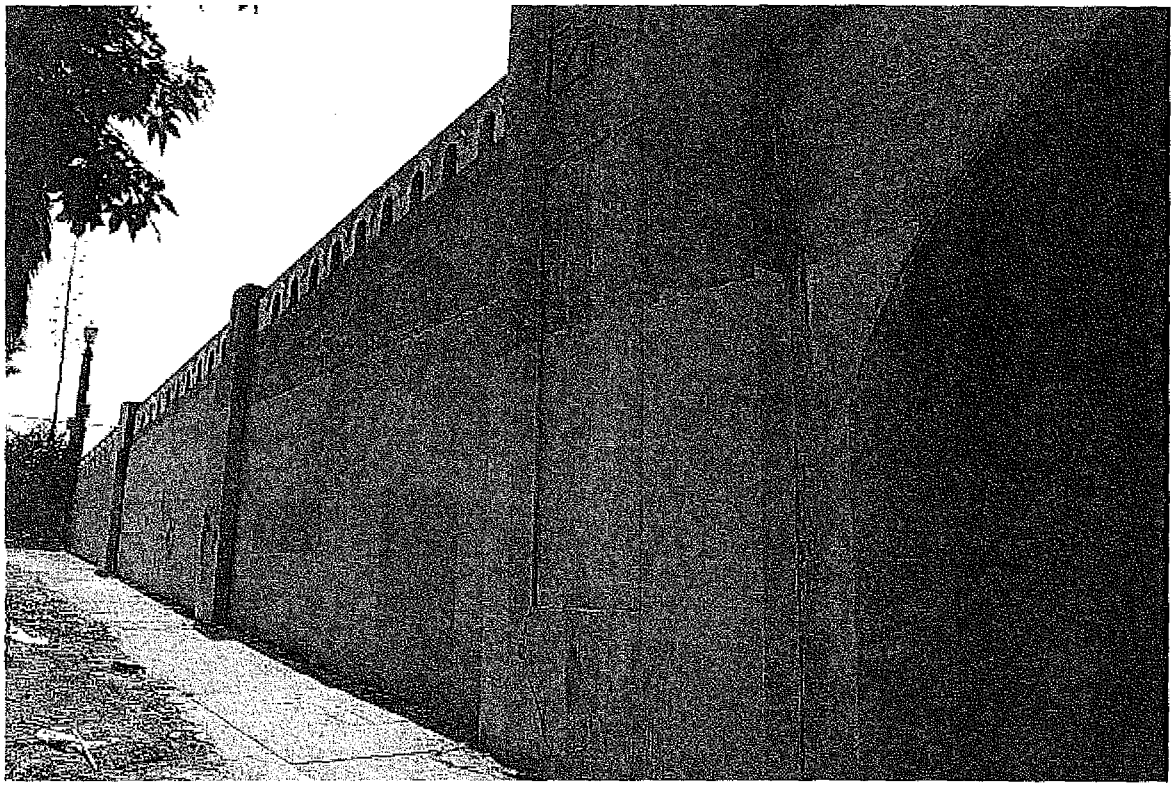


EAST SIDE, CUL-DE-SAC AT VENICE BLVD. AT FAR UPPER RIGHT ARE PEDESTRIAN STEPS

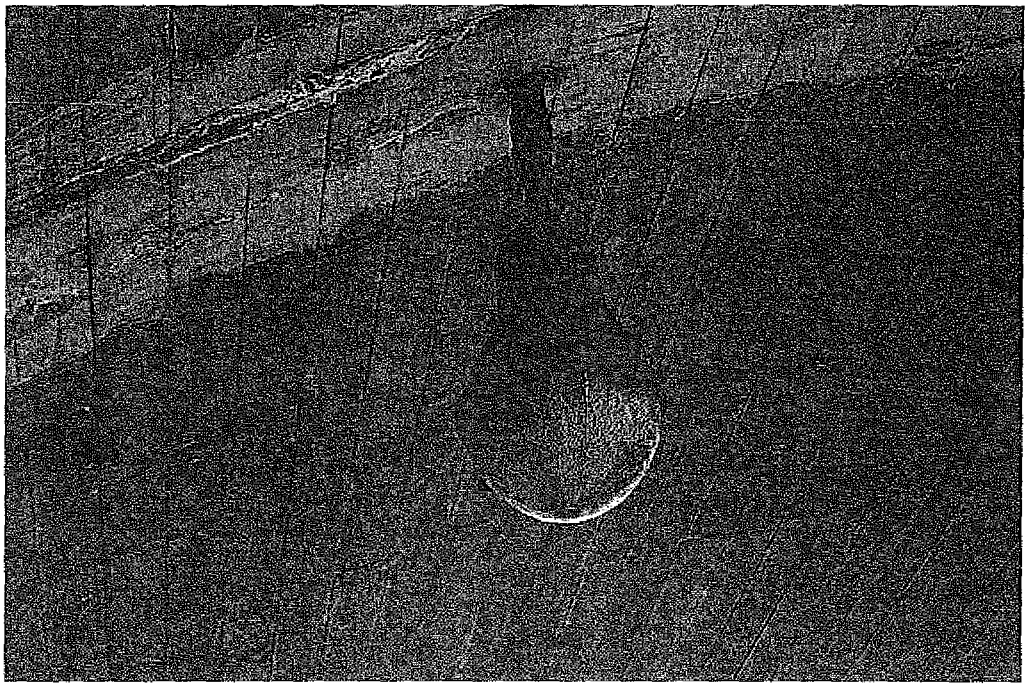




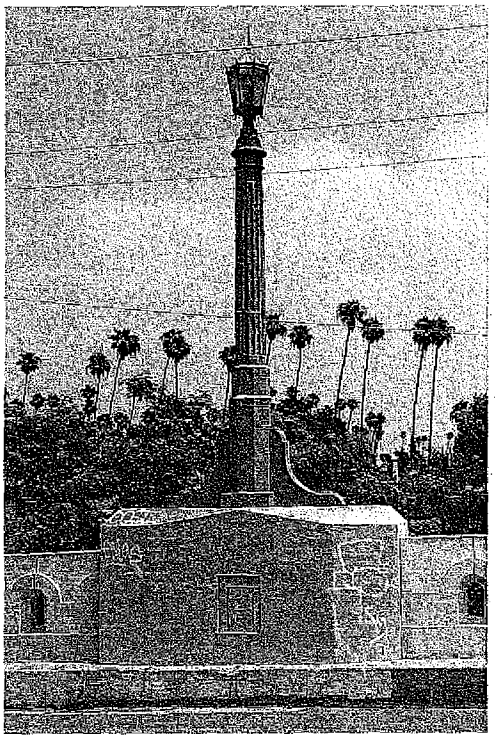
CORNER OF CUL-DE-SAC; PEDESTRIAN ACCESS FROM VENICE IS ON OTHER SIDE OF RETAINING WALL, AS SHOWN. NOTE ART DECO DESIGN.



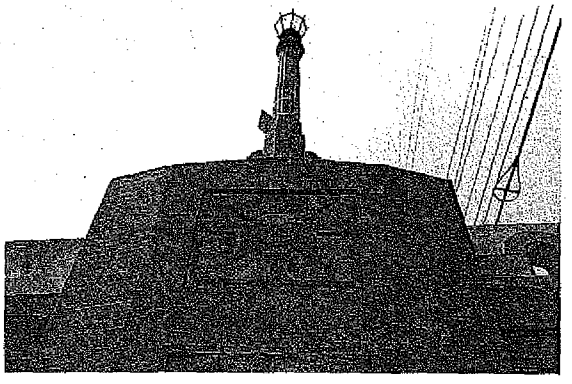
EAST SIDE OF SOUTH APPROACH, SHOWING PEDESTRIAN WALKWAY TO 16TH PLACE



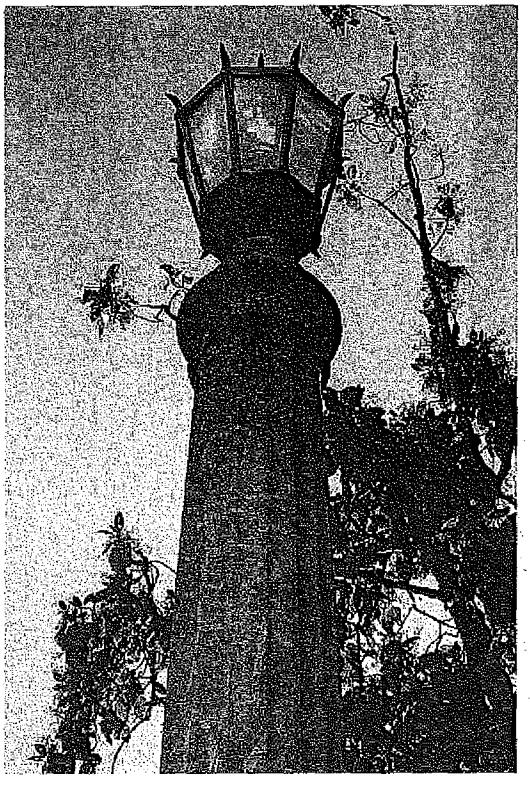
CEILING LIGHT FIXTURE UNDER SOUTH SIDE OF BRIDGE



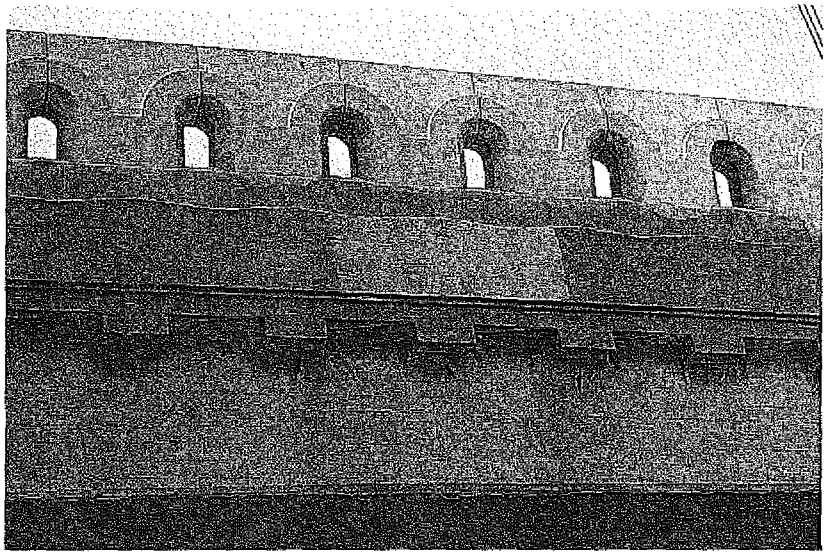
LIGHT FIXTURE ON PLINTH



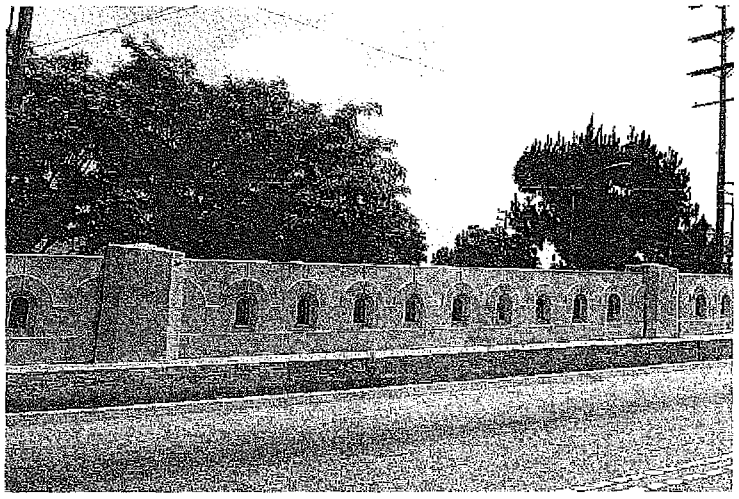
REVERSE SIDE, FACING VENICE



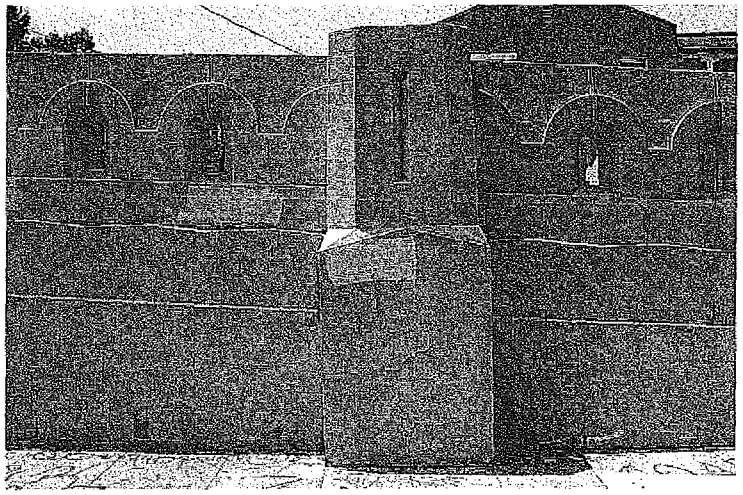
LIGHT FIXTURE DETAIL



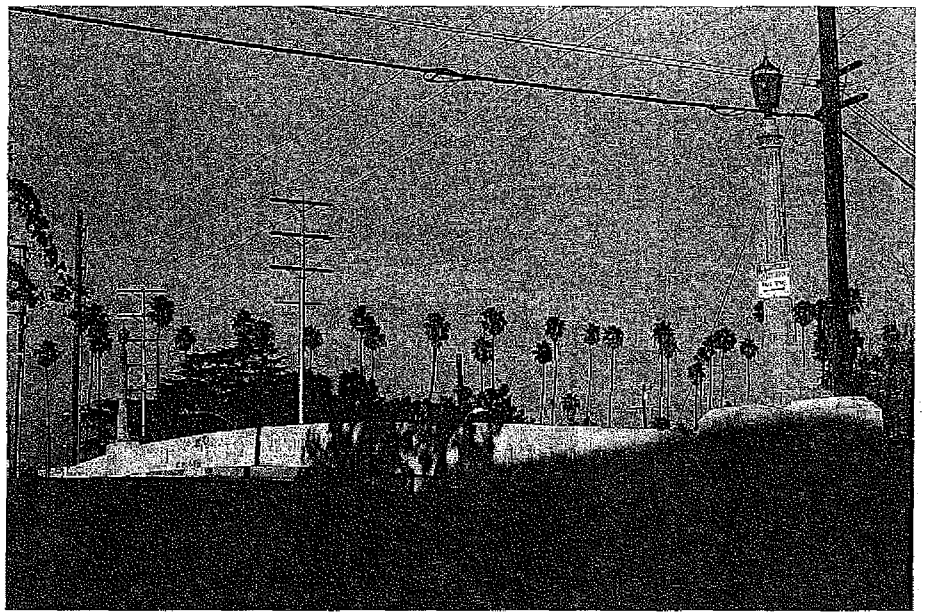
DETAIL OF ARCADE OPENINGS, ART DECO ELEMENT, AND DRAGON'S TOOTH DESIGN



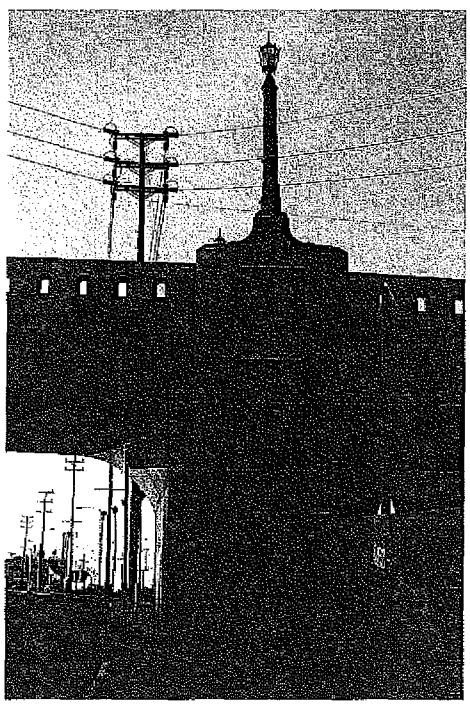
ARCADE OPENINGS PUNCTUATED AT INTERVALS BY PLINTHS

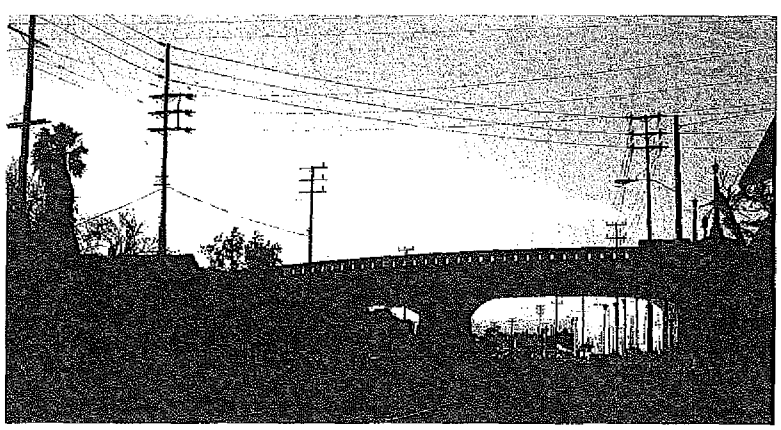


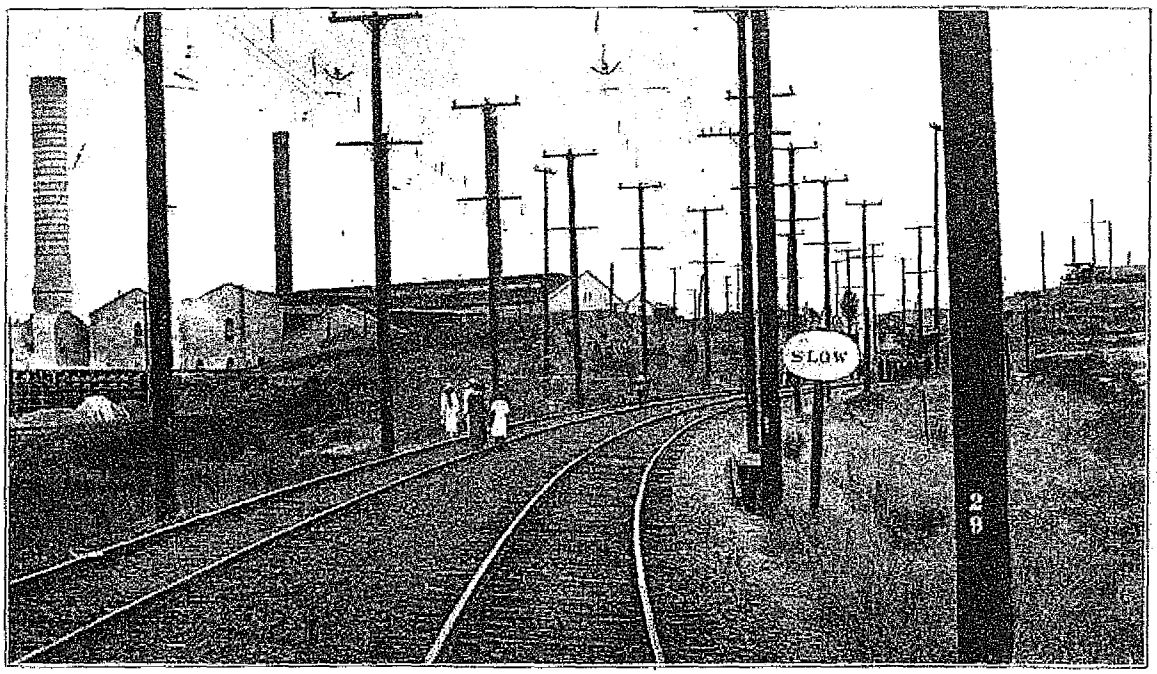
CLOSE-UP DETAIL



WEST BOULEVARD BRIDGE AT END OF DAY

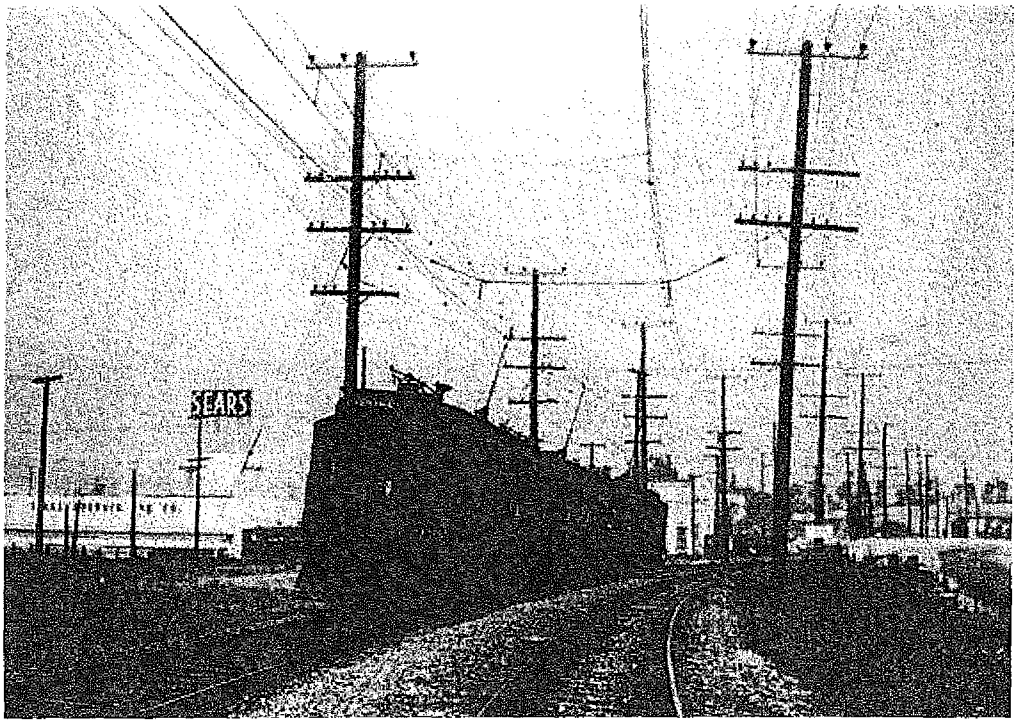






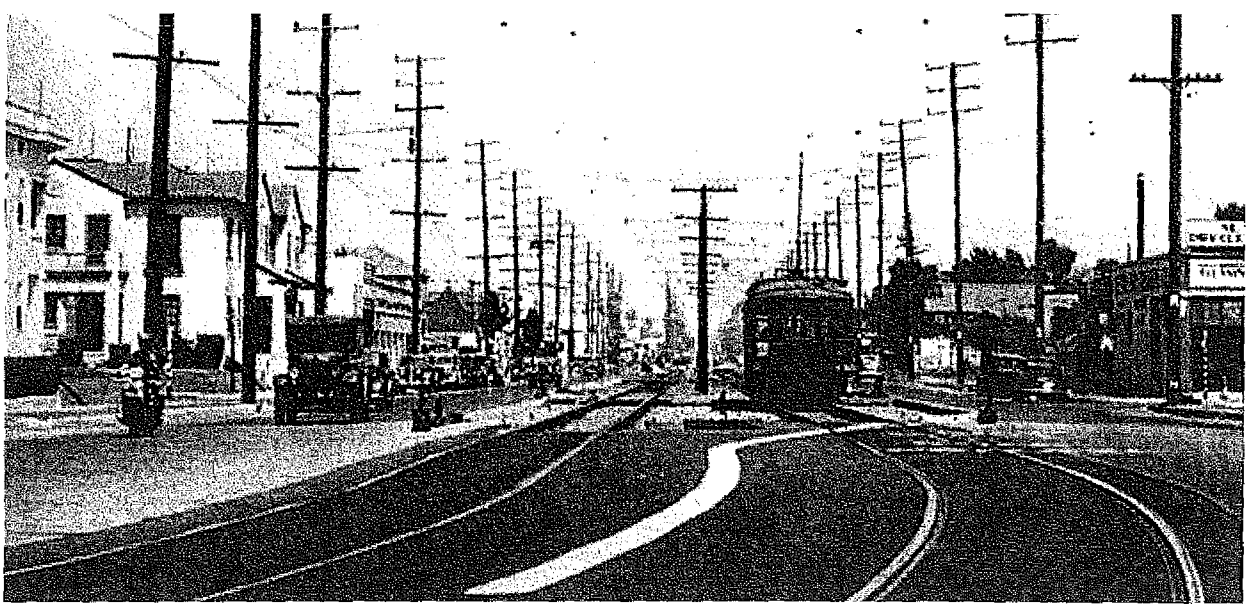
General view of truck approaching scene of accident, showing slow board, bank of cut, and trolley pole along the track.

