Los Angeles Department of City Planning
RECOMMENDATION REPORT

CULTURAL HERITAGE COMMISSION

HEARING DATE:	March 6, 2014	Location: Soto Street crossing Mission Road and Huntington Drive
TIME:	10:00 AM	Council District: 14
PLACE:	City Hall, Room 1010 200 N. Spring Street Los Angeles, CA 90012	Community Plan Area: Northeast Los Angeles Area Planning Commission: East Los Angeles Neighborhood Council: LA-32 Legal Description:

PROJECT: Historic-Cultural Monument Application for the PACIFIC ELECTRIC'S SOTO STREET BRIDGE

REQUEST: Declare the property a Historic-Cultural Monument

APPLICANT: El Sereno Historical Society and Highland Park Heritage Trust

PREPARER: Charles J. Fisher
140 S. Avenue 57
Los Angeles, CA 90042

OWNER: City of Los Angeles

RECOMMENDATION **That the Cultural Heritage Commission:**

1. **Not declare** the property 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

[SIGNED ORIGINAL IN FILE]

Ken Bernstein, AICP, Manager
Office of Historic Resources

[SIGNED ORIGINAL IN FILE]

Lambert M. Giessinger, Preservation Architect
Office of Historic Resources

Attachment: Historic-Cultural Monument Application

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 1936, this concrete and steel bridge was originally built to accommodate a Pacific Electric rail car line, crossing over the intersection of Mission Road and Huntington Drive to relieve congestion. The bridge now carries auto traffic and forms a section of Soto Street. It exhibits character defining features of the Art Deco style.

The bridge spans 490 feet and consists of two central steel girder spans and several arched concrete spans on either side of the steel section. The columns run at an oblique angle under the bridge, creating an asymmetrical arrangement. Facing the eastern or western side of the bridge there are more concrete arches to the left of the steel portion than the right. Concrete pylons flanking the ends of the steel span are adorned as decorative, semi-circular, fluted columns. Outer columns supporting the concrete spans have a curbed bracket feature leading to a rectangular, fluted panel. A portion of these panels have an additional corbel feature attached to them which supports a shallow bent arch projecting above the road surface. Trolley poles that now serve as light fixtures are set atop the corbels, pocketed to the ends of the bent arches.

The bridge approach to the north is supported by concrete walls decorated with arched reliefs. Concrete stairs on either side of this section, located where the spans meet the approach, originally served rail passengers. Simple, decorative tubular railings adorn the staircases and a portion of the approach.

The Soto Street railroad bridge was part of the Pasadena Short Line built by Henry Huntington in 1901. The original at-grade crossing where the bridge now stands was considered one of the busiest intersections in the region and quite hazardous. The rail line and streets met at an awkward, oblique angle, Mission Road was a main highway for auto traffic to Pasadena and other northeast communities, and all rail cars serving Pasadena passed through the intersection. In 1909, five family members were killed at the intersection prompting public calls for an above-grade crossing. However, the bridge was not built for another 27 years, apparently, not until Depression-era economics made it more financially feasible. The bridge was a joint project between The City of Los Angeles, the State, and Pacific Electric Railway, with much of the funding coming from the federal Works Project Administration.

The subject structure carried all of the Pasadena bound cars for the Pacific Electric Railway while in service from 1936 to 1951. The Short Line was abandoned in 1951 and the bridge paved to serve Pacific Electric's bus service.

In 2001, the bridge was evaluated for eligibility as a historic resource as part of the Bridge Improvement Program, Bureau of Engineering, City of Los Angeles. The report findings from this evaluation concluded that:

> "It [the Soto Street Bridge] retains many of the Art Deco ornamental elements for qualification under Criterion C, Design and Construction. These elements are significant, although they do not appear to be strong enough to warrant an upgrading of the structure to Category 4, Eligible for the National register."[1]

In 2002, a CA Department of Parks and Recreation form was completed regarding the bridge. This form summarized the significance as:

> "The bridge [Soto Street Bridge]... has lost its historic function and lacks integrity of materials, design, feeling and association. It therefore, does not appear to be eligible for listing in the National Register... [or] listing in the California Register of Historical Resources."[2]

In 2004, the City Council approved the demolition and replacement of bridge and the project's environmental clearance, a Mitigated Negative Declaration (MND). The MND included an assessment of potential cultural resources in the project area, with a finding that no structures, including the bridge, appeared eligible for listing in the National Register of Historic Places.[3] The assessment did not specifically evaluate the bridge's eligibility for local designation.

In 2008, the bridge was referenced in the SurveyLA Draft Historic Context Statement under the theme "Private Transportation: Railroad and Street Railway" within the context of "Government and Private Institutional