PHOTO TAKEN DURING INVESTIGATION OF THE WRECK, FACING SOUTHEAST. ON THE LEFT IS THE POWERSTATION; THE WOODEN BRIDGE IS SAN VICENTE BLVD.

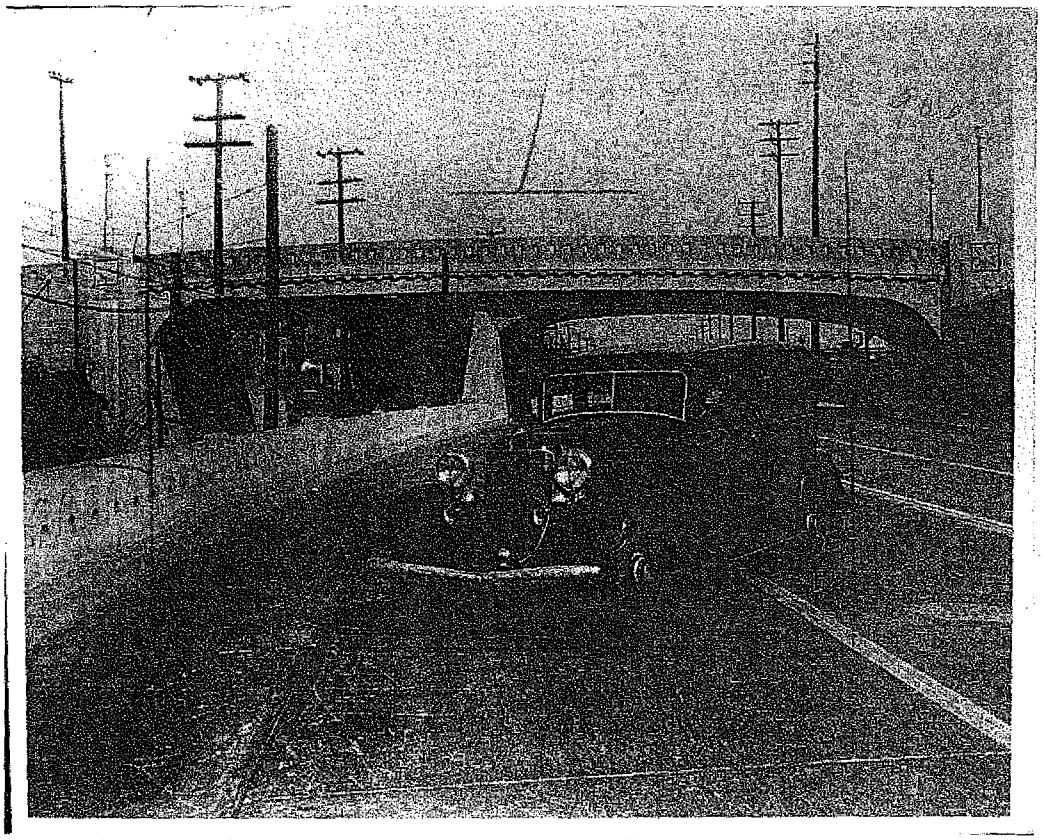


FACING SOUTHEAST ON VENICE LINE AFTER 1939. WEST BLVD BRIDGE IN BACKGROUND, SEARS STORE OPEN; TRAIN PARTIALLY OBSCURED BEHIND TRAIN IN FOREGROUND IS HEADED NORTH ON SAN VICENTE. PHOTOS TAKEN AT APPROX. SAME LOCATION

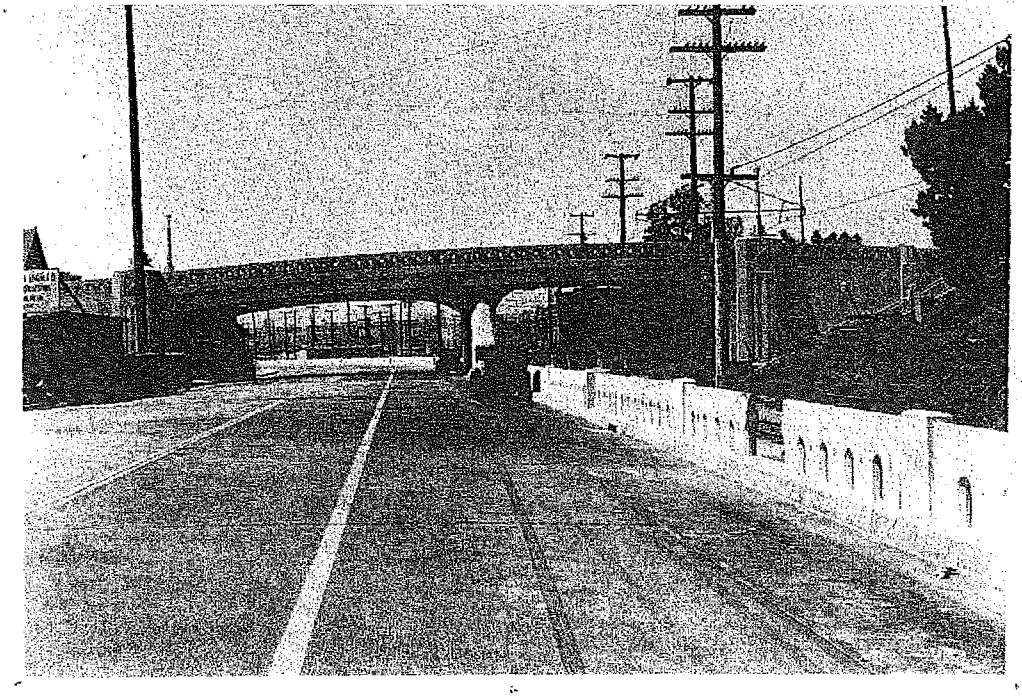
REDONDO BOULEVARD GRADE CROSSING FACING EAST, 1927, APPROX. 1 MILE WEST OF VINEYARD—AN EXAMPLE OF STANDARD GRADE CROSSING



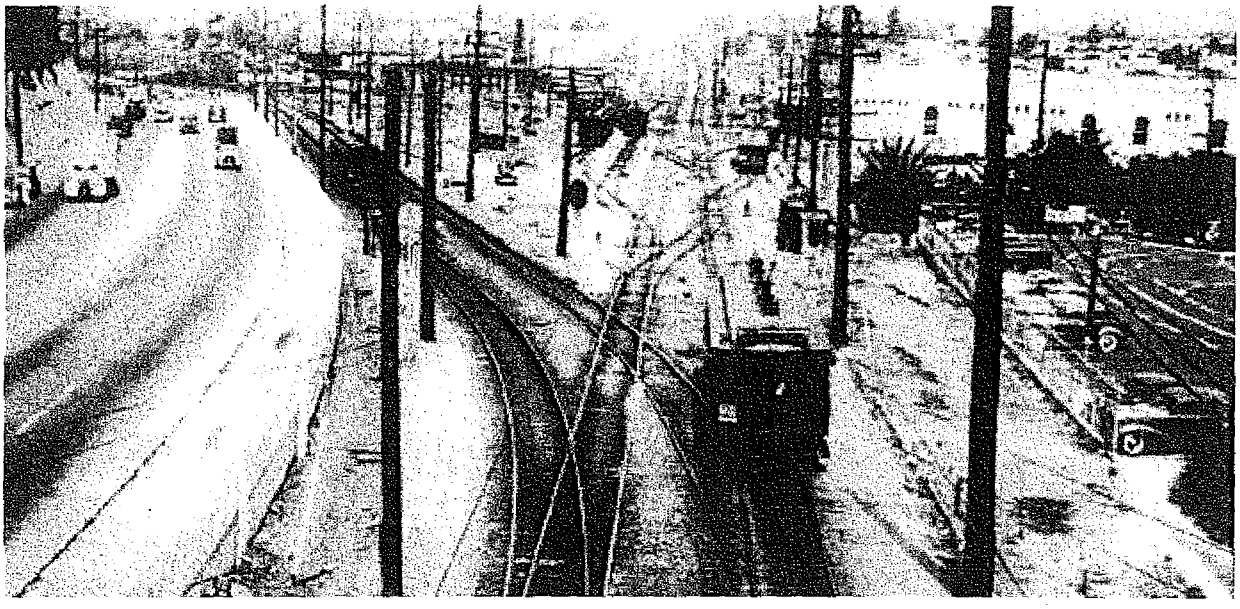
FACING EAST ON VENICE AT SIXTH AVENUE. **AT CRENSHAW BLVD. THE TRACKS SWUNG OVER TO THE NORTH SIDE OF THE STREET, TO THE JUNCTION AT VINEYARD, JUST BEYOND THE WEST BLVD. BRIDGE. PHOTO C. 1940**



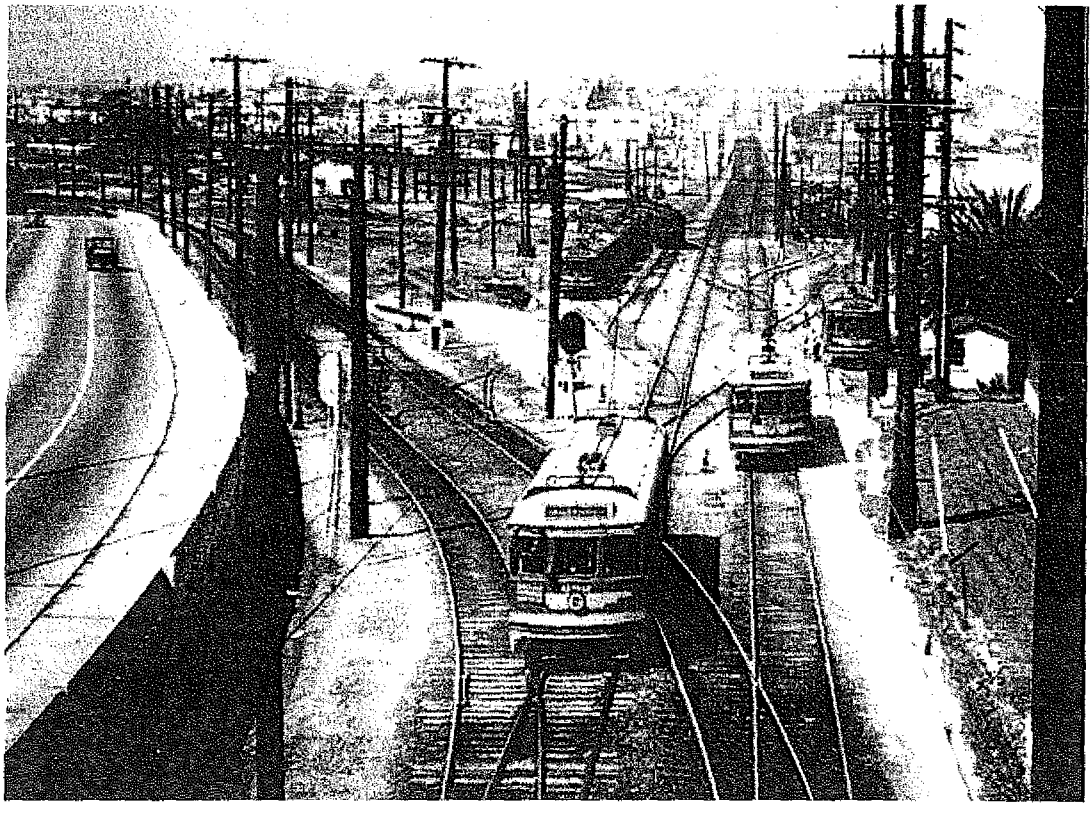
BRIDGE JUST AFTER COMPLETION, FACING EASTBOUND ON VENICE JUST BEYOND SAN VICENTE INTERSECTION. ON LEFT IS DIVIDER FOR RAIL LINES AND RAIL CAR PARTIALLY OBSCURED.



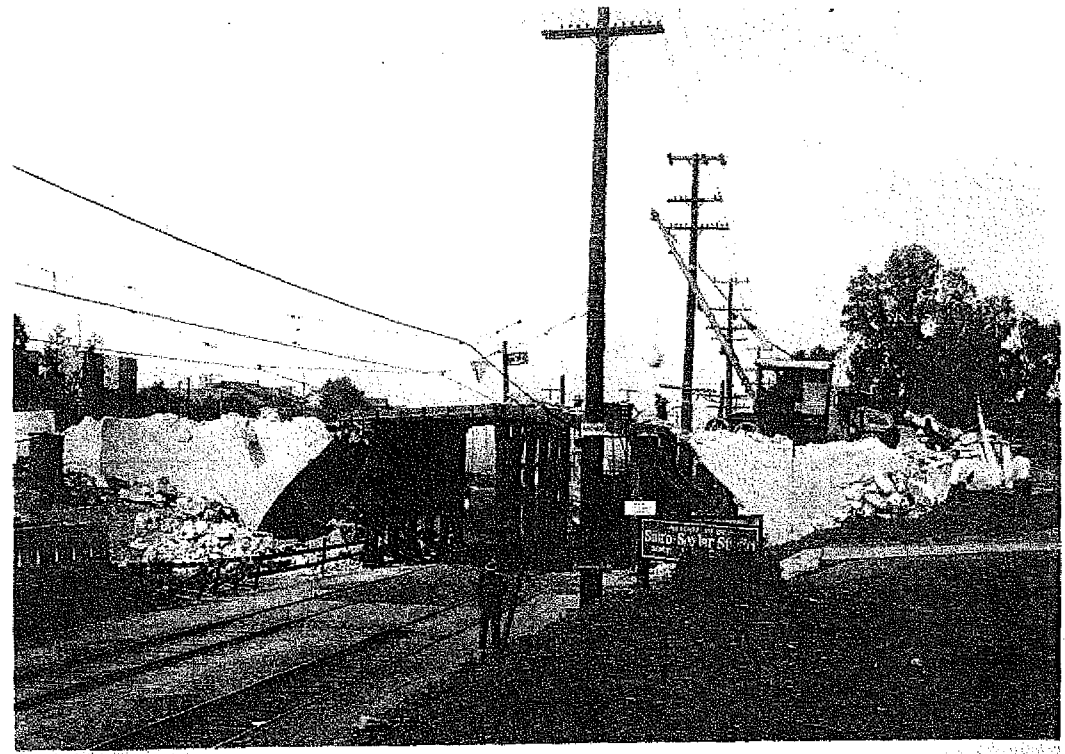
BRIDGE JUST AFTER COMPLETION, FACING WESTBOUND ON VENICE. RAILROAD DIVIDER ON RIGHT. POWER STATION VISIBLE JUST BEYOND (UNDER) BRIDGE ON THE RIGHT



AN OUTBOUND SANTA MONICA CAR HAS JUST DEPARTED VINEYARD, HEADING TOWARDS VIADUCT OVER PICO BLVD. THE SANTA MONICA VIA VENICE BLVD. LINE COMES IN FROM THE LEFT.

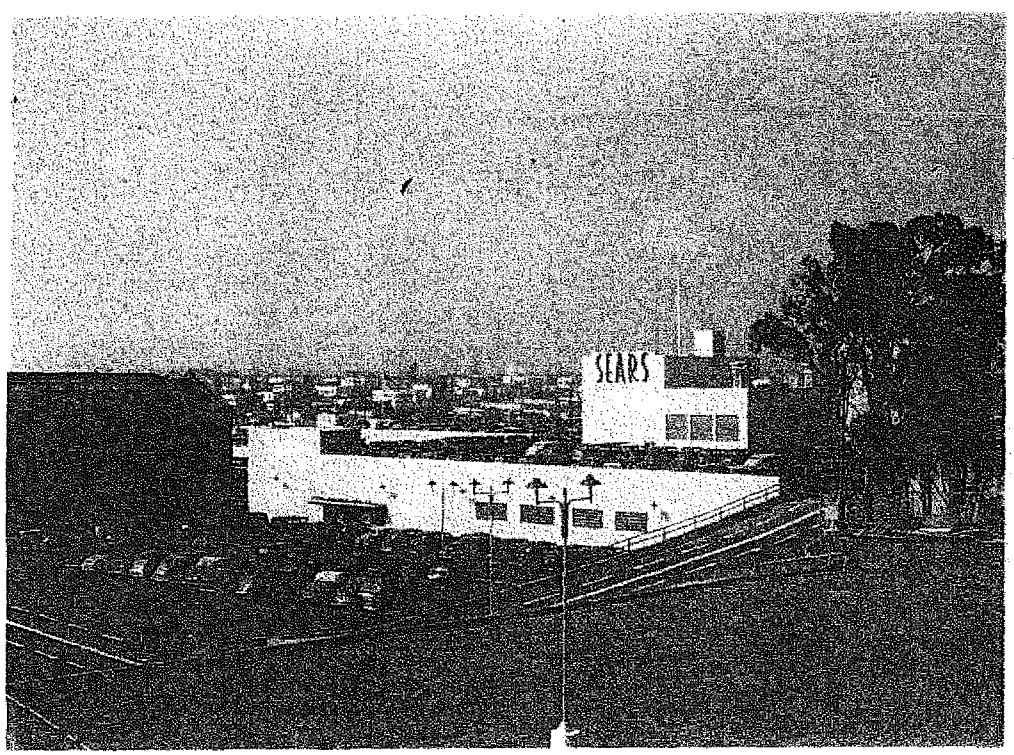


PHOTOS OF VINYARD JUNCTION, FACING NORTHWEST: SAN VICENTE IS STRAIGHT AHEAD, VENICE CURVES TO THE LEFT; FAR LEFT IS THE ELEVATED ROADWAY. TODAY, THE MID-TOWN CENTER, RALPH'S MARKET, OSH, ETC. OCCUPIES THE TRIANGULAR SITE IN CENTER OF PHOTO. BOTH PHOTOS TAKEN FROM WOODEN BRIDGE, PRIOR TO 1932.

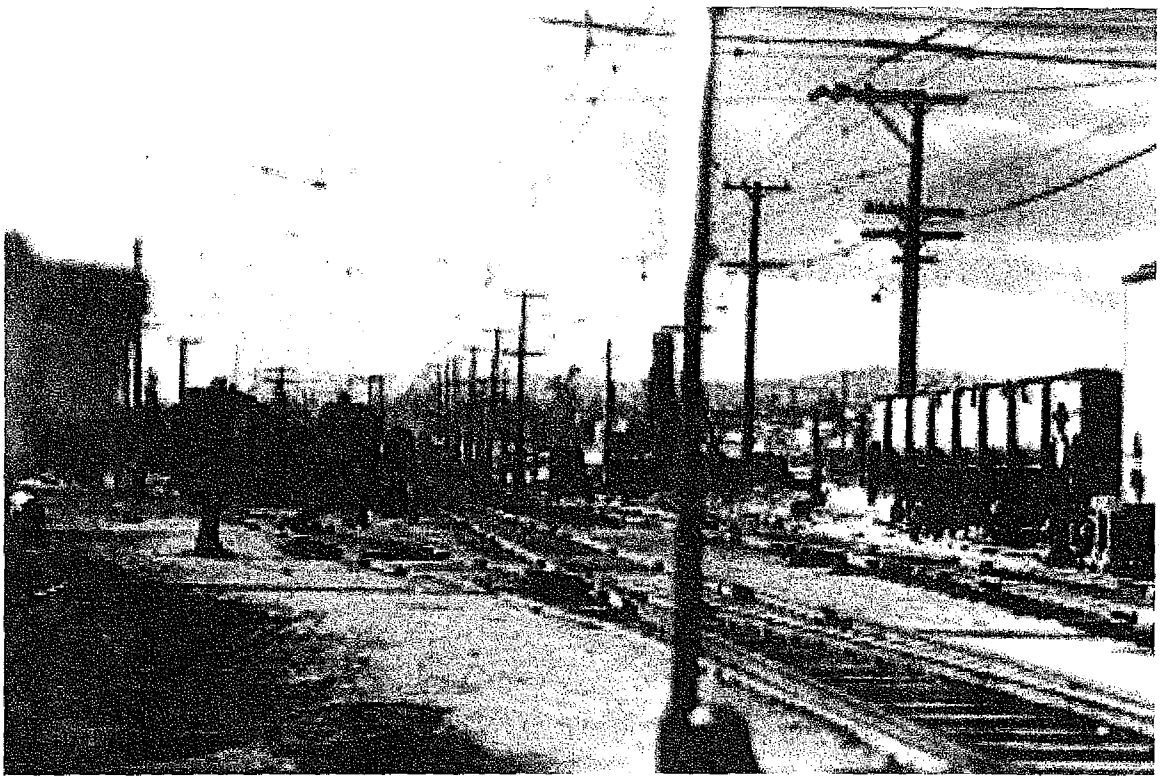


Removing Old Narrow Structure Across Venice Boulevard at West Boulevard, Built in 1920.

PREPARATION FOR CONSTRUCTION OF CURRENT BRIDGE, FACING WEST. INCLUDES DEMOLITION OF ELEVATED CONCRETE ROADWAY OCCUPYING SOUTHERLY LANES.



TAKEN FROM WEST BOULEVARD BRIDGE, FACING NORTHWEST, UPON COMPLETION OF SEARS, 1939; AT LEFT IS VINEYARD POWER STATION.



FACING NORTHWEST UP SAN VICENTE, PHOTO TAKEN FROM "TRIANGLE" SEPARATING SAN VICENTE AND VENICE LINES

FACING NORTH, PHOTO TAKEN FROM WEST SIDE OF BRIDGE PRIOR TO COMPLETION OF LOWE'S STORE, FORMER SITE OF VINEYARD POWER STATION AND SEARS

LOS ANGELES TIMES, AUGUST 31, 1902

AMONG REAL ESTATE OWNERS AND DEALERS.

GROWING ACTIVITY FOR AN ALREADY ACTIVE MARKET.

Outlook for Real Estate All That Could Be Desired—No Trace of a Cloud Visible from Horizon to Horizon.

The market, while not sluggish at any time during the summer, is beginning to warm up slightly as the fall season approaches. Some investments on Main street, and in other localities, whose importance as sites for business buildings has been noted by far-sighted buyers, are among those reported during the week; and the proposition to improve a tract, of about 700 acres, lying just back of Highland Park, so as to convert it into a second Smiley Heights, is among the large enterprises that have recently come to light. Broadway, from Seventh to Main streets, is being rapidly paved, and the work is apparently being well done. The improvements proposed for Hill street are progressing. Preparations to widen a portion of Los Angeles street, in the wholesale district, are under way; and the general trend of improvement, and of preparartion for an increasing business in all lines, is altogether satisfactory. The demand for building sites, and for residence properties, continues active, and purchases of beach properties, for immediate improvement, do not diminish as the summer season draws to a close.

Adjoining the Nevin Tract.

A purchase of unimproved acreage property, noted in the early part of the week, that will doubtless result in another tract in the western portion of the city being placed on the market, was that by which G. L. Crenshaw and associates, secured from W. J. Horne fifteen acres located just west of the Nevin tract, and extending from Pico to Sixteenth street; consideration named, $22,500. The exceptionally fine improvements in the Nevin tract, coupled with the excellent location and splendid view, naturally attract attention to that locality; and if the new tracts, placed upon the market in this neighborhood, shall emulate the example already set in the way of large lots, strictly first-class street and general improrvements, and wholesome building restrictions, this section will grow up to be one of the most desirable residence districts of the city. Its natural advantages are undoubtedly great, and the steps so far taken in its development can be classed as improvements that improve and developments that develop.

LOS ANGELES TIMES, JUNE 26, 1904

Crenshaw Heights Tract.

Nolan and Smith are preparing to place upon the market a subdivision to be known as the Crenshaw Heights tract. It extends from Pico street, on the north, to Sixteenth street, on the south; and from Wilton Place, on the east to unimproved acreage, on the west. The lots are 60x150 and 70x173 feet each. They command a fine view of the Cahuenga Valley, are in the neighborhood of the Nevin and the Angelus Vista tracts, are protected by a $3500 building restriction, and are supplied with good street and tract improvements. They are to be offered at from $1250 to $3000; and, with their fine location, will, doubtless, readily find buyers at those figures.

LOS ANGELES TIMES, DECEMBER 17, 1905

J. Cather Newsom plans of a two-story, attic and basement residence to be erected in the Crenshaw Heights tract for C. L. Crenshaw. It will be in the combination mission style, contain fourteen rooms, entrance and staircase halls; three bathrooms, gymnasium, numerous closets, etc. It will be built on a concrete foundation, and have cement plaster exterior. The same architect has plans of a frame bungalow to be built on Manzanita Heights for Mrs. E. R. Dennis. He has also plans for a two-story and basement mission residence to be built at Hollywood for J. R. Hubbard. It will contain twelve rooms and have beam ceilings and hardwood floors. He has also plans of an eight-room residence for J. C. Reinhard to be built at the northwest corner of Hobart boulevard and Cambridge street. He has also plans of a hotel building to be erected at Pacoima. It will contain about twenty rooms.

LOS ANGELES TIMES, FEBRUARY 17, 1907

REAL ESTATE NOTES.

Crenshaw Realty Investment Company report following sales: On Crenshaw boulevard, lot 14, to R. F. Leefeld, $1500; on Crenshaw Arlington Heights, lot 7, block 48, to Elizabeth Ricker, $1600, lot 7, block 40, to W. R. Markham, $1600; on Benton Terrace, lot 55, to Luella and Bertha Buckingham, $2000; on Arlington Heights Extension, lots 44, 45 46, block B, to August Miller of Iowa, $1050 each; lot 42, block A, to Mrs. Emma Jerrue of Catalina, $1150.

David Barry & Co. report the following sales in Victoria Park for the week up to Friday: To Tyler & Co., the residence site at No. 6 Victoria Park, 95x150 feet, at the intersection of two of the drives in the park, $2300; to Dr. C. W. Allen, No. 10 Victoria Park, 60x150 feet, $2000; to Walter E. Blanchard, No. 12 Victoria Park, 60x150 feet, $2000; to William Pulsevich and J. H. Heidt, No. 18, 60x150 feet, and No. 20, 85x150 feet, at the intersection of two of the drives in Victoria Park; consideration for Nos. 18 and 20 together, $4600; to J. A. Bowden, No. 37, Victoria Park, 75x140 feet, at the intersection of park drives, $3250; to Thomas F. Bixby, No. 57, Victoria Park, 80x162½ feet, $1900; to Leslie E. Collins, No. 58, Victoria Park, 60x148 feet, $1900; to Frank J. Ellis, No. 66, Victoria Park, 50x140 feet, $1800. Victoria Park is the new residence park situated between Pico and Sixteenth streets on the West Adams Heights hill, southwest. The same company report the sale of the seven-room bungalow, No. 2927 Hobart boulevard, Frank Schoenrock to Emma C. Wells, $5250, lot No. 129 Newton Park, 50x142 feet, to R. A. Klassen, $700.

LOS ANGELES TIMES, JUNE 12, 1910

MANY HOMES DESIGNED.

WEST END DEVELOPMENTS.

The Crenshaw Realty Investment Company reports seven room bungalows completed for owners as follows: Melisser Nicholson, corner Tenth avenue and Grant; Juan Castina, Tenth avenue and Sixteenth; R. B. Price, Tenth avenue and Grant and B. B. Allen, at No. 1615 Ninth avenue. Recent sales of lots are: Tom Morris, four lots on Tenth avenue between Sixteenth and Grant, $600; R. B. Price, lot on Tenth avenue, near Sixteenth, $1500; John Murl, lot on Ninth avenue, near Washington, $1250; B. B. Allen, lot on Ninth avenue, near Sixteenth.

The tract in question is in the west part of the city on Ninth and Tenth avenues, between Sixteenth and Washington streets.

TO OPEN IN WEEK.

The Crenshaw Trust and Realty Company, owners of La Fayette square, announce that that property will be put on the market on September 22. The improvements, which are of the highest character, have been completed and the tract is ready for the home builder. The lots, 267 in number, will range in size from 60x145 to 120x160 feet. Building restrictions of from $6000 to $15,000 will be enforced. The property is bounded by Sixteenth street, Washington boulevard, Crenshaw boulevard and a private roadway of the company. The granite gateways marking the approaches are striking features of the tract.

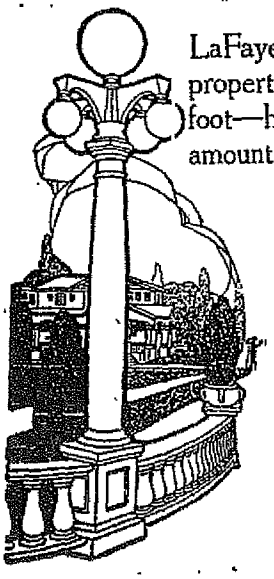
La Fayette Square

Build Your Beautiful Home

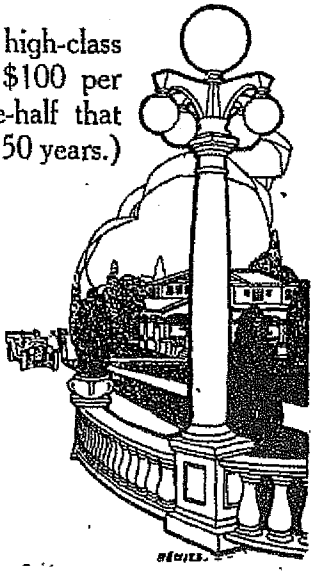
In LaFayette Square "And Live Forever"

You will be charmed with the air of seclusion and the stamp of elegance---that completely envelops this royal domain.

The commanding location of the highlands of the fashionable West End (between Washington Boulevard, Venice Short Line (16th Street) and Crenshaw Boulevard.) gives to LaFayette Square a prominence that is truly remarkable.



LaFayette Square frontage compared to other high-class property is today intrinsically worth not less than $100 per foot—however, you may buy it for less than one-half that amount at present opening prices. (Restricted for 50 years.)



Note that we have moved from The Title Insurance Building to 905-907 Van Nuys Building

CRENSHAW TRUST & REALTY CO.

PHONES F 2575 MAIN 2979

905-907 Van Nuys Building

LOS ANGELES TIMES, JULY 14, 1913

pg. 11

FIFTEEN DEAD AND O[redacted] HUNDRED INJURED IN COLLISION

MISUNDERSTOOD SIGNAL TAKES FEARFUL TOLL.

Onrushing Beach Special Rams Crowded Trains of Homegoers.

More Than a Thousand Persons in Wreck of Heavily-Loaded Pacific Electric Cars at Vineyard Station on the Venice Line—Coaches Telescoped and Many Die Pinned Under the Debris.

RUSHING at top speed past a flickering danger signal, a flying Pacific Electric special train homeward bound from the beach with a big Sunday crowd, rammed into two three-car train loads of passengers while rounding a curve at Vineyard Junction at 9:40 o'clock last night, killing fifteen persons and injuring more than 100.

The victims were in the dark as from around the curve flashed the headlight of the onrushing train. A shrill blast of a whistle, the piercing shriek of a woman—then the crash that thundered death. The wreck was caused by a misunderstood signal, the asserted absence of tail-lights on the still trains, and the breaking of a trolley wire that had halted traffic.

The accident is explainable and yet it is not. One train of three cars packed with Sunday visitors to the Santa Monica beaches drew up at the junction at Vineyard Station at 9 o'clock. It had been there only a few minutes when a second train drew up. Both were held up on orders because of a break in the trolley wire about 200 yards ahead. The trains had been standing there only a short time when the crew of the second train started to back up to a switch, expecting to take another track and proceed into the city.

WARNED TO WAIT.

The motorman was warned by the operator at the junction to wait, and he had drawn back to his original position at the rear of the first train when the lights went out. Conductor Carroll Bartholemal of car No. 874 on the second train, alighted from his car and went back down the track to flag a special train that was racing toward the city. Conductor Bartholemal had a white and red lantern. Down the track, just beginning to round the curve he saw the flashing headlight of an onrushing train. It was the special. The conductor says that he swung his lantern, warning the motorman of the approaching train.

On the rear of Conductor Bartholemal's car were a number of hoodlums who, taking advantage of the conductor's absence, started to play with the whistle and the bell. They were in the dark. Two toots of the whistle given by some hoodlum as a joke, sped the onrushing special into the darkened car. The motorman on the approaching special evidently understood the two blasts to mean for him to proceed. Conductor Bartholemal said the train passed him while he was still waving his lantern, and persons on the car yelled to the motorman to stop.

CARS TELESCOPE.

Car No. 887, which headed the ramming train, telescoped car No. 874, at the rear of the two trains. The onrushing train crashed through the rear of the car, passed the outside shell and rammed itself half way through the car, killing and maiming as it went.

Four cars were piled in fearful wreckage. The lights went out, and the scene of the wreck was between two high embankments, the south one being only a few feet from the wrecked trains.

At the crash came the screams and groans of scores of persons. Many of those who sat in the rear of the last darkened car or in the front of the onrushing train were killed instantly. Hours later their mangled bodies were dragged from beneath the wreckage.

THOUSAND IN WRECK.

Nearly 1000 persons were involved in the wreck, having been crowded into the three trains. At the crash there was a wild, mad scramble for freedom. Men and women fought in the rush to get out and someone far down near the scene of the crash shouted "fire," adding to the horror and fright of the situation. It was only the lighting of a flash-signal, the red glare creating the impression that the wreckage had caught fire.

FEARFUL SCENES.

Men, women and children dropped through the windows to the ground. Husbands tore madly at overturned seats to liberate wives and children who were pinned beneath the wreckage, splintered timbers and twisted iron and steel flew through the crowd in two cars and shattered glass was sent in a shower. From the rear end of car No. 874 and the front end of car No. 887, which had come together in the rear-end collision, came the screams for help.

Fifty yards away at the power transmission station at the junction, word had been telephoned for help. Few tools were available to remove the wreckage, and one man dashed to a neighboring house and borrowed a meat saw with which he hacked his way through the splintered timbers and liberated a dozen sufferers.

Help was slow in arriving, and those who came to the relief of the stricken found a situation without parallel. Two cars were still filled with sufferers. Men, women and children were penned in, their limbs and bodies held imprisoned by the wreckage. Most of the injured had broken legs, the car seats snapped from their fastenings and piled back, one upon the other, the passengers being caught as though in a vise.

The hurry call for help brought scores of physicians and ambulances and autos and later on came the hearses, grim in their grayness as they neared the scene of the wreck. On improvised litters the wounded were carried out while the dead were laid aside to permit attention to the living. Candles were rushed to the scene of the wreck, for there was no better light. Lanterns flickered through the darkness, and finally came other cars on near-by tracks throwing their headlights upon a gruesome scene. One man, pinned between two of the front windows, his body mangled and his face bearing evidence of horrible torture that came to him in the suddenness of the snuffing-out remained in the prominent position through two hours of rescue work. His body finally was liberated when the roof of the car was jacked up. He was the last of the dead to be removed.

HARD TO RESCUE.

Owing to the inaccessible place in which the wreck occurred, the ambulances and autos stationed a block away, and on the improvised litters of car seats, most of the victims were carried out. The gathering crowd hampered the work of rescue and only the arrival of policemen helped to expedite this feature of the grim tragedy.

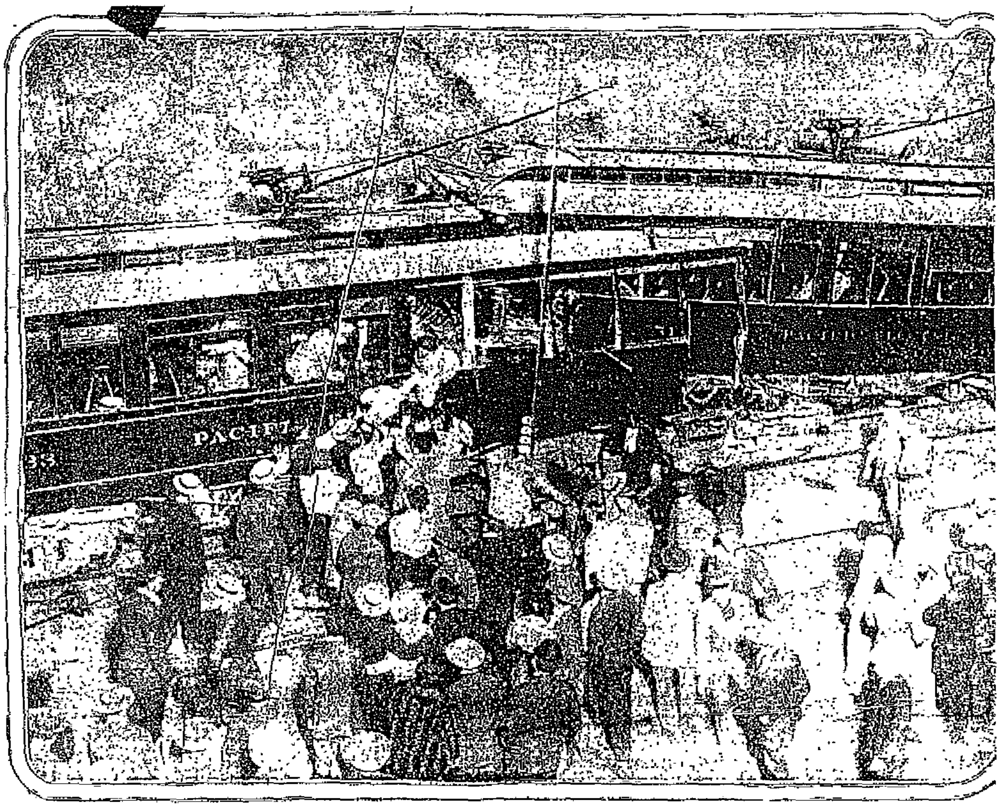
Women from the cars that were unseated by the collision, tore their petticoats into ribbons and bound the wounds of the injured. Women from neighboring homes threw them open to the victims, tore sheets and linen into bandages. A physician who lives near the scene of the wreck was the first to bring medical assistance to the sufferers. He worked through two terrible hours, and there was a trail of blood from the wreck to his home, where the victims were sent.

It was more than two hours after the wreck occurred before modern relief equipment arrived. Then litters and stretchers were used to carry from the ground those victims who had been dragged from the wreckage. The injured were carried into special cars and rushed to the hospitals. Because the cars were not fitted for carrying passengers lying down, the victims were laid out in the aisles, and volunteer assistants climbed over the seats to minister to them as they were being transported to havens of mercy.

Tales of heroism, of self-sacrifice, of self-abnegation, sprang forth from the wreck as men, women and children were waiting for the arrival of help through the wilderness of broken and twisted timbers. One man, lying beneath a ton of warped and twisted metal, directed the rescue of four women, and refused to allow the rescuers to take him from the wreck. When the weight was pried from his body, his legs were found to be crushed. He probably will die.

The confusion about the scene of the wreck is indescribable. Police, trainmen and volunteers struggled through the wreckage in dim light trying to drag forth the bodies of the victims. They had no tools to work with and outside the cars stood men and women seeking relatives and friends. A photographer took a flashlight picture of

(Continued on Sixth Page.)



"Times" flashlight of last night's wreck at Vineyard station.

The top picture shows the telescoping of two of the coaches after the rear-end smash and the crowd strug forward to assist in the work of rescue of those pinned in the debris. Below are some of those who assisting in the removal of the dead.

Misunderstood Signal.

(Continued from First Page.)

the wreck. The flash startled the injured who were yet in the cars and spectators smashed his camera and knocked him down, two policemen joining in the assault.

The disentangling of the two coaches required more work than human beings could do and not until a giant jack arrived were the cars untelescoped. Here under the wreckage the rescuers had for several hours seen the bodies of two men, but to get them out was hopeless. The motorman on the rumning car was buried with his controller.

EYE WITNESS.

Dr. Harrington Marxmiller, who lives at the corner of Sixteenth street and West boulevard was an eye-witness of the wreck and tells a lucid and connected story of what happened immediately before and just after the crash.

"My house is a short distance from Vineyard Junction," he says. "I had gone to bed and was awakened by vivid flashes of light, such as might have been produced by a terrific electrical storm. I watched the play of electricity for several minutes, and then hearing shouts, I arose and walked down to the crossing.

"Two three-car Venice trains, headed for the city, were stalled just behind the broken wire. The cars were dark, and crowded with passengers. Many were entering and leaving the cars and apparently enjoying the experience. The crew was endeavoring to rope the broken wire and make a temporary repair so the city-bound cars could proceed upon their way.

FLASH OF LIGHT.

"Suddenly the headlight of another train flashed around the curve a few hundred feet west of the junction, and a second later there was a crash, a grinding sound as heavy masses of wood and steel being ground together, just a moment of terrifying silence, and then came the most unearthly succession of shrieks and imprecations and moans I have ever heard.

"I rushed to the scene of the impact. Men poured from the cars which were not telescoped and the work of rescuing the injured was begun. Men and women were lowered out of the windows and over the sides. Many were frightfully injured. Limbs were crushed; one man's leg was almost off; bodies were ripped open. I saw one man whose intestines were strewn about the ground.

"As quickly as possible the injured were laid alongside the track and I went from one to the other reducing fractures and giving such first aid assistance as was possible in the indescribable confusion and semi-darkness. For half an hour I was the only doctor on the scene.

"As nearly as I can estimate it was about fifteen minutes from the time I was awakened by the flashes from the broken trolley, and the wreck. The wire fell across the east-bound track. The track from the city to the beach was open, but the one leading to the city was closed by the break in the wire.

RELIEVES SUFFERING.

"I did not attempt to secure any names. My first thought was to relieve the suffering of the injured. I am sure that at least twelve are dead and I treated thirty-five injured myself. Many of these are terribly injured. I estimate that 30 per cent. of the injured will die.

"When the crash came the first car of the train from Venice plunged into the car ahead, and seemed to leap through it. The motorman, I think, jumped. We could not find him afterwards. I used every piece of supply in my house and many of the women passengers tore up their clothing to make into bandages."

"Glory, glory, hallelujah," screamed a woman as she was tenderly lifted through a window into one of the hospital cars. "I can see the Kingdom, I am so happy, glory, glory." This woman's body was torn and bleeding, her banes were broken, and she was unconscious and hysterical. "My name, or glory, my name is glory," she shouted. Suddenly her

ravings ceased and she was quiet.

NURSES ABOARD.

Jessie McPhail, Idalia Westbrook and Grace Greenleaf, nurses at the Clara Barton Hospital, were on the doomed train. They were badly bruised and shaken, but as soon as they could reach the ground entered into the work of rescue and performed splendid service throughout the awful hour which followed.

A man with a broken arm turned what he called his "good side" to the rescue work and helped carry more than one unfortunate into the open.

"Don't let this get into the papers," moaned Mrs. Harry C. Cain of No. 520 South Flower street. "Go easy boys, my legs are crushed. I don't want my mother to worry. Easy there, you are hurting me."

LAUGHTER, THEN DEATH.

Mary Alice Parker, No. 3100 Manitou avenue, was within a few feet of death but she maintained her composure even in the face of a missing brother. "We were talking and laughing together," she said; "there was not the slightest warning of danger; just joy, and then crash, and people all around me were dead and dying." Harold Keay, a member of the party, is among the reported seriously injured.

K. A. Thomas, No. 630 Workman street, leaped from the car immediately after the collision and rushed to the power station a few feet away. "I demanded a telephone in a hurry," he says, "and was refused. I then ran to a house and think I was the first to send word of the accident to the city."

Mrs. Robert Foster, who lives at the Argonaut Hotel, adds her testimony to the long list. It runs just about the same. Just a bolt out of the star-filled sky. A crash, and without premonition of any sort a dozen lives were snuffed out and scores of persons turned from happy, carefree pleasure-seekers into mangled suffering bodies.

CAR A SHAMBLES.

In one car a Japanese, I. Takahasho, No. 651 South Olive street, sat and looked helplessly at the scene of carnage which surged about him. Through each door horribly injured persons were being carried and made as comfortable as possible. The car was a shambles. It was literally blood soaked. Where one put down his hand, he took it up smeared with the life-blood of a man or woman, boy or girl, who had spent the day in happy contentment at the beach resorts.

The Jap was one of a party of five of his countrymen. He was hurt about the limbs. The others he said they had carried away "bad hurt."

The scene was one of the weirdest imaginable. Dozens of signal sticks such as conductors are supposed to use were set in the track to notify oncoming trains to go slow, that there is danger ahead. These were renewed from time to time and cast a yellow light over a scene which resembled a section of a battlefield.

INJURED FIRST.

Clothing was scattered about, and along the edge the workers now and then stepped upon the dead body of an unfortunate victim laid aside while the more pressing needs of the living were attended to. A dozen cars lined the tracks, the glare from their headlights adding to the weirdness of the scene.

With the first help rushed from Los Angeles the work of rescue took on a little more organization, but confusion reigned until the last body was taken from the ruins of the cars. On one side a steep embankment made the work difficult. From the track bodies could be seen wedged into the wreckage. "Why don't somebody kill me," pleaded a voice from the depths, but it was a long time before he could be located. Then the voice was still, the sufferings were over.

Charles A Treat of the Bryson apartments, was one who rendered first aid. "It took a good while to get at those who were jammed into the middle of the cars," he said. "We had to work our way through layers of men and women who were injured. Cries for water and aid were heartrending.

GAPING WOUNDS.

The horror of the accident was largely in the nature of the injuries received. Gaping flesh wounds, cut arteries, twisted limbs, scalps laid bare, in one case an eye gouged out. "A stretcher here," was the repeated demand.

"Gangway!" the willing workers augmented now by a squad of police from the city, shouted. It was awkward business getting the injured through the narrow doors and up the steps of the cars waiting to rush them to hospitals, but it was accomplished with a tenderness touched by the depths of human misery which settled down like a shroud over that lonely railway junction on the edge of town.

As soon as the extent of the accident became known the Los Angeles Railway Company rushed a number of cars to the end of the Pico-street line, three blocks from the scene, and many of the passengers on the Venice line able to walk were transferred to these cars. In this way the names of a large number of those not dangerously injured were lost.

Every available ambulance and morgue wagon was sent to the wreck and the dead and injured removed as fast as possible, but it was an hour and a half after the collision before the last had been cared for, and the heartrending work of succor was finally transferred to the city hospitals.

Three cars are totally wrecked. When the crash came the ends telescoped and it was impossible to find where one ended and the other began. By 11 o'clock 200 automobiles surrounded the junction.

LOS ANGELES TIMES, JULY 15, 1913

RAILWAY BLAMES MOTORMAN AND FLAGMAN.

In Death's Wake.

WHY DIDN'T HE STOP? DAZED MAN PUZZLED.

Investigation Shows Forster Could See Train Mile Ahead.

Representatives of Interstate Commerce and the State Railroad Commission Question Witnesses at Inquiry. Crushing Horror of Vineyard Station Tragedy Seen in Many Homes—Fourteenth Death.

FLAGMAN E. BARTHOLOMAI of the Pacific Electric train that was telescoped at Vineyard Sunday night, resulting in the death of fourteen persons and the injury of about 125 others, some probably fatally, was held jointly responsible yesterday with Motorman Joseph Forster for this appalling disaster by the board of inquiry convened by General Manager McMillan of the electric system.

Because of the dazed condition of Forster, which made his testimony of little value, the board reserved final decision, though everything indicates that the tentative decision will be subject to but slight amendment.

The following statement was issued last night by the board after the entire afternoon had been spent in taking testimony:

"The investigation seems to indicate joint responsibility on the part of Motorman Joseph Forster and Flagman E. Bartholomai. Motorman Forster is in a dazed condition, suffering from injuries to his head received in the accident, and it plainly appears that he is not yet himself nor in condition to give a clear and accurate statement of what transpired immediately before the accident. He is being examined by physicians as to his physical and mental condition at this time, and a further investigation will be had within the next day or two. The board of inquiry has not reached final conclusions."

Bartholomai, who must bear the joint responsibility with Forster for the accident, was what is known in railroad parlance as a "student." He had entered the service June 20, with no railroad experience; had never been examined on the book of rules nor on signaling, and had been called into service because of rush of business.

ON THE BOARD.

Those who sat as the board of inquiry are Superintendent White of the Pacific Electric's western division, chairman; General Manager McMillan, H. L. Metcalf, assistant to the general manager; Assistant Chief Engineer Johnson, Mechanical Engineer Small, Electrical Engineer Anderson, Superintendent of Telephones, Telegraphs and Signals Roome, Associate Counsel Kerr, Superintendent Annable of the northern division, Superintendent Davis of the southern division, Gerald FitzGerald, chief clerk to President Shoup; P. Cummings, general foreman of inspectors, mechanical department; J. B. Green, car house foreman, Sherman, and Chief Equipment Instructor Bishop.

W. R. Wright and H. Kirch, inspectors for the Interstate Commerce Commission, both of this city, and J. A. Shakespeare, service expert for the State Railroad Commission, were present, and questioned witnesses closely. Today they will visit the Pacific Electric shops and make a minute investigation of the cars that were in the accident. None of these men would be quoted further than that they are gathering evidence to submit to their superiors.

Joseph Forster,

Motorman of the train which crashed into standing cars at Vineyard Station Sunday night, as he appeared before the Board of Inquiry yesterday afternoon.

SALIENT POINTS.

Salient and uncontroverted points brought out in the investigation were that the accident occurred on a slight curve on a gradation of 1.7 per cent., touched by a longer grade of nine-tenths of 1 per cent, and that Motorman Forster had an unobstructed view of the tail-lights of the brilliantly-lighted train ahead for a distance of at least one mile, probably farther; that his brakes were in good condition, that he had made a whistle acknowledgement of Bartholomai's stop signal, and that 500 feet back from the point where his train crashed into the standing train was a slow board, which, in accordance with the book of rules, implied a reduction of speed to twenty miles an hour.

These facts settled, Forster's responsibility was proved, and the case then swung to the mooted point of how far back Bartholomai had gone when Forster's train passed him.

According to Bartholomai himself

(Continued on Second Page.)

Why Didn't He Stop?

(Continued from First Page.)

he was back 500 feet when he first saw the approaching train, then he alternately walked and ran until he was 900 feet in the rear of his train and around the curve to where the straight track begins. He also testified, as did Conductor C. C. Van Dorn of the telescoped train, that while going out to flag he had been "called in," in other words, it appeared that the blockade was to be lifted and the train would move on, consequently he was signaled to get aboard.

"You disregarded this signal to come in?" asked White.

"Yes," replied Bartholomai. "I could see the train coming and I thought it was just as well for me to get back."

NO TORPEDOES OUT.

Here the fact came out that Bartholomai, though he had torpedoes on both lanterns and fusees in his pockets, had not put out either.

"The rule is, I believe," said Shakespeare, "to go back 500 feet and attach one torpedo to the rail, then go back an additional 500 feet and attach two, sixty feet apart. You didn't do this, and why?"

"I wanted to get around that curve before that train ran into us and I didn't think of the fusees and torpedoes," replied Bartholomai.

DIFFERENCE OF OPINION.

Efforts to arrive at the exact distance Bartholomai was back when he began to signal with his red lantern brought out considerable difference of opinion. R. Allison, a passenger on the telescoped train, stated that he was not over 100 feet back; Conductor VanDorn, in charge of Bartholomai's train, stated that he was between 500 and 700 feet back when he told the motorman to call him in; S. P. Chase, a Los Angeles Railway Corporation switchman, who was standing directly behind Forster in the vestibule approaching Vineyard, asserted that Bartholomai was at least 250 feet back of his train when he first saw him running and swinging his lantern and that Forster answered the signal with the regulation two short blasts of the whistle.

"How far away were you when you first saw the tail lights of this train?" asked White.

"It was at least 550 feet," replied Chase.

Here, for a moment, the inquiry veered to the question of Forster's actions immediately preceding the accident and of his presence immediately before the crash.

"I thought there was going to be an accident," said Chase, "and I started for the vestibule door. I was thrown down, but with the other man and two women in the open section I escaped unhurt. I didn't see Forster after the accident and I didn't talk to him before the crash, nor did anyone else, but I am certain that he went through the crash with us."

Chase later testified that the train was going from forty-five to fifty miles an hour when he first saw the tail-lights of that ahead, which developed expert testimony that cars of the 800-class could make from forty-five to forty-eight miles an hour over the Vineyard gradation and that under such speed they could not stop under 800 feet.

J. K. Carson, a Southern Pacific engineer, who was riding in the stalled train immediately ahead of the ill-fated one, estimated that Bartholomai had gotten back at least 600 feet when the accident occurred. He based his opinion on the time that elapsed between the whistling out of the flagman and the time of the accident.

FORSTER DAZED.

Forster's appearance on the stand was a signal for strained interest, but his testimony was of little value. His soft brown eyes wearing a look of dumb suffering, the lily-white fairness of his complexion but slightly hidden by a light coat of tan, the whole appearance of his face feminine, accentuated by arching black eyebrows, Forster sat twirling his hat in his hands while his testimony was given in a trembling voice that but seldom rose above a whisper. In fact, he appeared dazed and answered questions in the aimless manner of a cowed child.

He was puzzled and unable to state why he didn't stop.

"What did you do following the wreck?" asked White.

"I got on a car and went back to Sherman," said Forster, as if it was the most natural thing in the world to go home immediately following an accident in which many had been killed.

"You didn't see any members of your crew following the accident?"

"No."

"You rode from Vineyard to Sher-

(Continued on Third Page.)

Why Didn't He Stop?

(Continued from Second Pa

man on your badge; you didn't pay your way?"

"I believe I rode on my badge."

"Car in good condition; brakes working all right?"

"Yes."

"You saw the stop signal?"

"Yes."

Forster also testified that he slowed down to twenty miles an hour at the slow board and that he was running about fifty miles an hour previously.

Before and after his examination he sat in an adjoining room to that in which the inquiry was held and gazed moodily at the floor. When spoken to he looked up blandly and as blandly answered questions. All the time he had a faraway look in his eyes and spoke as if trying to collect his thoughts.

In this respect he was a decided contrast to Bartholomai, who testified in a calm, self-assurred tone of voice, was clear as to all his actions, and was decidedly one of the best witnesses offered.

Forster had been in the employ of the Pacific Electric since May 24. Previous to 1909 he had been employed by the street railways of Milwaukee. He has a good local reputation.

AS TO THE BRAKES.

Regarding Forster's application of the brakes there is some difference of opinion. Chase, who stood directly back of him in the crowded car, was sure that they had been applied lightly at the slow board and thrown into the emergency when Forster saw Bartholomai's stop signal. Conductors Shaffer and Sexton of Forster's trains were not certain, however, that they felt the application of the air, in fact, they were pretty certain that they felt no jar such as attends the application of the emergency.

Examination by the Interstate Commerce Commission and State Railroad Commission men showed their interest in the block signal or rather the absence of a block signal system. It was shown that trains are operated under a spacing interval of 2000 feet ordinarily, that during rush hours the cars are sometimes dispatched at five-minute intervals, and that the time-interval system and observance of flagging rules are depended on to prevent accidents.

"No signal system at all, simply guesswork," was the response of Motorman L. R. Clark of the telescoped train to one question.

The experience of the trainmen concerned in the accident was also carefully inquired into by the experts. It showed that nearly all had had some experience on street car lines, but none at all on steam railroads, and that nearly all had not been over three or four months in the service of the Pacific Electric.

LOS ANGELES TIMES, JULY 15, 1913

City.

CONFERENCE FOR PUBLIC SAFETY.

PRESIDENT OF UTILITIES BOARD PLANS A MEETING.

Declares Time Here When Steps Must Be Taken for Elimination of Grade Crossings and General Adoption of Block Signal Systems to Safeguard Human Life.

As a direct outcome of the horrible railway accident of Sunday night, although the subject has been long in the minds of the members of the Public Utilities Commission, President McReynolds of this board will issue a call today for a conference next Friday morning to take definite steps toward securing additional safeguards to human life in street and interurban travel.

President McReynolds yesterday issued the following statement:

The accident of last night at Vineyard Station, on the Venice Short Line of the Pacific Electric Railway, shows that something which should have been done by somebody has been left undone. Such an accident should have been a practical impossibility. Just as long as the possibility to have such an accident remains the responsibility must attach to the railway, city and county officials, and is one which cannot be shirked.

It is quite apparent that it is possible to operate high-speed electric trains without the possibility of the occurrence of such an accident. This being true, there can be no excuse for stopping short of so operating such trains. Just as long as we are dependent upon men alone for protection in the operation of these trains we must expect just such accidents.

We should, I think, at once insist upon a full measure of protection in the operation of our high-speed electric cars in some form of block signals, so that such trains may be operated at high speed with a full measure of safety. Until this has been done we must all be prepared to accept blame for the occurrence of such accidents, for we know that as long as there is a possibility of their occurrence that they are going to happen sooner or later.

In this connection, it is my opinion that the time has come when some definite move should be made on the part of all interested parties to afford the fullest possible protection in the operation of all of our high-speed electric trains by the use of the block signals and also looking to the elimination of all grade crossings on our high-speed electric lines at the earliest possible moment. With this idea in view, I shall call a conference of the Board of Public Utilities with the Mayor, representation of the City Council and the Board of County Spervisors, also the management of the Pacific Electric Railway, so that some definite plan may be devised for taking care of these matters.

LOS ANGELES TIMES, JULY 16, 1913

pg. 11

Different Finding.

EXCULPATES FORSTER, CENSURES RAILWAY.

Bartholomai Responsible Declares One of Coroner's Jurors.

Motorman Blamed for Vineyard Horror by Pacific Electric Inquiry Board Tells Straightforward Story, Substantiated by Other Witnesses, at Inquest, While Flagman Is Contradicted by Testimony and Facts.

TWO verdicts—one blaming the Pacific Electric for lack of proper safeguards of human life, recommending block signals, and exculpating Motorman Forster; the other fixing responsibility upon Conductor Emil Bartholomai, the flagman—were returned by a Coroner's jury yesterday at the inquest over the fourteen persons killed in the Vineyard Station wreck on the Venice Short Line Sunday night.

One verdict, signed by five of the jurors, finds that the accident could have been avoided by observance of the rules, by employment of competent men, and by allowing more time between the running of trains. The verdict plainly finds that Joseph Forster, motorman of the ramming train, was in no way responsible for the horror. The minority verdict, signed by George E. Mills, follows the line of the other verdict, but goes even further by laying the responsibility for the tragedy at the door of Conductor Bartholomai, who was the rear-end flagman Sunday night, and who, says Mills, did not go back far enough or fast enough to protect his train. Mills spent most of the evening preparing his verdict and announced he will hand it to the Coroner today.

BLAMES THE RAILWAY.

The verdict signed by the five jurors is:

"We find that the railway allowed their trains to be operated too closely together owing to the crowded condition of the cars and that the accident could have been avoided by the proper observance of rules, and by employing competent men. We find that the motorman, Forster, of the rear train, is not responsible for the accident. We deplore the lack of protection offered the public owing to the overcrowding of the cars and the shortness of time allowed between trains. Also that apparently the employees on some of the trains are not qualified by proper experience to safeguard the public, not being familiar with the rules laid down for their guidance. We would recommend that the railway company be compelled to adopt a safe and proper block system.

[Signed]

"GEORGE A. MONTGOMERY, "Foreman,

"W. A. HERDMAN,
"EDWARD J. PURCELL,
"S. S. MCKINNEY,
"C. W. DAMEREL,
"CALVIN HARTWELL, "Coroner."

The inquest, held at Bresee Brothers, developed a series of theories and explanations from nearly every witness called excepting Forster, the motorman, who said little and seemed still dazed. Forster and two or three other witnesses flatly contradicted Conductor Bartholomai, who testified that he had gone down the track far enough to head off the approaching train driven by Forster, but that Forster paid no heed to his danger signals.

SEEN BY RAILROAD MAN.

Oscar C. Stocker, a railroad man, living at No. 1409½ East Twentieth street, threw new light on the accident and explained how it occurred as he saw it from a safe distance. He was on the train which was rammed, and when it stopped at Vineyard he alighted and stood on the west-bound track. He saw the other train approach and knew the power had been thrown off.

"He started to drift at the slow board, 1000 feet from the station," said Stocker. "That motorman thought he had a thousand feet to stop in and was slowing down when he rammed the still train, which stood several hundred feet down the track. He thought he had room and didn't have."

Conductor Bartholomai testified that he had been working for the Pacific Electric since June 29 and had been over the Short Line five or six days. He said he was in charge of the rear car of the rammed train and got off when it stopped as he heard the "flagman out" whistle from the front end. He said he ran clear around the curve and saw the headlight of the approaching train. He was 900 feet from his own train, he said, and the motorman on the incoming train did not recognize his danger signal.

"Where I stood on the track flagging the special I could see the tail lights of my own train," said Bartholomai.

It was later shown that this was impossible at a distance greater than 300 feet from the standing train, as a sharp curve and high embankment shut off the view at that point.

HE DIDN'T KNOW.

Bartholomai was grilled rather severely by the jurors. They brought out the fact that he didn't know much about the running time of the trains, didn't know that one train must stay 2000 feet behind another at night, didn't know whether he was expected to use a torpedo on the track, and had never used one, and had never read through the book of rules.

Selmon P. Chase, a switchman for the Los Angeles Railway, living at No. 1769 East Twenty-second street, was standing on the platform with Motorman Forster. He was the first to contradict the testimony of Bartholomai.

NOT FAR BACK.

"The first I saw of a danger signal was the conductor (meaning Bartholomai) on the track about 250 feet ahead of us. As soon as I saw him I saw the tail lights of the train he had just left. We were not more than 250 feet from the rear end of the train when we passed the man who was flagging us. The motorman had thrown off the power at the slow board, and had thrown on the first air. The train was slowing down, but I saw we could not slow down in time to avoid a collision, and I ran through the front door."

It was shown that the front of the three-car train was not telescoped with the rear end of the standing train, but that the greatest wreckage occurred at the rear of the first coach and in the motor coach of the last train. That explains why Motorman Forster was not killed at his post where he stood until his train had come to a full stop. He had not taken his hand off the emergency brake which he applied as soon as he saw danger.

H. T. Jennings, No. 720 Arlington street, and secretary of the State In-

(Continued on Eighth Page.)

Coroner's jury and (below) Flagman Bartholomai.

Five of the jurors, in a verdict not signed by the sixth, blame the Pacific Electric Railway Company, and find Motorman Forster not responsible for the Vineyard Station horror. G. E. Mills, the sixth, in a finding all his own, which he announces will be handed to the Coroner this morning, fixes responsibility on Emil Bartholomai. He says it coincides with the general verdict in other respects. From left to right, the jurors are: C. W. Damerel, W. A. Herdman, G. E. Mills (he dodged the camera and the side of his head barely shows in rear of Herdman,) George O. Montgomery, foreman; S. S. McKinney and Edward Purcell.

Jury Censures Railway

(Continued from First Page.)

vestment Company, added a dash of humor to the proceedings when he told of a woman who was thrown from the car.

"My throat is cut, my throat is cut," she cried.

Jennings examined the throat.

"It is only a scratch, madam," he said. "Cut by flying glass."

"O, I'm so glad," said the woman as she walked away.

STRAIGHTFORWARD.

Forster told a straightforward story, but volunteered nothing. His story was borne up by the testimony of Jennings and Chase. He is an experienced motorman, having worked three years in Milwaukee before joining the Pacific Electric in May. He said when he approached the slow board he threw off the power as usual, and blew one blast of the whistle for the junction. Shortly afterward he saw Bartholomai with his lantern, standing in the middle of the track. Bartholomai was above 250 feet from his own train when Forster saw him. Forster was 150 feet down the track, coming around the curve. He blew two blasts of the whistle in recognition of the signal and applied the brakes. Then he saw the taillights of the train. The emergency brake was on. Forster had 400 feet in which to stop his train after the first sign of danger. He stood at his post when the trains crashed together and after that he forgot. He couldn't remember how he got out of the wreck or how he got home.

TOO FAST, SAYS DOCTOR.

Dr. Harry G. Marxmiller added some censure to the Pacific Electric for running trains so fast past Vineyard. Dr. Marxmiller lives at No. 3800 West Sixteenth street and saw the broken overhead trolley wire flash in the darkness as it came in contact with the steel rails. He went to the place to see the cause of the flashes and was there five minutes before the wreck. He saw two trains standing at the station. When he was standing in the window of his home he heard the crash and went to the wreck.

"I was on a committee of residents in that community which protested to the City Council and to the railway company against the great speed of trains past the station," said the doctor. "They seldom pay attention to the slow board and we have often remarked in the community that it is a wonder such an accident didn't happen before."

COUNTS TEN.

Grant Jackson confused the jury somewhat by testifying that an extra car had been slipped between his train, which was the rear one, and the oncoming special, and that it was this extra car that was rammed. He said he counted ten cars in a line at the wreck. He was a passenger on the rammed train. Railway officials say he must have been confused in the excitement, for there were only nine cars at the scene of the wreck.

More than an hour was consumed by the identification of victims by friends and relatives and the jury was out two hours before the majority verdict was returned.

The Coroner says that the double verdict is an unusual procedure, although it has happened before.

JULY 16, 1913

Time and Distance.

RAILWAY EXPERTS DIG INTO TECHNICALITIES.

Corps of Pacific Electric and Southern Pacific Officials Arrive to Separate Wheat from Chaff in Conflicting Testimony as to Cause of the Venice Short Line Wreck—Some Moot Points.

WITH the arrival of President Shoup of the Pacific Electric and Vice-President Calvin of the Southern Pacific from San Francisco yesterday, a minute investigation of the cause of the wreck was started.

According to Shoup, there is so much conflict in testimony, so many contributory facts not as yet definitely settled, that only an investigation covering a number of days will serve to unravel the tangled skein.

Service Expert Wilson of the State Railroad Commission also arrived to assist James A. Shakespeare, another expert for the same commission, in gathering data. They held an informal consultation with Shoup and Calvin and attended the Coroner's inquest.

Inspectors Kirch and Wright of the Interstate Commerce Commission also had a short talk with the two railroad officials. Previously they visited the Pacific Electric shops, where they inspected the equipment that figured in the collision, paying particular attention to the brake-shoes and brake-rigging of Forster's car.

TIME'S POINT.

At present the moot point is how far back Bartholomai had got when he signaled Forster to stop. The most important evidence in this matter would be the time between the stalling of the train that was telescoped and the time of the accident.

So far there has been more difference of opinion on this one point than on any other connected with the whole affair.

Only one man appears to have anything like accurate figures. He is B. Allison, who was a passenger in the leading train and who was eager to catch a car for Sierra Madre at 9:55 p.m.

According to Allison, his watch, which was later proved to be at least three minutes slow, registered 9:12 p.m. at the exact moment the ill-fated train came to a stop. This would make the time of the accident 9:15 p.m.

Unfortunately, however, there is apparently no exact evidence as to the time the accident occurred though 9:30 p.m. has been generally accepted. Shoup is now engaged in an eager hunt for evidence—that will be as nearly incontrovertible as possible—regarding the time that elapsed between the stalling of the ill-fated train and its wrecking.

Shoup wants to know for the reason that, given this time interval, it will be possible to ascertain almost exactly the distance that separated Bartholomai from his train when he gave Forster the stop signal. According to Bartholomai, he was back across the slough bridge when he gave the signal, which would mean that he was back a good 800, perhaps 900, feet.

J. K. Carson, a Southern Pacific engineer, a man whose calling makes him a good judge of time intervals and the distance that a man could reach between the whistling out and the whistling in of a flag, estimates that Bartholomai got back at least 600 feet.

The whole significance of this "time elapsed" feature of the investigation is that it will show whether or not Bartholomai got back as far as human endurance would admit when he gave the stop signals.

Generally speaking, Pacific Electric officials are willing to admit that Bartholomai was within his rights when he neglected to put out torpedoes, according to the rules, in his eagerness to get back around the curve so he could give the danger signal on a straight track.

"It is what common sense would dictate," said Shoup yesterday.

AS TO BRAKES.

Technical investigation bears on the wear and tear of the brake-shoes and brake-rigging of Forster's car. Forster testified that he threw the brakes into the emergency. If he did, then minute investigation of the wearing surface of the brake-shoes is expected to show this. The brake-rigging will also bear evidence of the strain.

Though there is a growing disposition to admit that Forster may have made one of those misjudgmental distance that may even be made by seasoned railroad man, the web of controvertible evidence shows that had he reduced speed at the slow board to approach the junction ten miles an hour the book of rules prescribes, he could have stopped within the 550 feet that separated the board from the rear of the train.

To make sure that Forster could have seen the tail lights of the train ahead from a sufficient distance to have stopped, even if he had not been warned by the slow board and Bartholomai's lanterns, he will be taken to the scene of the accident, probably today, and given a chance to point out the exact spot where he first saw the lights.

This plan is part of a rehearsal of the whole affair that Pacific Electric officials may stage to make the distance details absolutely certain.

Calvin's part in the investigation is merely that of the official in charge of operation for the Southern Pacific system. He is not here, or at any rate so stated yesterday, to interfere in any way with the Pacific Electric's investigation, but because of interest in the operating details.

THEY'RE FOR SAFETY.

Regarding a block signal system, Pacific Electric officials maintain that they are anxious to do anything to assure safety of operation. As they see it, a man who would violate a slow board interdict would also violate block signal rules, though he probably would have his train derailed in so doing, derails being an important detail of block signal systems.

Property damage as figured out by the Pacific Electric to date is put down at $35,000, representing four demolished cars and track. They decline to estimate the possible claim total, though admitting that some claims are already in.

LOS ANGELES TIMES, JULY 17, 1913

He Was on the Forster Train.

LOS ANGELES, July 16, — [To the Editor of The Times:] Reading the Coroner's jury's verdict and comments on the Pacific Electric Railroad wreck on Sunday, I would like to state some of the facts as a passenger on the Forster train saw them.

Myself and wife went to Venice at 3 o'clock; and at 8 o'clock, knowing we would not be able to get a seat in the cars at Venice, we walked over to Ocean Park and had to wait over fifteen minutes at the main station there for a Los Angeles train. Four of the local cars passed us, while waiting and we were all complaining that they did not put on more cars. When the train did come in the cars were full of passengers to the steps, and the train seemed to be so little under control that it passed over 100 feet beyond the usual stopping-place, where we expected to get on. We all had to run some distance to catch the last car and had to stand in the front vestbule, as we could not force our way into the inside of the car, which we tried to do. And when we got to Venice we tried to get off, as we are not young people and could not stand the crushing. But we could not get off, as the crowd was too solidly packed, and the train started, leaving enough people at the station to fill another train.

The Coroner's jury suggests running the trains farther apart. We must have been from five to eight miles from the train ahead. Don't you think that is far enough apart to stop a train, if the motorman wants to stop, even if the brakes do not hold or the weight of the train is enough to make it skid with the brakes set, as I noticed the train seemed to slide or skid at every station before it stopped?

When the crash came the train seemed to be going at its usual rate of speed with no signs of a slacking or a stoppage and like a flash of lightning we were all thrown in a heap on the floor in the front of the car. It came so suddenly that there was no time for thinking or reasoning. Everything was done instinctively. All that were able to scrambled out of the car, the best could and as it occurred on a high embankment in a gravel pit it was a difficult place to get out and several of the women had hysterical fits so that they were unconscious and had to be carried out by the passengers in the car and laid on the ground and worked over.

The sights we saw as we felt our way forward over the holes and gullies were sickening and horrible. Not being a doctor and my arm and leg being hurt I was not able to help any, but there was not an ax or a crowbar or anything available to release those pinned in by the broken cars. In the East an ax or a crowbar, etc., are carried in a glass case in the end of every car in plain sight of all to be used in case of accidents. Why should there not be here? I suppose the railroad people never expected to have an accident, as they acted as though no one knew what to do, and there was no one in authority to tell them. The passengers seemed to do the work of rescuing, as when we passed by the railroad telephone pole one man was telephoning and five or six men in uniforms were standing by looking at him and there was a carful of crushed people by their side to be helped out. It was not a time to be standing still, looking at each other, and telephoning for orders what to do!

J. F. WYNKOOP.

No. 1182 West Thirty-first street.

Los Angeles Times, July 19, 1913

Grim Specter.

FIFTEENTH FATALITY.

Death Claims Another Short-Line Wreck Victim.

Succumbs After Amputation of Crushed Legs.

Refugee from Revolution in Mexico.

E. E Arey, 32 years old, of Torreon, Mex., died at the Clara Barton Hospital last night, the fifteenth victim of the Vineyard station wreck on the Venice Short Line of the Pacific Electric last Sunday night.

Arey was in the second car of the east-bound train. His legs were crushed and he was internally injured. In an effort to save his life yesterday afternoon, physicians amputated his legs. The patient was too weak to rally from the operation.

Arey was a brother of W. A. Arey, proprietor of the Watson Hotel, West Pico street. Two months ago he left his home in Torreon, where he was in the undertaking business, to bring his wife and child to Los Angeles. His reason for leaving Mexico was to escape the depredations of rebels. He had intended returning in a few weeks.

The widow and a child are at the Watson Hotel. The funeral arrangements have not yet been made, the body being cared for by Robert Garrett, undertaker.

Inquiry last night at the rest of the hospitals where wreck victims are quartered elicited the information that all of the rest of the patients are doing well and are expected to recover. Most of those still in the hospitals sustained broken or crushed legs.

SUE FOR NINE MILLIONS.

Depositors of Defunct California Safe Deposit and Trust Company Try to Regain Losses.

[BY DIRECT WIRE TO THE TIMES.]

SAN FRANCISCO BUREAU OF THE TIMES, July 18.—[Exclusive Dispatch.] Another effort on the part of the depositors in the defunct California Safe Deposit and Trust Company to recover losses sustained when the bank "blew up" was inaugurated today when a writ of attachment for $1,000,000 was issued by the Superior Court against the property of W. C. Peyton, H. H. Wilson and W. J. Barnett and was served by the Sheriff on various banks, corporations and individuals in the city, attaching the holdings of the defendants. The action in which the writ of attachment was issued was brought by Charles B. O'Connel and fifteen other depositors in the California Safe Deposit and Trust Company in behalf of themselves and all other depositors and creditors in the bankrupt concern. The plaintiffs named in the writ are represented by Attorney Daniel O'Connell.

The action is for the specific performance of a contract made by the defendants, and in the event of their failure to perform the contract the complaint asks for $1,000,000 damages.

The complaint alleges that the contract was fully performed by everybody but the defendants in this action.

The complaint is in four counts, the first of which asks for a decree against the defendants compelling them to specifically perform their part of the contract or that judgment be entered against them for the amount of damages they have caused by their failure. The second count asks for $1,000,000 and interest from August 1, 1911. The third asks for damages in the amount of the depreciation of the assets of the bank between the time the contract was made and the time the receiver sold the assets. The fourth asks for judgment for 75 per cent. of the amounts of the deposits of various depositors, which brings the amount asked in the fourth count up to $9,000,000.

CITY NEWS IN BRIEF.

"City News In Brief, Recovering from His Injuries...," *Los Angeles Times,* Sunday, 20 July, 1913, p. I12.

Leo Downs, an employee of the Hellman Commercial Trust and Savings Bank, who was seriously injured in the Pacific Electric collision Sunday night, is slowly recovering from his injuries at the Good Samaritan Hospital.

JULY 22, 1913

Important.

TO GUARD THE LIVES OF TRAVELING PUBLIC.

Two inquiries of Great Significance Centering About Vineyard Junction Wreck Today—The State Railroad Commission to Investigate Pacific Electric's Operating Methods and Equipment—City Conference.

TWO investigations, both of which have as their object the elimination of such disasters as that which reaped its toll of death and injury at Vineyard Junction ten days ago, will be held here today, with the State Railroad Commission and Board of Public Utilities as the respective investigators.

Operating methods and equipment of the Pacific Electric are given as the precise points on which the State Railroad Commission, represented by President Eshleman and Commissioner Edgerton, will seek enlightenment. As a concomitant of these the Pacific Electric will be called on to show cause why the automatic blocking system should not be extended to all lines of the company. The Board of Public Utilities, on the other hand, will delve into the broad subject of throwing all possible safeguards around the public, both in its transit over the common carriers and in its passage on and across public highways.

The State Railroad Commission investigation will be held in the Supreme Court rooms in the Bullard building and will begin at 10 o'clock. The Board of Public Utilities hearing will be staged at 2:30 o'clock in the City Council chamber.

SEEKING RESULTS.

Unusual interest attaches to the State Railroad Commission's investigation for the double reason that it will not only be thorough, but is almost certain to be productive of far-reaching results in electric-line operation, both in Southern California and in other portions of the State. For instance, the commission may order the immediate placing of all Pacific Electric lines under block operation. According to Pacific Electric officials, this would call for the expenditure of between $500,000 and $750,000. It also is not beyond the range of possibilities that a complete change in train-handling methods may be recommended, with the best principles obtaining on steam lines as a fundamental. Steel equipment also is a possible order.

At present the Pacific Electric has a number of lines under block operation. Contracts also have been let for the installation of automatic blocks on the Venice Short Line from Windward avenue, Venice, to Vineyard Junction, nine miles, and on the Pasadena Short Line from the west approach to the Los Angeles River bridge to the Indian Village, three miles. There are a number of lines, however, that are operated under what is called the "street-car system" and for which no provisions otherwise have yet been made. There also are a number of junction places that are not protected by interlockers—Covina Junction is an instance.

No Pacific Electric officials have been directly subpoenaed to appear before the State Railroad Commission. President Shoup stated yesterday, however, that all department heads will be on hand ready to testify.

BY THE CITY.

President Meltzenolds of the Board of Public Utilities has asked the Mayor, the City Council, the County Board of Supervisors, President Shoup of the Pacific Electric, Vice-President Dunn of the Los Angeles Railway Corporation, General Manager Nutt of the Salt Lake, Acting General Manager Hibbard of the Santa Fe and General Superintendent Platt of the Southern Pacific to be present at the hearing before that board. One of the most important subjects to be discussed will be the elimination of grade crossings, though suggestions will be invited on a host of other subjects related to the safeguarding of life and limb.

With two such important investigations imminent, Pacific Electric officials were busy yesterday preparing tables covering the finances of the company, the receipts, expenditures, and the like, as well as maps showing interlocking and block-signal operation, existent and proposed. The more abstruse features of automatic-signal operation will be covered by drawings. In fact, Pacific Electric officials hope to appear before both inquisitorial bodies with the most ample information possible on train operation as it is practiced on that road.

LOS ANGELES TIMES, JULY 23, 1913

Handwriting on the Wall.

FORESHADOWS END OF THE GRADE CROSSING.

State Railroad Commission, Investigating Operating Methods of Pacific Electric, Indicates It Will Act on Supervisors' Petition Against Death Traps—Road to Co-operate in Fourfold Programme.

WITH the voicing of the belief by President Eshleman of the State Railroad Commission, that the time has arrived for the elimination of railroad grade crossings and the assertion by President Shoup of the Pacific Electric that his road may be counted on for support in this movement, the commission investigating into the methods employed by the electric line in train operations was lifted yesterday from local into Statewide importance.

Nevertheless, President Shoup's assurance that the Pacific Electric has plans under way for the immediate expenditure of $1,500,000 for safety appliances and that forty-five all-steel cars are to be ordered within ten days as a further means of securing safe operation, did not fall on deaf ears. In fact, following Eshleman's dictum on grade crossings and Shoup's immediate assent to any plan the commission may work out for securing the elimination of death traps, it promised what will be a cumulative effort on the part of two bodies to secure the near-absolute safeguarding of life and limb in Southern California.

FOUR INQUIRY LINES.

"It has seemed to me," said Eshleman, "that now is an opportune time for a consideration of the grade crossing question, a question that your Board of Supervisors has kindly brought to our attention. Therefore, if is agreeable to the Pacific Electric, I will suggest that today's hearing be looked upon as preliminary to another hearing to be held shortly in which we will take up four questions Grade crossings, block signals, training of electric railway men, and the causes leading to or contributing to the Vineyard Junction wreck."

Shoup expressed the Pacific Electric's agreement and Eshleman set the further hearing for a week from tomorrow, in this city, with himself and Commissioner Edgerton presiding.

Regarding the grade crossing question, both Eshleman and Edgerton had some pertinent things to say regarding the growing custom of real estate subdividers to plat streets ending in "blindly" at a railroad right of way, which they both denominated an invitation to investors and homebuilders to appear before the commission with pleas for the condemnation of streets across the right of way of railroads.

"Our investigation of railroad crossing accidents has shown," said Eshleman, "that many automobilists are foolhardy and themselves contribute to their death or maiming. It is our duty, however, to protect the small percentage who exercise due caution in crossing railroad tracks."

HOW TO DO IT.

"What would you consider, Mr. Shoup, the ideal means of assuring safety to life and limb in the passage on and across railroad tracks, both within and without railroad cars?" asked Edgerton.

"Elimination of grade crossings, block signals, and all-steel equipment," replied Shoup.

The fat was in the fire and the whole affair resolved itself from an investigation to a consideration of means of safeguarding human life, with both the commission and the Pacific Electric placed squarely behind a sane solution of the question.

That the block signal system may be ordered to cover the entire mileage of the Pacific Electric was made quite plain by Eshleman and Edgerton in both their questioning of Pacific Electric officials and in their observations from time to time. In this connection, a paragraph plucked from the Monday finding of the commission in the case of the Vallejo wreck on the San Francisco, Napa and Calistoga Railway, June 19, is of interest as showing which way the wind blows.

It follows: "Most of these interurban lines should be protected by block signals and our engineer has been directed to have a thorough investigation made of all these roads with the view of requiring the installation of block signals at once in the more urgent cases, and gradually in all cases."

This decision also was referred to by Eshleman in a statement that on such lines as the Pacific Electric, where service is frequent, the com-

(Continued on Second Page.)

End of Grade Crossings.

(Continued from First Page.)

plete mechanical protecting of all mileage is desirable.

EAGER TO HELP.

As proof of the Pacific Electric's eagerness to throw all possible safeguards around train operation, Shoup outlined a series of proposed interlocking and block-signal installations that will call for the eventual expenditure of $1,500,000; $125,000 for the Venice Short Line automatic-blocking system, $225,000 for the installation of a similar system on the Pasadena Short Line, between Anderson street, this city, and the Indian Village, and for interlocking plants at Vineyard Junction, Ivy Junction, Watts and Lamanda Park, with an additional expenditure of $250,000 for the following improvements:

Interlocking plants at Raymer, where the Mission-San Fernando line crosses the Southern Pacific, and at Arcadia, where the Monrovia line crosses the Santa Fe; automatic-block-signal systems on the Long Beach line from Watts to Willowville, on the Redondo Beach line from Coyote avenue, Redondo Beach, to Belvedere, and on the Edendale line from Montana street, Edendale, to Tropico, with the installation of the staff or telephone-signal system on the Balboa line from Huntington Beach to Balboa.

Other interlocking installations promised for the near future are at Sierra Vista, where the Alhambra line leaves the four-track Pasadena line; at Los Nietos, junction of the Whittier and La Habra lines, and the crossing place of the Southern Pacific at Clearwater, where the Santa Ana line crosses the Santa Fe, and at Bells and Dozier on the Whittier line, the crossing places of the Salt Lake and Southern Pacific, respectively.

It also was asserted by Shoup that automatic block signals will be installed on the San Dimas-San Bernardino line east of Covina Junction in the near future, to be followed by further work as the San Bernardino extension nears completion.

MONEY FOR SAFETY.

"We find the country growing so fast that we are hard pressed for money," said Shoup, "but we expect to find it for this safeguarding work. I might also say that our electric lines have a considerable expense that is not ordinarily suspected—paving—something that costs us hundreds of thousands of dollars yearly."

President Shoup, Superintendent of Telephones, Telegraphs and Signals Roome, and Superintendent Annable of the northern division were the only Pacific Electric officials examined. Eshleman and Edgerton asked the principal questions and the hearing was largely informal, though Service Expert Shakespeare also was present and delved into the subject of train operation and proposed changes in handling within this city.

On this subject Shoup outlined the proposed elevated-track system and stated further that the land for the tunnel westward from the Hill-street station, through which cars will eventually be routed to Vineyard Junction, had been secured, but that the cost of boring is now prohibitive.

Chief Engineer Earl and Service Expert Wilson of the commission, who had been expected to be present, were delayed by the wash-outs in the Mojave country and were not present.

Following the hearing, President Shoup announced that the General Railway Signal Company had been awarded the contract for interlocker installation at Vineyard Junction, Ivy Junction, Watts and Lamanda Park and that this work will be completed within four months at the outside, probably in half that time.

LOS ANGELES TIMES, JULY 23, 1913

Echo of Vineyard Junction.

ASKS SIXTY THOUSAND IN FIRST WRECK SUIT.

THE first suit growing out of the Vineyard Junction wreck was filed yesterday against the Pacific Electric Railway Company by John Imber, who asks $60,325 damages. Imber alleges that he was cut and bruised, sustained an injury to his right knee and suffered a shock to his nervous system.

He declares that because of his injuries he will have to abandon his occupation. He estimates his loss of earning power and the discomfort of his injuries at $60,000. He puts in a claim for his hat, collar, neck scarf and scarf pin, which he alleges were lost.

He fixes his loss in clothing at $100. Other items are $25 for the services of a physician and $200 for medical treatment. Imber's name does not appear in the City Directory and the complaint does not state his occupation.

While it is believed that other suits will be filed, it is known that a number of wreck sufferers have availed themselves of the offer of the Pacific Electric to negotiate directly with the company.

Following the accident, President Shoup announced that the railway officials would deal directly and promptly with all who desired to conduct their negotiations in that manner. It was further indicated that it is not the intention of the company to split pennies in case of the victims.

Many of those injured, taking advantage of the offer and recognizing the spirit in which it was made, have arranged for settlements during the past few days. These appear to be well satisfied with the treatment accorded them and with the amount of the compensation fixed by the company. In some instances it is said that the claimants have already received the full amount of their claims in cash.

LOS ANGELES TIMES, JULY 27, 1913

Railroad Record.

GRADE CROSSINGS MADE TABOO.

Railroad Commission Forbids Them from Now On.

Turns Down Application of Santa Clara County.

Joint Trackage Use Ordered in San Diego Case.

[BY A. P. NIGHT WIRE TO THE TIMES.]

SAN FRANCISCO, July 26.—No more railway grade crossings will be permitted by the State Railroad Commission.

This announcement was made today in passing upon an application from the Board of Supervisors of Santa Clara county to extend Palo Alto avenue at grade across the Southern Pacific tracks. The commission orders an undergrade crossing with concrete specification at a cost of approximately $27,000.

"What a few years ago were deemed unsurmountable obstacles to an undergrade or overgrade crossing," says the commission, "are now treated as only engineering difficulties, which capital can generally overcome. It is, therefore, the settled policy of this commission, when one railroad desires to cross another, or where it is desired that the highway cross a railroad, or vice versa, to require such crossing to be made by a subway or overhead crossing, whenever and wherever it is practicable and feasible so to do."

JOINT TRACK ORDER.

By an order of the commission made public today, the San Diego and Southeastern Railway is directed to permit the Mexico and San Diego Railway to operate jointly a specified portion of the former company's tracks until the San Diego and Southeastern shall extend its passenger service to South San Diego. The order is issued subject to the following terms:

Trackage charges shall be $1.50 a day.

Half the cost of dispatching service shall be paid by the Mexico and San Diego Railway.

The Mexico and San Diego shall have no claim against the San Diego and Southeastern for damages resulting from accidents not due entirely to the fault of the San Diego and Southeastern.

In all other points the complaint of the Mexico and San Diego Railway is dismissed.

LOS ANGELES TIMES, JULY 29, 1913

pg 8)

For Humanity.

SAFETY FIRST IS DEMANDED.

Movement to Eliminate Grade Crossings Grows.

Millions Are Figured as the Ultimate Cost.

Start Made by Two Roads at Vernon Avenue.

Millions for safety! With the State Railroad Commission, the Board of Supervisors, the Board of Public Utilities, and the railroads lined up for the elimination of the deadly grade crossing the meeting of the commission in this city Thursday for the consideration of "safety" problems is expected to give impetus to a movement that will result in the expenditure of trebled millions in the near future for the separation of grades.

Spurred to action by the appalling increase in grade crossing accidents, the Board of Supervisors two weeks ago drafted a petition to the State Railroad Commission, urging that immediate steps be taken for the separation of grades. This was followed by a pronunciamento on the same subject by President Stelzer-builds of the Board of Public Utilities; and it in its turn by the following from President Eshleman of the State Railroad Commission on the occasion of the preliminary investigation into the Pacific Electric wreck:

"Now is an opportune time for the consideration of the grade crossing question. Many automobilists may be foolhardy, but it is our duty to take such action as may protect the small percentage who exercise due caution in crossing railroad tracks. I may also say that the commission is about to take a flat stand against the granting of any further permits to construct highway crossings at grade."

The State Commission's sincerity in this statement was attested Saturday, when it denied the application of the Board of Supervisors of Santa Clara county to extend a street at grade across the Southern Pacific track and ordered the construction of a subway crossing instead.

UP HERE THURSDAY.

The real clarion call for the separation of grades, especially here in the Southland, is expected to be sounded Thursday, when Commissioners Gordon and Eshleman will hold an investigation in this city that will include the following four subjects: grade crossings, block signals, training of electric railway men, and the causes leading to and contributing to the Vineyard Junction wreck.

No uncertainty exists as to the railroad's attitude on grade crossings. In fact, President Shoup of the Pacific Electric in making three suggestions for the safeguarding of human lives placed the elimination of grade crossings as the most imperative need. All over the country the past few years the cry for the separation of grades has been going up, with the railroads as leaders of the cry. All far-sighted railroad men recognize that sooner or later the grade crossing must go and that as long as it exists it will be an invitation for accidents and mounting damage claims.

There is, however, the paramount item of expense. It costs money to build under or over. In fact, unless a railroad runs at a sufficient elevation above the surrounding country to make a subway crossing a mere matter of a little burrowing, the cost may be anywhere from $20,000 to $50,000, dependent on the number of tracks to be built under, but more than all on drainage, for a subway insufficiently drained, is worse than none. Building over a railroad is also expensive, except in those rare cases where the line runs through a cut and it is a matter of simply swinging a bridge from bluff to bluff.

QUICKLY INTO MILLIONS.

Generally speaking, railroad men figure that a separation of grades at the ordinary place, either by subway or overhead, will cost an average of $10,000. There are over 700 highway crossings on the Pacific Electric alone, exclusively of those within cities, so a little figuring will show the cost if the Pacific Electric should start to separate grades on all its lines. It would run into millions quickly.

There is also the mooted question of how much municipalities, townships and counties will be willing to stand in the way of joint expense in this work. More times than not fine plans for the separation of grades have been spoiled by the absolute disinclination of the people, expressed through their several representative bodies, to stand more than a small percentage of the cost.

As a start, however, on this cross-ing-elimination campaign, it is reported that grades will be separated at the more important points. In fact, the Pacific Electric and Los Angeles Railway Corporation already have plans under way for an under-grade crossing at Vernon avenue where the Long Beach four-track line crosses the Vernon cross-town line, as well as a much used street. It is a starter in this work; a small one, it is true, but it means that eventually there will be all through the residential crossings that are now death traps.

LOS ANGELES TIMES, AUGUST 1, 1913

Official.

DEATH'S HEAD IS TORN DOWN.

State Railroad Commission to End Grade Crossings.

Definite Announcement Made Here by Edgerton.

"Motorists Chiefly to Blame, Not the Car Crews."

Galvanized into action by the long roll of fatal accidents in which human carelessness has played a stellar role, Commissioner Edgerton of the State Railroad Commission announced yesterday that steps will be taken immediately by the commission for the gradual abolishment of grade crossings throughout the State.

As a part of this plan the commission purposes to hold a series of hearings in which grade separation will be considered from all angles, with the object of making the new policy of the commission applicable, as a starter, in the more thickly-populated portions of the State.

Edgerton's statement was made at the conclusion of an informal safety hearing in which President McReynolds of the Board of Public Utilities, Supervisor Norton and County Counsel Hill, and many Pacific Electric officials were participants. Besides Commissioners Edgerton and Gordon, the commission was also represented by Chief Engineer Earle, Service Expert Wilson, and Assistant Inspector Shakespeare.

Following this hearing the commission began an investigation into the causes of the Pacific Electric wreck at Vineyard Junction, with particular emphasis on the systems used by that road in the operation of its trains and in the education of trainmen. This investigation will be continued at 2 o'clock today, following Commissioner Edgerton's hearing of the case of Stephen A. D. Clark and other agents against the Hermosa Beach Water Company and Dr. Quintin J. Rowley, a subdivider, urging the betterment of water service at Hermosa Beach and the Redondo Villa tract.

PROTECTED AGAINST SELVES

Throughout the "safety" hearing ran the one strain, that the people must be safeguarded, that they must be protected against themselves, and that the one, sure cure-all for the grade-crossing evil is the separation of grades.

"The automobilist is the chief offender," stated Service Expert Wilson. "Every minute of the day, somewhere in the State, an automobile is inviting destruction."

Commissioner Edgerton emphatically concurred. "We have investigated every grade-crossing accident in the State the past three months, and in every case it was found that the railroad was not at fault: that warning signals were properly placed, that the bell and whistle were sounded," he said.

Here Chief Engineer Earle volunteered the statement that he had recommended to the commission that legislation be enacted that will compel all vehicles to come to a full stop approaching a grade crossing. This provoked some discussion of the possibility that the stop would afford of automobiles going "dead" on the track, but it was tentatively agreed that anything that will in the least minimize the danger of the grade crossing is desirable.

"Neither the automobilist nor the human flagman can be trusted," asserted Assistant Service Inspector Shakespeare from the witness stand. "The one is oftentimes foolhardy; the other negligent."

"Don't you think that about 75 per cent. of the automobilists need guardians?" asked Commissioner Gordon.

"There's about my sentiments," replied Shakespeare.

"SIGNALS NUISANCE."

Here the investigation veered to the consideration of safeguards other than the separation of grades. Earle, Wilson and Shakespeare on the stand went on record as absolutely against the human flagman and in favor of the automatic flagman as the safer and more effective. This brought a protest from E. M. Cuthbert of the Federated Improvement Association that the automatic bell affairs are a

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No More Grade Crossings

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nuisance, which indictment he enlarged into the assertion that it took the death of a $200,000 citizen to convince the City Council that an iron-bound automobile ordinance was needed, and that the Pacific Electric was not convinced of the need of block signals until after a wreck had occurred.

At this point, President McReynolds of the Board of Public Utilities came out flatly for no more grade crossings and asserted his conviction that the automatic flagman, bell and all, is the next best thing to a separation of grades.

"You want something they can see and hear better; that they can smell and taste," said McReynolds.

Commendation of the near perfection of the automatic flagman was voiced by Shakespeare, who asserted that, in an investigation covering twenty-five days, he had found but one of these flagmen out of service on the Pacific Electric, and that this was repaired in forty minutes after being reported.

Edgerton then announced that the commission was about to order the installation of twenty additional automatic flagmen by the Pacific Electric, with a report to be forthcoming soon from Shakespeare on the desirability of so safeguarding further crossings.

"Do you think, Mr. Earle, that reducing the speed limit of cars might work a benefit, particularly in incorporated cities?" asked Edgerton.

"No, people would take the same chances; the only difference being that they wouldn't be hit as hard."

"The ideal then, Mr. Earle, is the separation of grades?"

"Yes."

"Give us an idea of the cost."

WHAT IT COSTS.

"The average cost, Mr. Commissioner, is difficult to figure. Taking a railroad embankment normally raised above the surrounding country, where an undergrade crossing would not present any unsurmountable difficulties, as drainage, to take a street or road undergrade, with concrete abutments and a thirty-four-foot steel girder, would be anywhere from $15,000 to $23,000 for a double-track line. I use the double track, as nearly all the railroads are now double-tracking their lines."

This ended the hearing and was followed by the assertion by Edgerton from the bench that the time is opportune for a beginning of grade separation work and that a series of investigations with this object in view will begin soon.

"We don't want to be hasty and we want to hear all sides of the subject before making any rulings," said Edgerton. "We are against any more grade crossings, however."

As an exhibit at the hearing, the Pacific Electric offered a table showing that seventy-three grade crossings have been forced on the company in two years, and there are fifty-six more applications pending, seven in this city, twenty-seven in other cities, eight in this county, and fourteen in other counties.

Nothing absolutely new bearing on the Vineyard Junction wreck was brought out as a result of the commission's quizzing of Motorman Joseph Forster, whose train crashed into the standing train at Vineyard Junction, nor in the examination of Motorman Van Dorn, Flagman Bartholomai, and Conductor Clark of the standing train. In fact, the examination largely concerned their training and their knowledge of operating and flagging rules. Service Expert Wilson subjected all the witnesses to a most thorough questioning, which now and then touched on their actions preceding the wreck. Forster, as in the previous investigations, seemed dazed. This fact led to a decision by Commissioners Edgerton and Gordon to supplement Forster's evidence by testimony today from some of the persons who were on Forster's car.

As an exhibit in the case, President Shoup submitted a complete statement to the commission covering the rules and regulations in use in train operation on the Pacific Electric.

LOS ANGELES TIMES, AUGUST 2, 1913

pg. 111

Sweeping.

BLOCK SIGNAL NEARLY EVERY MILE OF TRACK.

State Railroad Commission Indicates That Such May Be Its Order to the Pacific Electric as Result of Conditions Shown to Exist by Wreck at Vineyard Station. Hearing Continued Today.

AS THE climax to testimony yesterday showing that the Vineyard Junction wreck, with its concomitant loss of life, might have been prevented had the line been protected with automatic block signals, or flagging rules rigidly complied with, Commissioner Edgerton indicated that the State Railroad Commission will probably issue an order compelling the installation of block signals on practically the entire Pacific Electric system, as well as the extension and modification of the system used in the training of motormen and conductors.

"The testimony shows," said Edgerton, "that a flagman had been picked up by the telescoped train 300 feet back of the place it came to a stop. Therefore, if the rules had been strictly complied with and a flagman dropped at the moment the first flagman was picked up, he would have gained 300 feet, probably a good deal more, and there would have been no wreck."

Chief Engineer Earle, Service Expert Wilson and Assistant Service Inspector Shakespeare of the commission's staff, all testified from the stand that it was their belief that all of the Pacific Electric's high-speed lines should be protected with automatic block signals.

ALL BUT INFALLIBLE.

"Are there any chances of failure in these block signal systems?" asked Edgerton.

"Only about one in 960,000 movements, according to a most thorough test by the Baltimore and Ohio," replied Earle.

"What is your idea as to the specific applications on the Pacific Electric?"

"Well, I believe that safety of operation dictates their installation on all lines where there is more than one train an hour."

This reply drew the remark from General Manager McMillan of the Pacific Electric that this would mean practically all the company's mileage and inquiry from President Shoup if it would be necessary to make block installations within city limits.

"That is a matter the commission will have to decide," said Earle, "but it seems to me that the municipal speed restrictions will operate to keep cars within the safe limit of speed."

Figures offered by Earle showed that automatic block installation costs from $900 to $1400 per single-track mile, where the blocking stations are an average of one mile apart. Their repair and maintenance was given by him as averaging $1.88 a signal per month. The safe headway under their operation was given as from one and one-half to twice the distance in which a heavily-loaded train may stop under the most unfavorable circumstances.

It was further suggested by the commission's experts that the block signals in which the semaphores are eliminated and the lights shown both day and night against a reflector will give the most satisfactory results, as well as being 15 to 25 per cent. less costly than the only combination light and semaphore system. A further suggestion was that the staff system be used on the track of light traffic, the Santa Monica air line, for instance.

RULES DISOBEYED.

The commission's investigation into the system employed by the Pacific Electric in educating its motormen and conductors, revolved around the primary cause of the Vineyard Junction wreck. The responsibility, as gleaned from the grueling cross-examination of the participants by Commissioners Edgerton and Gordon and the service experts, would seem to hinge on the non-compliance with the following iron-clad rule of the Pacific Electric: "When a train stops or is delayed under circumstances under which it may be overtaken by another train, the conductor or flagman must go back a sufficient distance to protect his train."

Time after time the commission's representatives harked back to this rule following the admission of Motorman Clark of the telescoped train that he had picked up a flagman 300 feet back from the scene of the accident, and that in picking up this flagman another should have been dropped in his place, a rule in railroad operation that is hoary with age.

"You did not whistle out a flag until some time after this flagman was picked up?" said Edgerton.

"No," replied Clark.

"You should have done so?" persisted Edgerton.

"Yes."

Other witnesses examined, including Conductors A. C. Shaffer, R. L. Sexton, and H. Huerman, all testified that it was their understanding of the spirit of the rules that a flagman picked up must be replaced by another.

Here Edgerton handed down his dictum that, had the spirit of the rules been complied with there would have been no wreck. He then went on to score the practice of slighting or near-slighting rules, and stated that the custom which has grown up of not stopping a train when a flagman is picked up is an infraction of the spirit

(Continued on Third Page.)

Block Signals.

(Continued from First Page.)

of the rules that should be summarily dealt with.

SCHOOL IS SCORED.

Following a thorough examination of trainmen as to the course of instruction offered them by the Pacific Electric School of Instruction, in which it was developed that it was a practice to allow students to answer questions at their homes, Edgerton asked Service Expert Wilson if it was his opinion that the system of instruction in vogue on the Pacific Electric was sufficient to assure the safeguarding of lives.

"I do not," said Wilson.

An interesting side feature of the hearing was the difference of opinion which existed as to whether or not Motorman Joseph Forster of the running train had applied his brakes. This difference of opinion has been emphasized at other hearings, but was especially stressed by the testimony yesterday.

An attempt to wind up the investigation will be made today. Neither Edgerton nor Gordon were willing yesterday to hazard a guess as to when a decision will be handed down. Assistant Service Inspector Shakespeare is to go on the stand at 10 o'clock today to give a resume of his findings in an investigation which started the day following the wreck and has been continued to the present. It was also stated that Superintendent of Motive Power Sheedy of the Southern Pacific may be put on the stand to testify on equipment matters. The Pacific Electric also has a long list of exhibits which it will offer, covering operations of all kinds.

AUGUST 3, 1913

pg. V10 Then the Quake.

SHOULD IRRESISTIBLE MEET IRREMOVABLE.

What Might Happen to Passengers on Board Two Trains of Steel Cars, Both Supposed to Be Invincible, in Case of Collision—Interesting Discussion Between State Railroad Commission and P. E. Officials.

WHAT would happen if an irresistible force, represented by a speeding steel train, should meet an irremovable body, represented by a non-telescopable, shock-absorbing train of cars, was the bone of contention yesterday in the State Railroad Commission's investigation of the mechanical causes which might be denominated as contributing to the loss of life in the Pacific Electric wreck at Vineyard Junction.

According to Mechanical Engineer Small of the Pacific Electric, a non-telescopable car, steel or otherwise, had not yet been developed, though he admitted that such a car was a possibility. He further stated that the steel underframe, with proper bracings, and buffer arrangements, is now the best insurance that the mechanical engineer can offer against the telescoping of cars.

In response to Commissioner Edgerton's question if it would not be possible to arrange the car buffers and underframe in such a way that the shock of a collision would be absorbed. Small hazarded the guess that passengers wouldn't be pleased with the result of an irresistible force meeting an irremovable body. This remark developed smiles about the courtroom and one or two asides about the number of compound fractures that would result.

SEEKING THE BEST.

In a short talk on the subject, President Shoup of the Pacific Electric stated that investigations now under way had as their object the development of a steel frame car that would be non-telescopable and that should be, moreover, equipped with a corrugated buffer arrangement, which would operate to lessen the shock of collision by deflecting it aside. Shoup also expressed himself as convinced that an arrangement would be devised which would prevent the leaping of one buffer above another in a collision and thus prevent the shearing off or telescoping of the top body of a car.

This developed a question from Commissioner Gordon if the elimination of the end entrance would not help.

"Our patrons demand the end entrance," said Shoup. "In fact, I recently received a letter from a man who threatened me with arrest for maintaining center-entrance cars on some of our lines."

There was also some discussion of the possibility of equipping cars with an arrangement similar to the bulkheads of steamers by which one compartment would absorb or minimize the shock of destructive forces of a collision. No suggestions on this subject were elicited.

EFFECTIVENESS OF BRAKES.

J. A. Crocker, mechanical expert for the Westinghouse Air Brake Company, was put on the stand for testimony as to the effective operation of air brakes. He testified that a three-car train on the Vineyard Junction gradation of 1.7 per cent. could have been stopped in 600 feet with the application of the full-service air and within 450 feet on an emergency application.

This testimony was to show that the accident might have been prevented by the right application of the brakes by Motorman Joseph Forster, granting that he had respected the edict of the slow board, 1040 feet back from the junction, or Flagman E. Bartholomai's stop signal, which was delivered, according to testimony, at between 600 and 700 feet back from the stalled train. That Bartholomai was at least that far back was asserted by Superintendent White of the Pacific Electric western division, who stated that Conductor Edmunds of the train immediately following Forster's train, was willing to take oath that Bartholomai was "four full lengths" back of the slow board at the time of signaling, as he was considerably further back when his Edmunds's, train picked him up.

On cross-examination, Crocker made the reservation that in figuring the possibility of stopping within a certain distance the weight of the train load must be considered, and that he had not done that. He further testified that the air brakes of the running train were in perfect order, but that his examination had not been conclusive as to whether or not the emergency brakes had been applied.

TRACK WAS SAFE.

Chief Engineer Earle of the commission made the assertion from the witness stand that there were no track faults, that curvature and alignment were perfect. He also stated that the Pacific Electric in 1912 had spent $2,701,541 for maintenance, additions and betterments, which considering the mileage of the system, was a high average. He also stated that the track was perfect-ly safe for high speed operation.

In testimony covering an investigation that he began the day of the accident and had continued to the present, Assistant Service Inspector Shakespeare of the commission gave the Pacific Electric management a testimony of merit, both as to operating practices and readiness to receive suggestions.

"I found but one stretch of track that needed improvement," stated Shakespeare, "that from Riverside to Bloomington, where steam and electric trains are both operated over the same tracks. That line is 'damn bad' and a full dispatching system should be installed."

Shakespeare further stated that Shoup had frequently asked him for suggestions and that these suggestions had always resulted in action by the Pacific Electric. As an instance, he stated that he had suggested that flagmen should be schooled in flagging practices by field work; that charts and the moving picture machine should be used to illustrate right and wrong flagging, and other practices, and that the student-period should be extended to a minimum of ninety days.

"The Pacific Electric has put all these suggestions into practice," said Shakespeare.

PRACTICAL INSTRUCTION.

"Yes, and we are going to put more," volunteered Shoup. "We are going to make our school of instruction more complete, in every regard."

"You won't have the men answer book rules' questions with the book in their hand," interjected Service Expert Wilson. "You know they can't use their books in emergencies on the road."

"We will rectify all that," replied Shoup.

During the afternoon session the labor question jumped to the fore, with Superintendent White's assertion that the interurban man is a migratory bird," that he is working here today and tomorrow some place else. According to White's testimony, it is exceedingly difficult to get competent men on the Pacific Electric, for the reason that the pay varies by months and by days.

"May, June, July, August and September are our big months, the months when we can assure men a full month's pay," said White. "There is also a marked difference between business on the Venice short lines week days and Sundays, the difference being that whereas we operate 4000 car-miles on a week day, we operate 16,000 car-miles on a Sunday."

This ended the examination of wreck causes—an investigation which had covered three days and had been combined with a general investigation, the first day of the grade-crossing problem. A decision on all the subjects under investigation will be handed down in some weeks by the commission, though the Pacific Electric in a general way has anticipated much of the final decision by contracting for block signals, interlocking plants, and other safeguards, as well as by extending the instruction period of its men.

Franklin K. Lane.

LOS ANGELES TIMES, AUGUST 24, 1913

Residence of the Dutch Colonial Type.

Attractive house for Mrs. N. Couch, Montgomery & Montgomery, architects.

DUTCH COLONIAL HOUSE.

Residence Reminiscent of the Homes Built by the Hollanders Now Being Erected in La Fayette Square.

An attractive residence now being built on Wellington road in Lafayette Square is a decided departure from the prevailing types of residences that have been erected in this tract. The house is Dutch colonial in design, being reminiscent of the houses built by the Hollanders in the early days of the American colonies. Although this general type has been adhered to strictly, the architects, Montgomery & Montgomery, have introduced several modifications in order that the design may be rendered more compatible with California traditions and requirements. Mrs. N. Couch is the owner.

The exterior first story walls and eaves are finished with plaster of smooth texture, while the second story and lower gambrel roofs are rough cedar shakes painted a pure white. Dark green shutters furnish a relief to the broad white surfaces. The colonial idea is carried out in the treatment of the interior, the woodwork being ivory white in all rooms except the library. The house will be furnished in keeping with its style. Colonial wall papers, cut-glass door knobs, mahogany furniture and chintz and cretonne hangings being used throughout.

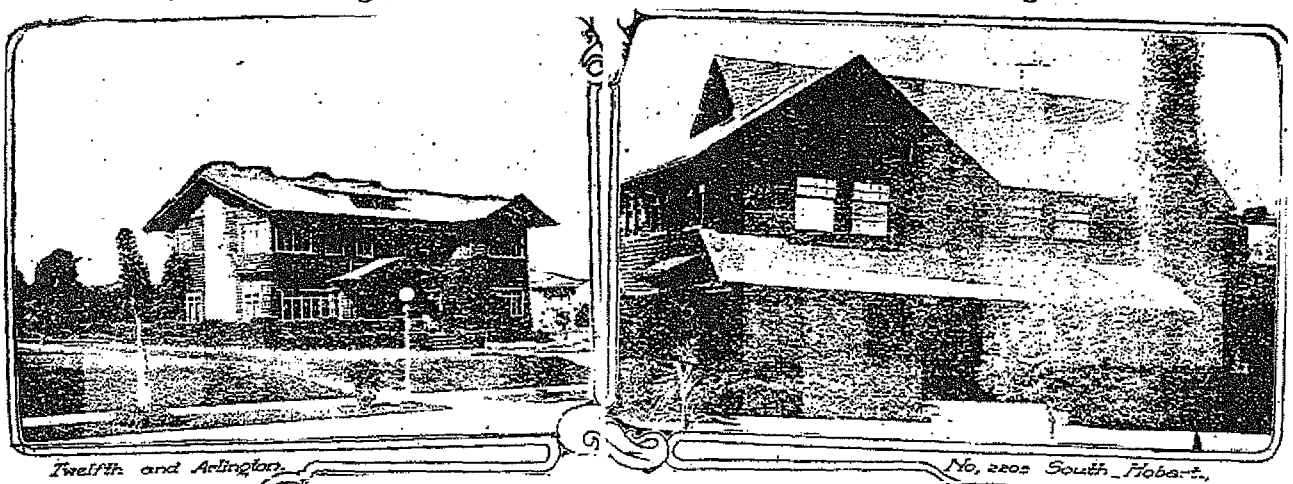
On the first floor there is a living-room, dining-room, entrance hall with colonial stairway, library, breakfast-room and kitchen. The second floor contains four large bedrooms, two bathrooms and a sleeping porch. A garage similar in design to the house is being erected.

Rufus I. Warren, a Maine farmer, who has been wonderfully successful, has been blind for thirty years. In addition to crop-raising he operates a dairy, and is also quite a chicken fancier, having a pure-bred flock. All the usual crop work of the farm he leaves to employees, but he personally feeds and otherwise cares for his live stock. Despite his blindness he is a good carpenter, and builds cart bodies, sled platforms, and hayracks, a knock-down hayrack being one of his best achievements.

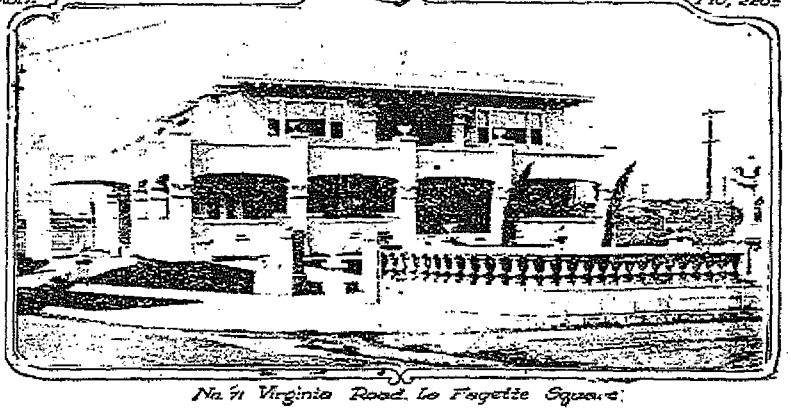
LOS ANGELES TIMES, NOVEMBER 30, 1913

pg. 11

Beautiful Los Angeles Residences That Have Just Changed Hands.



Twelfth and Arlington. *No. 2202 South Hobart.*



No. 71 Virginia Road, La Fayette Square.

Three of the many fine homes sold during week.

At upper left is place bought by Guy V. Barhant and at upper right, house purchased by Edward Johnson, both deals having been made through Giles & Kells, with the Wright-Callender-Andrews Company. Below is dwelling bought by C. D. Wright through the Venice Land Company.

Picking Up.

COSTLY HOUSES CHANGE HANDS.

BROKERS REPORT SLIGHTLY IMPROVED MARKET.

Attractive Home at Twelfth and Arlington Transferred at Large Consideration—Pomona Man Buys Lafayette Square Place—Other Deals Announced.

That real estate activity, though at a comparatively low ebb as to general market conditions, is nevertheless fairly encouraging in the field of house and lot dealings has been evidenced in recent weeks by reports from many brokers of numerous transactions in residential property of all kinds. With the advent of the advance guard of the annual host of tourists and settlers, trading in this class of realty is gradually picking up.

Two unusually fine residences have been sold within the past few days to men buying for permanent homes. One of these is a fourteen-room place of the Italian villa type at No. 71 Virginia road in La Fayette Square, the fashionable new subdivision on the Arlington Heights mesa. The house, built by F. H. Meiso, was purchased by C. D. Wright, a wealthy land owner of Pomona, and brought a reported consideration of $45,000. The sale was handled by William Waddell and W. W. Rogers of the Venice Land Company.

The other house, sold through the

Other recent sales reported by Giles & Kells follow: Kate A. Kelly to Edward Johnson, nine-room residence, No. 2202 Hobart boulevard, lot 75x142 feet, consideration, $15,000; Annette J. Searcy to P. L. Lindholm, six-room cottage, No. 2121 Norwood street, lot 35x150 feet, $3500; W. C. Harris to A. H. MacFarland, eight-room bungalow, lot 100x140 feet, No. 264 South Kingsley drive, $20,000; Jennie W. Strong to local investor, southwest corner Sixty-third and Hoover streets, $12,500; H. M. Barber to W. E. King, six-room bungalow, No. 2707 Hallside avenue, lot 50x150 feet, $3600; Mennell & Hancock to H. Percy Jones, nine-room residence, No. 206 South Westminster avenue, $7250; E. F. Perry to S. E. de Herrerias, nine-room residence, No. 436 South Van Ness avenue, $11,000; S. E. de Herrerias to E. F. Perry, southwest corner St. Andrews and Sixth, lot 72x150 feet, $6500; John L. Plummer to George Giles, three lots on Norton avenue, near Second street, in Ridgewood Park, $1750; G. E. Towne to H. F. de A. Jackson, 60x150 feet, Magnolia avenue near Ninth, $2500, and Alice M. Ingersoll to Russell T. Mason, seven-room bungalow, No. 2142 West Thirtieth street, lot 50x125 feet, $4750.

LOS ANGELES TIMES, MAY 31, 1914

Conspicuous.

BETWEEN TWO MAIN HIGHWAYS.

New West-End Residence Park Ideally Situated.

La Fayette Square One of City's Beauty Spots.

Recent Buyers in Tract Plan Handsome Homes.

Of the many attractive and high-class residence subdivisions that have been developed in that portion of the west side district of Los Angeles lying between Wilshire boulevard and West Adams street, La Fayette Square is one of the most noteworthy. The tract, which is only a little over a year old, comprises eighty acres and was formerly a portion of the historic old Nadeau Vineyard Rancho, having been the last parcel of that sightly property to be opened for residence purposes. The Crenshaw Security Company in buying the land several years ago did so with the specific purpose of holding it until the time was ripe for the transformation of the whole acreage into a metropolitan residence park. The wisdom of this policy is evidenced in the $200,000 worth of beautiful homes that have already sprung up in the tract during the brief period of its existence.

La Fayette Square is already one of the beauty spots of Los Angeles. Its general improvements alone are declared by the owners to have cost in excess of $125,000. The approaches from the outside are marked by nine handsome gateways of granite carried out in a refined ballustrade of the Parisian type. The lighting system is one of the finest ever installed in a Los Angeles tract, comprising 100 ornamental electroliers, each with a cluster of five lamps. The driveways are paved with asphalt and are lined with wide parkings. An extensive planting scheme has been carried out.

The crowning and central feature of the square is St. Charles Place, a drive planned after the Spanish Paseor surrounding the Theater Municipal at Rio de Janeiro, Brazil. In the center of this broad, smooth roadway is a series of park plots set with tropical palms. Bordering the walks at either side are rows of granite posts with light clusters.

The tract occupies high ground that overlooks the whole of the fashionable west side. Lying along the west side of Crenshaw boulevard, it is bounded on the north by West Sixteenth street and the right of way of the Venice Short Line, and on the south by Washington boulevard, each a main artery of travel between the city and the sea.

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South of Washington, Wellington Square, comprising ninety acres, is being laid out along similar lines, the north and south streets of one tract being continuous with those of the other. In combination the two subdivisions will constitute an unbroken residence development of the highest character along Crenshaw boulevard from Sixteenth street to West Adams. Restrictions having a life of fifty years insure the permanency of this development along the lines laid out.

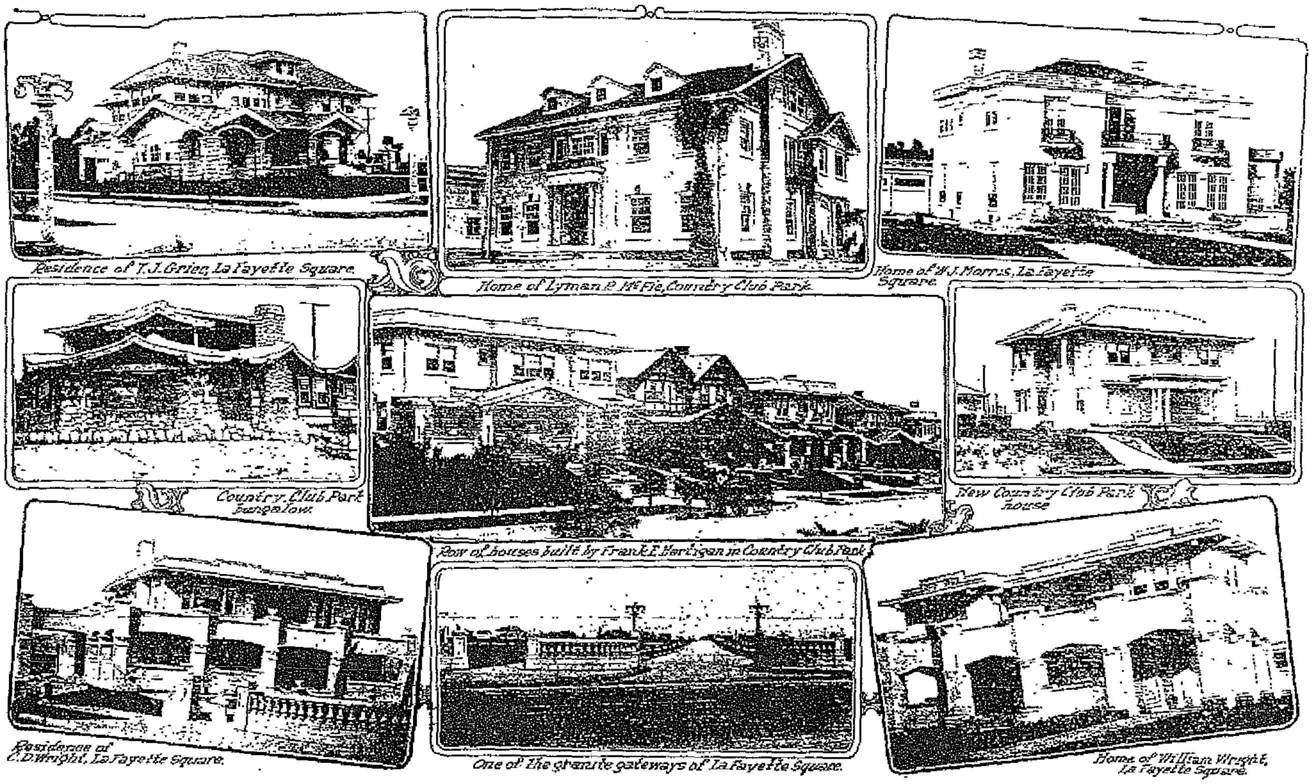
The minimum value of the houses permitted in La Fayette Square varies from $6000 to $15,000, the cost being governed by the location in the tract. The houses thus far erected, it is said, have greatly exceeded the requirements in most instances. The lots range in frontage from sixty to 100 feet.

Among recent purchasers in La Fayette Square are T. J. Grier, general manager of the Home Stake Mine at Lead, S. D., who not long ago bought a mission residence at the corner of St. Charles place and Buckingham road; Chalmers Kellar, an attorney of the same place, who bought a large building site and who is now having plans drawn for a handsome home; F. E. Clarke, Jr., vice-president of the Lucey Oil Well Supply Company of New York City, who bought 120 feet on Buckingham road, and who expects to build this summer; William Wright, formerly of Winnepeg, Can., who bought a twelve-room villa at No. 40 Virginia road, and Joseph H. Smailes, president of the Atlas Building Company, who expects to build a large colonial house on Wellington road.

LOS ANGELES TIMES, MAY 31, 1914

pg. VII

NEGLECTED ACREAGE OF DECADE AGO NOW VAST AREA OF HOMES.



Residence of T. J. Grien, La Fayette Square. Home of Lyman P. McFie, Country Club Park. Home of W. J. Morris, La Fayette Square. Country Club Park bungalow. New Country Club Park house. Row of houses built by Frank F. Kerrigan in Country Club Park. Residence of C. D. Wright, La Fayette Square. One of the granite gateways of La Fayette Square. Home of William Wright, La Fayette Square.

Glimpses of La-Fayette Square and Country Club Park, two of the finest of the sightly subdivisions of West Los Angeles.

Westward Ho!

BUILDERS FILLING IN LAST OF HIGH GROUND.

Pico, Washington and West Adams Street District Steadily Advancing Toward the Sea—Development Is Now Spilling Over Rim of Hills and on to Lower Ground Beyond Vineyard Junction.

A STRANGER traveling over one of the various beach lines that extend out West Sixteenth street and observing the miles of magnificent residential development stretching along both sides of the tracks between Hill street and Vineyard Junction would probably smile with incredulity if informed that a large proportion of the improvements he so admired had sprung into existence within the memory of many a Los Angeles school boy.

Yet such is the case, and in so far at least as a large part of the high ground of the West Adams-street, Washington-boulevard and Pico-street districts is concerned, the facts of growth are still more astonishing. Along the routes of these thoroughfares are built-up subdivisions, containing in the aggregate hundreds of attractive homes and playing an important part in the city's affairs that five years ago had not been dreamed of. West of the city limits, on lower ground, are highly-developed bungalow subdivisions that many residents whose visits to the beaches are at all few and far between have never laid eyes upon.

The history of the advance of the vast and beautiful district between fashionable Wilshire boulevard on the north and fashionable West Adams street on the south is a record of phenomenal activity and growth. It is a history paralleled only by that of the Wilshire district. The biggest part of that history has been made in a little over a decade.

Twenty years ago the owners of the high and sightly land in this district were more than willing to sell out at $200 an acre or less, and, at that, the figures were held by most people to be purely boom prices. No one in those days wanted high ground, the demand being entirely for low, flat acreage. Given the keenest of the subdividers wanted strictly level lands, and the truck gardeners would have nothing else. As a result, most of the present beautiful residence district lying for ten blocks on each side of Sixteenth street was either in vineyards or wheat, with every prospect, so far as anyone knew, of staying in that condition.

Later on, when land in the district had advanced to $300 and $400 an acre, shrewd investors preferred paying $50 to $100 a front foot on Figueroa street, in the vicinity of West Adams, to "speculating" in the undeveloped mesas to the west. Such illustrations show strikingly how opinions and ideas change in the realty world. The high ground miles to the west of Figueroa is today at a premium, so little of it remains undeveloped.

"OUT IN THE COUNTRY."

The first bold venture westward was made by F. P. Bryan and Wesley Clark in 1902, when the 150-acre Westmoreland tract was laid out. The subdivision was platted out of land that had remained intact in the hands of Bartolo Ballerino since the day when he had acquired it from the government at $1.25 an acre. Clark and Bryan had bought it at $1000 an acre in 1901. The property was bounded on the east by Hoover street, on the west by Vermont avenue, on the south by Pico and on the north by San Marino. It was "out in the country," with little between it and the city proper, and practically nothing but vineyards and wheat fields beyond.

The tract was a success from the start and in reality started the movement that has made Pico street what it is today. Westmoreland place was put on the market in 1904, with the highest residence restrictions then prevailing in the city, and occupying a large plot of ground adjoining the Westmoreland tract. Today Westmoreland place is the closest in of the aristocratic subdivisions of Los Angeles.

Still later Palm Place, comprising thirty acres, bounded by Pico, Tenth, Alvarado and Hoover, was subdivided, the development farther out offering the impetus. Country Club Park and Westchester Place were the next extensive high-class developments on Pico and both are comparatively recent.

From a strictly residence street Pico has sprung into an important business artery within a very few years, the close-in portion of the street being given now almost entirely over to stores and apartments. The interest of investors in the street is growing from year to year.

When the Los Angeles Country Club moved from the corner of Pico and Westmoreland to Pico and Western fifteen years ago, its members believed that they had at last found a location that would be remote enough from the built-up districts to suit their purposes for a half century. Today in their new property west of Beverly Hills the club folks are said to be wondering when the relentless westward trend of the city will make still another move necessary. The old club grounds at Pico and Western have been almost swallowed up in the wave of development activity that followed the establishment of the Country Club Park tract.

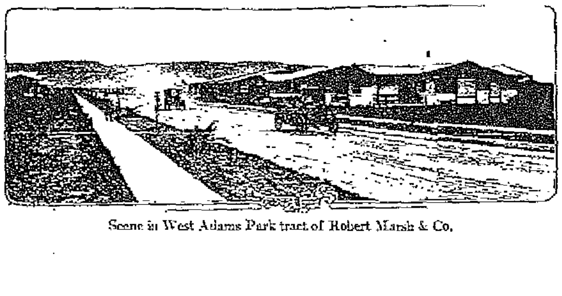
FROM BARE ACREAGE.

When beachward travelers pass the beautiful La Fayette Square tract they see a property that two years ago was bare acreage. Like much of the property in the same vicinity, the tract had been held intact from the days when it was all in vineyards, awaiting the moment when the residential expansion on all sides of it should have made its development advisable. South of La Fayette Square and extending from Washington boulevard to West Adams street there is now being laid out what is practically the last of the high ground north of West Adams Heights and east of Vineyard Junction. The history of the one-time despised acreage of the west side of Los Angeles as acreage, at least, may, therefore, almost be said to have been written.

The whole of the important development between Pico and Washington from a short distance west of Figueroa may, in fact, be said to have been the work of a decade. Ten years ago the thickly-settled district between these streets and around Western avenue was sold as acreage at a figure that would today be considered a mere "song." The original ninety acres of West Adams Heights, where are now situated some of the finest homes of the city, and where frontage prices are prohibitive to all but the wealthiest buyers, changed hands at $1500 an acre less than fifteen years ago.

One fine tract followed another in the westward development once the ball was started to rolling. Following the success of the Westmoreland tract and some of the earlier subdivisions along West Adams street the realty men suddenly awoke in a body to the possibilities of the West end. Berkeley Square, in the West Adams district, and Westchester place, in the Pico district, began to claim the attention of those who had the money to pay for large grounds and expensive environment. The fine homes

(Continued on Eighth Page.)



Scene in West Adams Park tract of Robert Marsh & Co.

Last of High Ground.

(Continued From First Page.)

of Adams, Washington, Pico and the intervening streets crept farther and farther westward. New tracts were always springing up to beckon the builders nearer to the far-out rim of the hills.

Oxford Square, Victoria Park, Arlington Heights, the Crenshaw-boulevard tract, Crenshaw Heights, Arlington Heights Terrace, the Hillcrest tract and the Arlington Heights boulevard tract have all sprung into being within a few years and, with other subdivisions of the district, have filled in the vacant spaces of the old vineyard acres.

Already the subdivisionists have pounced upon the closest-in of the lower ground beyond the mesas. West Adams Park, the Washington-boulevard and West Adams tract and the Pico-boulevard tract, all three infant subdivisions of great promise, mark the advance guard of a further westward invasion of the home builders, an invasion which expert observers believe will not end until all the vast acres along the main seaward boulevards from the limits of Los Angeles to the cities of the Crescent Bay have been claimed for intensive residential development.

LOS ANGELES TIMES, SEPTEMBER 15, 1915

Public Service: City Hall, Courts.

At the City Hall.

PLAN VIADUCT FOR WEST SIDE.

UTILITIES BOARD FAVORS THE OVERHEAD CROSSING.

Letter to Council Urges Granting the Petition of Lafayette Square Residents for Connection with Business District Over Pacific Electric Tracks.

Plans for a viaduct over the Pacific Electric tracks to connect West boulevard and Sherman drive, prepared by Chief Traffic Engineer Howell, were approved by the Public Utilities Board yesterday, and a letter was forwarded to the Council urging early action. The question was brought up by a petition signed by many residents of the Lafayette Square district, who pointed out that without a crossing at Sixteenth street that will connect Sherman drive with West boulevard, they have no direct communication with the central part of the city. In some instances, because there is no way to cross the tracks, children have to walk two miles to school and another reason urged by the citizens is the refusal of many stores to make deliveries because of the distance.

The petitioners asked for a grade crossing, with an order that all Pacific Electric trains stop before crossing. This, Engineer Howell says, is impractical for the reason that the Pacific Electric approaches the crossing at a 3 per cent grade. The tracks are about twelve feet lower than the level of Sherman drive at that point and Mr. Howell's recommendation is for a viaduct which can be built at a cost of approximately $40,000. The Pacific Electric, he says, is willing to pay $20,000 of the cost and Mr. Howell suggests that the city pay $10,000 and an assessment district pay the remaining $10,000. The tentative assessment district is such that the assessment need be only twenty cents a front foot. An alternative plan submitted by the Utilities Board engineer provides for a new street parallel with the Pacific Electric right of way eastward from Sherman drive to the next grade crossing. This, however, is not favored because it would be inadequate to meet the needs of the district.

The Utilities Board recommended that the Council grant a franchise to the Pacific Electric across the Pacific Coast Steamship Company's addition at the harbor. This will cover changes in routing proposed by the railway to avoid crossing Harbor boulevard at a new grade which is forty-five feet below the old tracks.

President Lane reported that Pacific Electric officials having agreed to label properly the Avenue Sixty-four and Rose Hill cars, the official order proposed by the board will not be necessary.

LOS ANGELES TIMES, SEPTEMBER 18, 1915

Public Service: City Hall, Courts

At the City Hall.

TO INVESTIGATE DEATH-TRAP SITE

COUNCIL HALTS PLANS FOR A NEW GRADE CROSSING.

Report of the Public Works Committee is Sent Back and Councilmen will Visit Vineyard Junction Before Taking Action on the Petitions.

Plans for a grade crossing at Sixteenth street, to connect West boulevard and Sherman drive and thereby create what the Utilities Board styles "the worst death trap in Los Angeles" were balked in the Council yesterday when the report of the Public Works Committee was referred back, and the Council decided to visit the site this morning.

Several members of the Council who heretofore have opposed any addition to the list of grade crossings within the city, said they are not familiar with the locality where the "death trap" was to be located and when Councilman Wheeler, presiding, suggested that the matter be referred back to the committee, pending investigation, Acting Chairman Wright offered no protest.

Tax Agent Hill of the Pacific Electric Railway said he agrees with the Public Utilities Board that the proposed crossing would be the most dangerous in Los Angeles. There is a grade of 3 per cent. at that point, he said, and more than 300 trains a day pass the crossing.

Residents of the neighborhood who seek a crossing at that point called on the Public Utilities Board yesterday and after learning that the proposed special assessment for the viaduct recommended by the Public Utilities Board would amount to not more than $7 to $10 a lot, announced that they will start a petition for a viaduct immediately.

The Council will leave the Hill street station at 10 o'clock this morning to visit the crossing.

discharge was illegal and his contention is supported by the City Attorney to the extent of advising the Fire Commission that it should grant another hearing. In case the decision is in his favor, Mr. Welty will have a year's salary coming at the time of reinstatement. The fact that another hearing is granted, however, does not mean that he is now a member of the department and on the pay roll, the City Attorney says.

Lighting Taxes Due.

Taxes for lighting the Serrano-avenue and the Victoria Park lighting districts will become delinquent September 20, according to a statement issued by A. B. Conrad, city tax and license collector, yesterday. A penalty of 10 per cent. will be added when the taxes become delinquent and property on which the taxes are unpaid will be sold October 18.

LOS ANGELES TIMES, SEPTEMBER 24, 1915

At the City Hall.

"DEATH-TRAP" IS STILL FAVORED.

WORKS COMMITTEE REMAINS OF THE SAME MIND.

Recently-made Recommendation that Sherman Drive Crossing be Ordered at Grade Goes Back to Council Unchanged After its Rejection and Return.

The Public Works Committee of the Council yesterday reaffirmed its report favoring a "death-trap" grade crossing at the junction of Sherman drive and West boulevard, over the Pacific Electric Railway tracks. This action was taken on consideration of the former report of the committee which was rejected by the Council last week after all of the members visited the crossing site at Vineyard Station. The motion to reaffirm the previous report was made by Councilman Wright and supported by Councilman Brain. Councilman Langdon, who is acting on the committee in the absence of Chairman Topham, was not present when the question was considered.

This crossing, according to the report of the Public Utilities Board, is so situated that it will be the worst death-trap within the limits of the city. The Utilities Board presented plans for a viaduct that would cost $40,000, and suggested that the cost be borne 50 per cent. by the Pacific Electric, 25 per cent. by the city at large and 25 per cent. by an assessment district that has a frontage of 84,000 feet. The Pacific Electric agreed to put up $20,000 for its share of the cost and to advance the city's $10,000 share if the assessment district would pay the remaining $10,000.

Residents of the neighborhood who told the Council last week that they would withdraw their petition for a grade crossing and get busy immediately to provide for carrying out the plans for a viaduct, appeared before the committee yesterday and said that they believe it will be impossible to raise the $10,000 in the assessment district.

They told the committee that the Crenshaw Realty Company will oppose the assessment on all its property on one side of the tracks and the Victoria Park Company will oppose it on the other side.

Councilman Wright argued that the Pacific Electric should be compelled to pay the entire cost of a viaduct, should one be built, and neither the city nor the property owners in that vicinity should be called upon to pay a cent for the improvement.

In case the Council agrees to the Public Works Committee report providing for the grade crossing, the Pacific Electric will undoubtedly appeal the matter to the State Railroad Commission and this action will precipitate a legal battle wherein the jurisdiction over the crossing will be established either in the State Railroad Commission or the Public Utilities Board.

President Lane of the Utilities Board said yesterday that in case of an appeal, the Utilities Board will appear before the State Railroad Commission and contend that the matter is one in which the State board has nothing to say.

"I believe that in this case the only chance that the State Railroad Commission to establish jurisdiction will be to show that the lives of intrastate travelers are endangered by the grade crossing," said President Lane. "I believe it will take at least two years to settle the matter and lots of things may happen in that time."

The report of the Public Works Committee will come before the Council this morning and members of the Council who are seeking to eliminate rather than increase the number of grade crossings, are prepared to fight the proposition.

FIGHTING HOT.

PROTEST WILL BE HEARD.

Residents of the Madison-Virgil storm drain sewer assessment district, 100 strong, invaded the Council chamber yesterday with their coats off and ready to fight at the drop of the hat. Their complaint, as outlined by Councilman Wheeler, is that they say the City Engineer told them their assessments, according to the zone in which their property is located, would range at $11, $17, $34 and $57 a lot, while the bills rendered were just about 100 per cent. higher. Residents of the neighborhood, Mr. Wheeler said, have accused the Council of pocketing anywhere from $20,000 to $40,000 and "splitting it up." The situation as outlined by Mr. Wheeler is that when the contract for the sewer was first let the contractor refused to sign up and, when the work was readvertised, the lowest bid was $40,000 over the first bid. Since then the protests have been many and vigorous. At recent meetings, Mr. Wheeler said, a certain attorney has told the protestants that for a few thousand dollars he will get the matter straightened out so the property owners will have a square deal.

"Don't you people let any attorney feed any of that bunk to you," said Mr. Wheeler. "You appoint a good committee to work with the Council and you will get an absolutely square deal and it will not cost you a cent either."

Time for filing protests against the assessment expires October 4 and the Council set October 13 as the tentative date when the whole matter will be reviewed.

No Franchise for Spur.

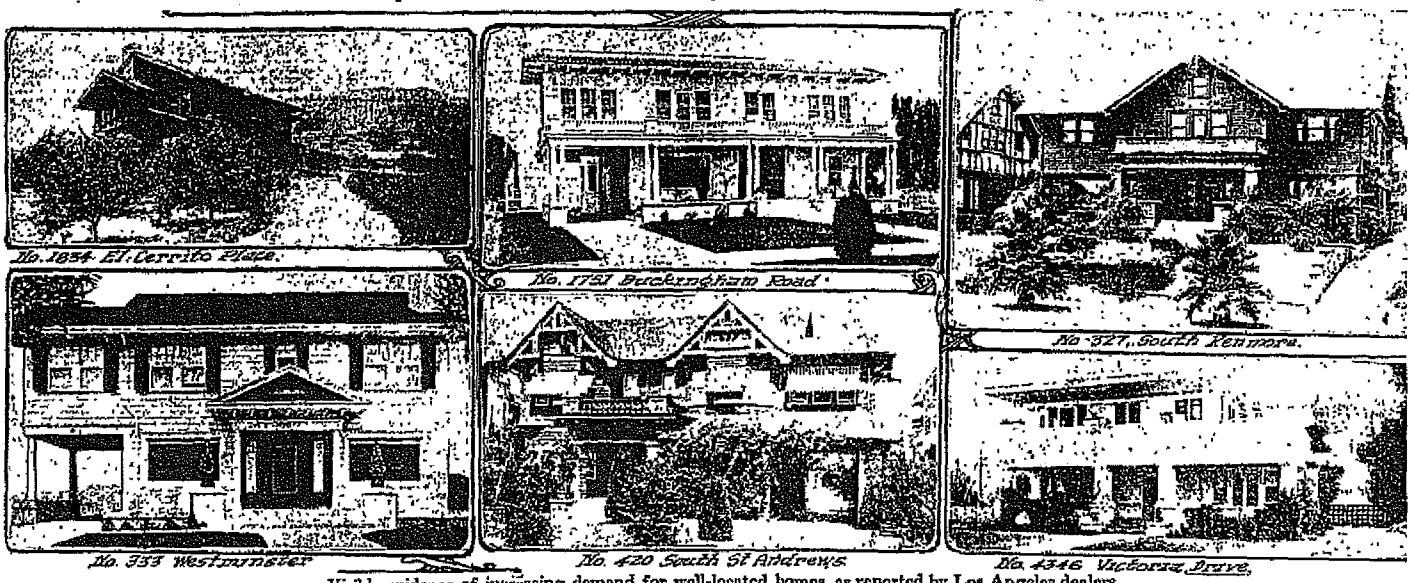
The question of the Simons Brick Company spur track at Santa Monica boulevard and Tamarind street came up again yesterday before the Public Utilities Board and a report was made to the Council to the effect that the Pacific Electric Railway has no franchise or other right to operate the spur track. The board also ascertained that the brick yards are not within any industrial district and the location has never been excepted from the residence district. The board informs the Council, however, that the question of whether or not the brick yards are a public nuisance is one for the Council to decide.

Regulations are Delayed.

Service regulations affecting public utility companies furnishing gas and electricity, as prepared by the Board of Public Utilities, were held up indefinitely by the board yesterday. It had been proposed to adopt them immediately, but the board received word that the State Railroad Commission has deferred action until a new set of regulations is compiled to agree with the regulations of the other Coast States. When the Railroad Commission finally adopts its regulations applying to territory under its jurisdiction, Los Angeles will join with the other large Coast cities of California, Washington and Oregon and adopt uniform regulations for the territory within the city.

LOS ANGELES TIMES, AUGUST 19, 1917

Fine Residence Properties Sold Last Week Through Local Real Estate Offices.



Visible evidence of increasing demand for well-located homes, as reported by Los Angeles dealers.

The El Cerrito Place holding was sold through Giles & Lueck; the Buckingham Road house, through the Crenshaw Security Company; the South Kenmore Place, through the Edwards & Wildey Company; the Westm residence, through E. A. Weber, with W. L. Hollingsworth & Co.; the South St. Andrews dwelling, through H. R. Rolls, with the Wright-Callender-Andrews Company, and the Victoria Drive home, through Ross C with Robert Marsh & Co.

IN LAFAYETTE SQUARE.

Owners of Attractive West Side Subdivision Report Many Sales.

The Crenshaw Security Company, owner and subdivider of Lafayette Square, reports the following recent sales in that tract:

For G. Herb Falin to Dr. H. W. Brodbeck, residence at No. 1751 Buckingham road, $14,000; to Norman Ingilis, residence at No. 1649 Buckingham road, $14,000; for C. W. Binniear to Mrs. E. J. Hunicutt of Jacksonville, Fla., residence at No. 1002 Virginia road, $17,500; for J. F. Stanford to W. A. Taylor, residence at No. 1742 Virginia road, $16,000; to O. Oliver, sixty-foot lot on Virginia road; to James F. Porter of Davenport, Iowa, 160 feet of frontage on Wellington road.

LOS ANGELES TIMES, JANUARY 13, 1918

RESIDENCE SALES

Fine Lafayette Square House Sold. Country Club Park Home Changes Hands.

Sales of residence property are reported by E. A. Weber, manager of the house and lot department of W. I. Hollingsworth & Co., as follows:

For J. H. Wagner to Thomas C. Job, twelve-room residence at No. 1809 Virginia road, Lafayette Square, $22,500. The exterior is of white cement and the interior is in mahogany, with elaborate decorations. The lot is 30x150 feet.

For A. H. Cuenod to M. S. Phillips, two-story, nine-room colonial residence at No. 950 South Wilton Place, in Country Club Park, $9000. The lot is 50x155 feet.

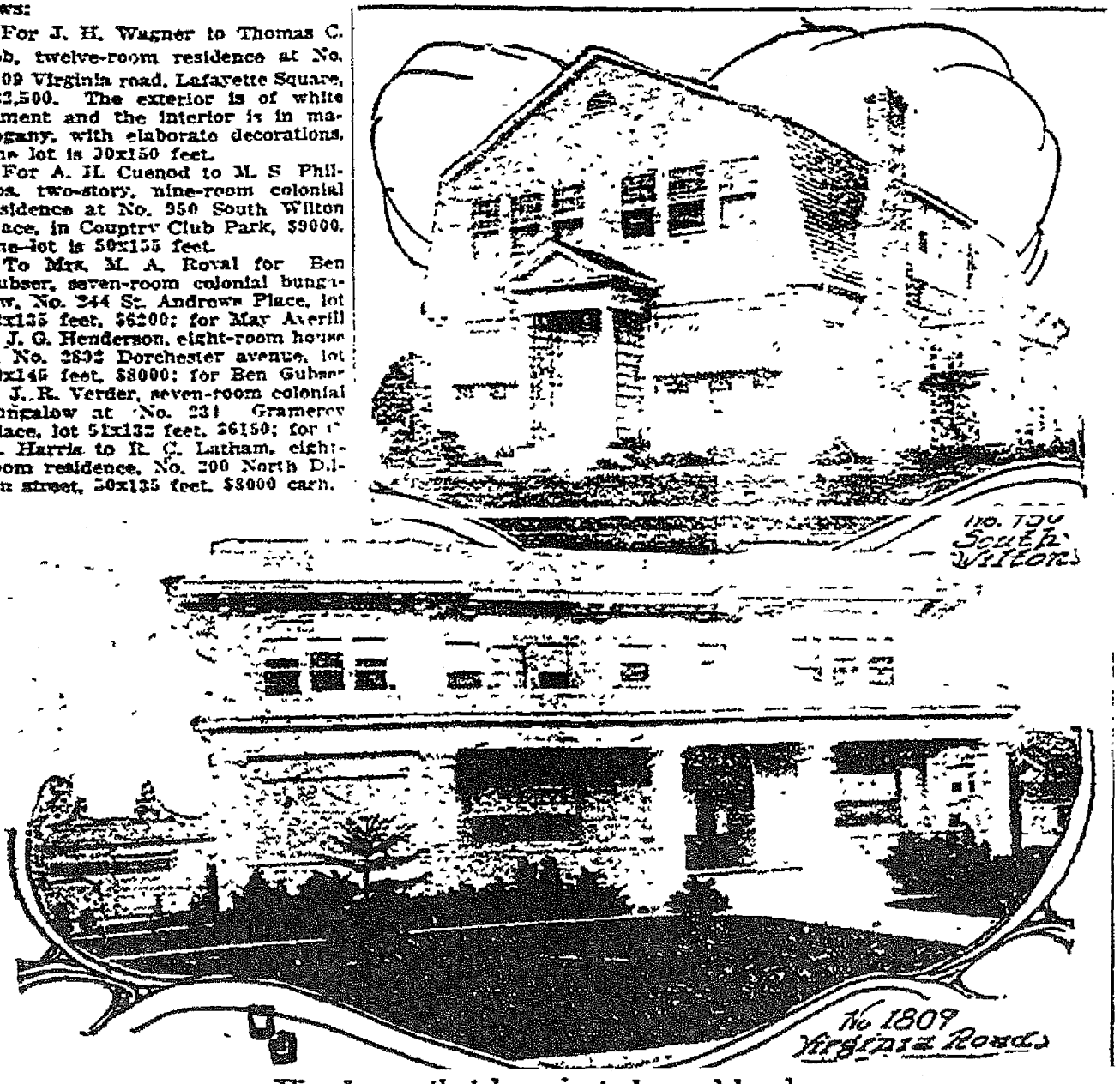
To Mrs. M. A. Royal for Ben Gubser, seven-room colonial bungalow, No. 244 St. Andrews Place, lot 52x135 feet, $6200; for May Averill to J. G. Henderson, eight-room house at No. 2802 Dorchester avenue, lot 50x145 feet, $8000; for Ben Gubser to J. R. Verder, seven-room colonial bungalow at No. 231 Gramercy Place, lot 51x132 feet, 26150; for C. R. Harris to R. C. Latham, eight-room residence, No. 200 North Dillon street, 50x135 feet, $8000 cash.

THEATER CONTRACT

Glendale Firm to Erect Picture Playhouse on South Broadway for J. A. Quinn.

To Charles W. Kent & Son of Glendale has been awarded the contract for the construction and remodeling work in connection with the alteration of the present Hampshire Hotel at Nos. 814-16 South Broadway into a motion-picture theater for J. A. Quinn. A perspective of the new playhouse was published exclusively in The Times last Sunday.

Plans for the project have been prepared by A. R. Walker. The hotel interior is to be gutted to make space for the theater auditorium, and the front of the building will be completely changed. The property is owned by the Katherine Hooker estate and has been secured by Mr. Quinn under a long-term lease.

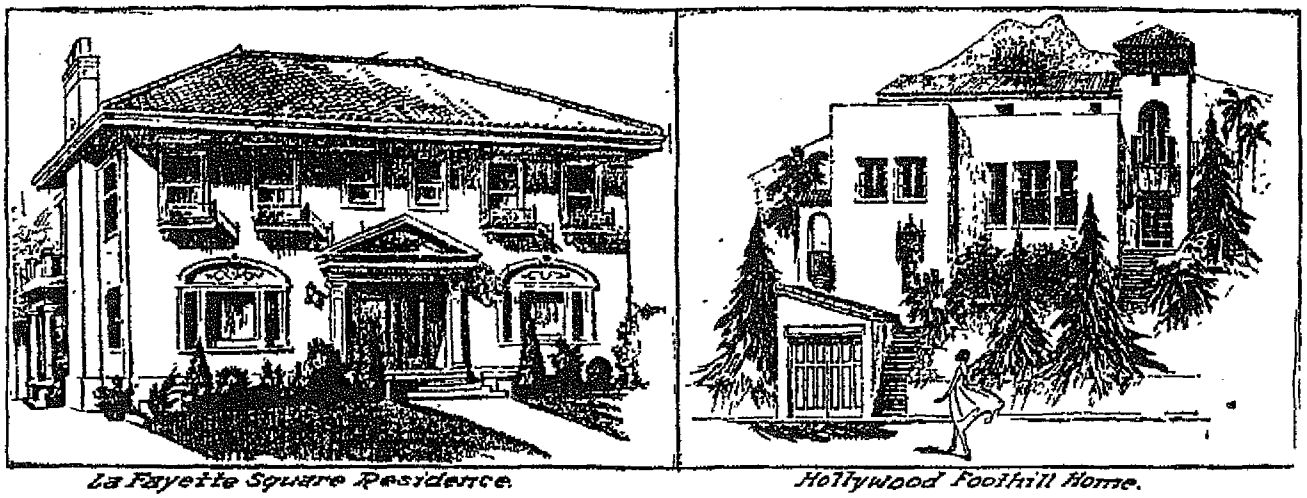


Fine homes that have just changed hands.

Both places were sold through the agency of E. A. Weber, manager of the house and lot department of W. I. Hollingsworth & Co.

LOS ANGELES TIMES, DECEMBER 28, 1919

Two Attractive Residential Additions.



La Fayette Square Residence. *Hollywood Foothill Home.*

Residence being erected at 1821 Buckingham road, Lafayette Square, for Ed de Moulin; Charles D Wagner, designer and builder. Spanish-styl home to be built for J. A. Taylor at Whitley Heights; Montgomery & Nibecker, architects and engineers.

LOS ANGELES TIMES, JANUARY 25, 1920

LAFAYETTE SQUARE VIADUCT UNDER WAY.

ELIMINATION OF CROSSING GIVES RESIDENTIAL PARK NEW OUTLET.

After numerous delays incident to the war and other causes, construction is under way on the viaduct spanning the Pacific Electric's West Sixteenth-street tracks and linking up Lafayette Square with West boulevard.

Completion of the viaduct will eliminate the present dangerous grade crossing and open a new outlet for the Lafayette Square district to the north and west.

This improvement is of special concern to the residents of Lafayette Square, as it will afford a safe route of only four blocks to the million-dollar Los Angeles High School, and give direct access to the West Hollywood and Beverly Hills district by way of Pico and Wilshire boulevard.

Owners of this residential park recently dedicated to the city the necessary land required in connection with the building of the viaduct. When this project is completed, Lafayette Square will be completely surrounded by important automobile and interurban roads—Washington boulevard on the south, Sixteenth street and Venice short line on the north, Crenshaw boulevard on the east and the new West boulevard viaduct on the west.

C. R. L. Crenshaw, who has been identified with the development of this district for many years, and who has recently organized the South Wilshire Company for the purpose of conducting the liquidation sale of Lafayette Square lots, states that the paving and street improvements now being installed in Washington boulevard, near the city limits, together with the West Sixteenth-street viaduct is already having a marked influence on this portion of the west-end territory. He reports that during the last five weeks his company has sold in Lafayette Square alone upwards of $100,000 worth of lots, practically all of which will be improved in the near future.

LOS ANGELES TIMES, JULY 18, 1920

FINE WEST END TRACT IS BEING IMPROVED.

PAVING WORK ON WASHINGTON BOULEVARD ABOUT DONE; TO INSTALL LIGHTS.

Among the fine residences which figured in the realty transactions of the week was the home of Henry Boos, at 1651 Wellington Road, La Fayette Square. The residence was sold to James McClure Johnson by Crenshaw & Smalles, realty brokers, at a consideration reported at $50,000.

Rapid progress in the improvements which are being made in La Fayette Square is reported by Crenshaw & Smalles. Although the paving of Washington Boulevard has progressed somewhat slowly on account of unavoidable delays, the work is nearing completion, with the exception of the portion occupied by the railroad tracks in the center of the street. The south side of the street has been finished, and opened to the public, and the north side of the thoroughfare will be opened within thirty days, it is estimated. A new lighting system for La Fayette Square is also planned by the developers of this subdivision, and installation of this system, which will extend along Washington Boulevard to Culver City, will be started in the near future The Sixteenth street viaduct, which spans the Venice Short Line tracks at West Boulevard, is nearing completion, and when opened will give direct access to West Hollywood and Beverly Hills by way of Pico and Wilshire boulevards

Crenshaw & Smalles are at the present time conducting a liquidation sale of unsold lots in the district for the owners, and a large number of recent sales is reported. Practically all of the new owners, it is stated, will build in the near future.

LOS ANGELES TIMES, JULY 7, 1932

Board Awards Bridge Contract

The Board of Public Works yesterday awarded to the Lynch-Cannon Engineering Company for $59,986.76 the contract for constructing the West Boulevard bridge across Venice Boulevard and the Pacific Electric tracks.

Plans call for a reinforced concrete structure with a fifty-foot roadway which will replace a wooden bridge erected in 1919 and now inadequate to handle the traffic.

LOS ANGELES TIMES, MARCH 6, 1933

West Boulevard Bridge Finished

Complete except for the approaches, which will be finished within several days, the West Boulevard bridge spanning Venice Boulevard and the Pacific Electric Railway tracks is scheduled to be opened to traffic on the 25th inst., it is announced by the Board of Public Works.

The contract was awarded July 6, last, for $59,986.75, allocated from public funds. The construction is of concrete with double arch approaches on either side and includes ornamental lights.

The length of the bridge is 525 feet, extending from Sixteenth Place to Victoria Park Drive. The roadway is thirty feet wide and there is a five-foot sidewalk in addition.

Civic organizations of the West Boulevard and Venice Boulevard area are expected to have charge of the dedication, the date for which has not yet been set.

LOS ANGELES TIMES, MARCH 27, 1933

West Boulevard Span Completed

The West Boulevard bridge, spanning Venice Boulevard and the Pacific Electric tracks, has been completed and paved and will be opened for traffic about the middle of April, according to the announcement of the Board of Public Works.

Plans are being made for a celebration by civic organizations of the community.

The bridge was built on a contract price of $59,986.72. It was financed by public funds. It replaces an old wooden structure. The construction is of concrete, with a double arch and approaches. Its total length is 525 feet, extending from Sixteenth Place to Victoria Park Drive. The roadway is thirty feet wide.

INTERSTATE COMMERCE COMMISSION.

REPORT OF THE CHIEF INSPECTOR OF SAFETY APPLIANCES IN RE INVESTIGATION OF ACCIDENT ON THE PACIFIC ELECTRIC RAILWAY, NEAR LOS ANGELES, CAL, ON JULY 13, 1913.

AUGUST 6, 1913

On July 13, 1913, there was a rear-end collision between two passenger trains on the Pacific Electric Railway, near Los Angeles, Cal, resulting in the death of 14 passengers and the injury of about 200 passengers

After investigation of this accident, I beg to submit the following report

This collision occurred on what is known as the Venice Short Line, extending from Los Angeles to Venice and other seaside resorts west of Los Angeles. The division on which the accident occurred is a double-track line, operated by time card, without signals or orders and with no means of spacing trains except by vision Train crews are checked out of car barns at Venice and handled by starters at Venice and at Hill Street Station, Los Angeles, the time that regular trains are scheduled to pass stations is entered on the time card, but no record is kept of the time extra trains pass any of the stations, extra trains being expected to make the running time of regular trains

On this line trains are operated under the multiple unit system, the motors on all cars being of equal power and being controlled by a motorman on the head car of each train All the cars are equipped with automatic air brakes, which are operated by the motorman on each train

The trains involved in this collision were extra 532, which left Venice at 8 55 p m, and extra 874, which left North Beach, Santa Monica, at 8 53 p m, and is supposed to have passed Venice about 12 minutes later There is no record of the time these trains passed any of the stations between their terminals and the point where the collision occurred Each train consisted of three cars

At about 9 p m on the day of this accident east-bound trains on the Venice Short Line were stopped on account of a broken overhead trolley wire about 50 feet east of Vineyard, a junction point 5 5 miles from Los Angeles On the Pacific Electric Railway the trolley wires are fed in sections, and this break resulted in the

putting out of service only one section of trolley wire about 50 feet in length Some little time was consumed in securing and tying up the broken trolley wire, and a number of trains were stopped at that point When the loose end of the wire was secured where it would not endanger passengers, the trains began to move forward starting some distance away and gathering sufficient momentum to coast past the broken section of trolley At this point there was an ascending grade of 1 7 per cent for eastbound trains, and considerable space was required for a train to gain sufficient momentum to carry it beyond the break in the trolley wire

The track is straight for a distance of about 180 feet west of the point where the accident occurred, and then there is a curve of about 2½°, 639 feet in length, diverging toward the south A slow board is located on this curve, 609 feet from the point where the collision occurred and 1,000 feet from the junction at Vineyard Approaching from the west the view of the track at the point of collision was obstructed by the bank of a cut and by poles lining the track

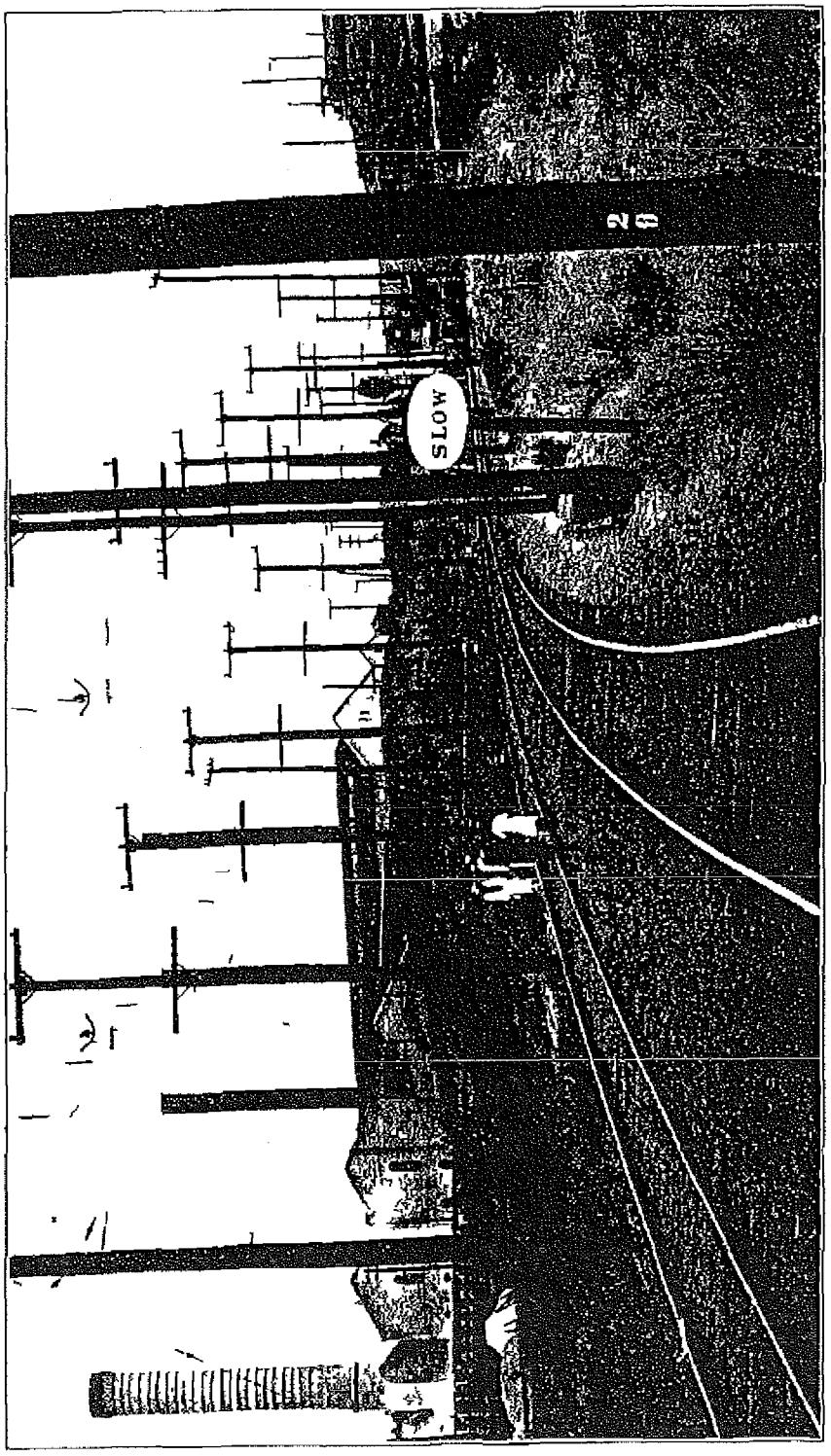
When extra 532 approached Vineyard, at about 9 15 p m, it was flagged by the flagman of the preceding train Extra 532 stopped to pick up the flagman and then moved up until within about 15 feet of the preceding train, when it stopped While standing at this point it was struck by extra 874, at about 9 20 p m At the time of the collision the weather was clear.

Motorman Clark, of extra 532, stated that as soon as he brought his train to a stop at the place where the collision occurred, he sounded a whistle signal for the flagman to go back and protect the train When the train ahead began to move he sounded a signal recalling the flagman, but as the train ahead moved only a short distance he immediately sounded the signal for the flagman to go back again

Conductor Van Dorn, who was in charge of the first car of extra 532, stated that the signal for the flagman to go back was sounded as soon as his train stopped, and he saw the flagman start to run back, and also saw him signal extra 874 to stop He thought the flagman had gone back a distance of between 600 and 700 feet when the train passed him Conductor Van Dorn said he heard the motorman answer the flagman's signal after the train reached the flagman

Conductor Hart, who was in charge of the second car of extra 532, stated that as soon as this train came to a stop the flagman was signaled to go back, and he started immediately, carrying one red and one white lantern He stated that the flagman went back as far as the beginning of the curve, and that when the motorman sounded the signal recalling him he did not start to return toward the train

Conductor Bartholomai, who was in charge of the rear car and acted as flagman for train extra 532, stated that when his train came



General view of track looking south at accident, showing slow board, bank of earl, and trolley poles along the track

to a stop near Vineyard he was signaled out immediately, and he started to run back between the tracks. About two minutes later, when he had gone about 500 feet from the rear end of his train, he saw extra 874 approaching more than half a mile away. He heard the signal recalling him, but continued walking and running back toward the approaching train. The motorman of that train did not answer his signal until after the train had passed him. He had fusees and torpedoes with him, but he did not use either, as he wanted to get back as far as possible before the train reached him. He thought he had gone a short distance beyond the slow board before the train passed him, and he estimated the speed of extra 874 at 30 or 35 miles per hour.

Motorman Forster, of extra 874, stated that the flagman was near the slow board. He had shut off the current and whistled for the junction just as the train passed the slow board, and he then saw the flagman, who was only a short distance away and was signaling him to stop; he acknowledged the flagman's signal and made an application of the brakes; he thought his train was running at a speed of 50 miles per hour at that time. When he saw extra 532 ahead of him he made an emergency application of the brakes. He thought the speed of his train at the time of the collision was between 10 and 15 miles per hour. He stated that the brakes were in good condition and working properly.

Conductor Shafer, who was in charge of the head car of extra 874, stated that three or four stops were made between Venice and the point where the collision occurred, and the brakes appeared to be in good working order. He stated that the motorman had not been running the train at an unusually high rate of speed, as the train approached the slow board he thought it was running at about 30 miles per hour, and he did not notice that the speed had been reduced before the collision occurred.

Conductor Sexton, who was in charge of the rear car of extra 874, stated that on his car there were passengers who were bound for Vineyard, and as the train approached that station he gave the motorman a signal to stop; he did not hear the motorman acknowledge the signal, but as the train approached Vineyard the speed was reduced.

At the time of the collision four passengers were riding in the front vestibule of the leading car of train extra 874. One of them stated that as the train approached the scene of the accident he saw the flagman running toward extra 874 and giving a stop signal, the power had already been shut off and the motorman made an application of the brakes. He thought the flagman was about halfway between the slow board and the point where the accident occurred, and that the speed at the time of the collision was about 20 miles per hour.

The speed of trains when approaching junctions on this road was limited by rule to 10 miles per hour, and a bulletin order directed that trains be operated under complete control around sharp curves

The flagging rule in force on the Pacific Electric Railway required the flagman to go back 500 feet from the rear end of his train and place one torpedo on the rail, then go back 500 feet farther and place two torpedoes on the rail 60 feet apart, should an approaching train be heard or seen before the flagman has gone the required distance he must at once place one torpedo on the rail If conditions require it, a red fusee must be displayed

In this case it is believed that the flagman did not go back the required distance, the evidence indicating that he had not reached the slow board which was only 609 feet from the rear end of the standing train, and although he had both fusees and torpedoes with him he did not use either

Had the motorman of extra 874 observed the speed restriction in effect at this point the accident probably would have been averted, in spite of short flagging The evidence indicates that the speed of the train when it passed the slow board was in excess of 30 miles per hour and it was undoubtedly more than 10 miles per hour when the collision occurred On July 16 tests were made with a train of three cars of the 800 class to determine the distance within which a train of this character could be brought to a stop During these tests there were about 30 people in the train, and the speed in each case was 41 miles per hour In the first test the current was shut off at the slow board and immediately a 10-pound reduction was made, resulting in a service application of the brakes, and the train was brought to a full stop in 425 feet In the second test an emergency application of the brakes was made at the slow board and the train was brought to a full stop in 400 feet As a result of these tests, it is believed that had the motorman of extra 874 applied the brakes at the slow board the train would have been stopped in time to avert the collision, the distance between the slow board and the point where the accident occurred being sufficient to allow for the greater distance required for stopping the loaded train as compared with the train used in these tests

This investigation disclosed the fact that Flagman Bartholomai had entered the service of the Pacific Electric Company on June 20, 1913, only 24 days before the accident occurred He had had no previous electric or steam railroad experience, nor had he been examined, yet he was holding the position of greatest responsibility on this train Motormen Clark and Forster each had had several years' experience Of the other employees on these trains only one was an experienced man He had had about three and one-half years' experience on other lines and had been employed by this com-

pany for about one month Of the others, one had been employed by this company for five months, two for four months each, and one for one month, none of these men having had any previous railroad experience

In the evening, when the traffic from beach resorts to the city is heavy, it is the usual practice on the Pacific Electric Railway to give trains a five-minute headway out of Venice The distance between Venice and Vineyard is 8¼ miles, and there are two stations and a junction between these two points The number of trains over this line is increased east of Ivy Junction, 3 6 miles west of Vineyard, as trains from Redondo Beach also use this track The records show that on Sunday, July 13, between 9 a. m and 9 20 p m, the time of the accident, 123 trains passed over the eastbound track between Ivy Junction and Vineyard, or an average of 1 train every 6 minutes for more than 12 hours

This accident was caused by failure of Flagman Bartholomai of extra 532, properly to protect his train, failure of Motorman Forster, of extra 874, properly to control the speed of his train and failure of the railway company to provide an adequate method of operation to insure the safety of trains running on its lines

To prevent the recurrence of accidents of this character certain operating conditions disclosed by this investigation should be materially improved Flagman Bartholomai had been employed less than four weeks and was still classed as a "student conductor" not having been examined on the rules or for the position of conductor It is noted that only one of the six conductors on the two trains involved in this accident had had any considerable experience Train crews should not be made up entirely of new men, at least one experienced conductor should be assigned to each train on this road and a proper regard for the safety of passengers should not permit the assignment of an inexperienced man to the responsible position of conductor of the rear car and flagman of the train

The rules restricting the speed of trains at dangerous points along the road should be strictly adhered to and rigidly enforced On a road of this character, where trains run from terminal to terminal without direct supervision of superior officers, signalmen, or operators, train employees should be impressed with the absolute necessity of obeying rules and orders issued and established for the safety of train operation

But even if, by careful selection, training, and supervision of employees, accidents resulting from recklessness or willful disregard of rules could be entirely eliminated, errors of judgment may be expected to occur frequently under the existing method of operation on this line, where the operation of trains is left almost entirely to the train employees, and in view of the density of traffic the installa-

tion of an adequate block system is urgently required The inexperience of a large proportion of the men employed, if the records of the employees involved in this accident furnish any criterion, increases and emphasizes the need of a block system, under which the opportunities for errors likely to lead to disastrous results are materially diminished

In this connection attention is called to the fact that automatic train-control systems are installed on a number of electric railroads in this country and in some cases have been successfully operated for a considerable period of time The application of a device of this character to electric railways is comparatively simple, as the propulsion current furnishes a readily available source of power, and the operating conditions on electric roads are materially different from the operating conditions on steam roads The advisability of installing an automatic train-control system on the Pacific Electric Railway should be given serious consideration

None of the employees involved in this accident was on duty contrary to the hours-of-service law

Respectfully submitted

H W BELNAP,
Chief Inspector of Safety Appliances

WASHINGTON GOVERNMENT PRINTING OFFICE 1913

Case Number:
CHC-2012-XXXX-HCM
Declaration Letter Mailing List
MAILING DATE: **Oct. 15, 2012**

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Myrna Anderson Allen
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Council District 10
City Hall, Room 430
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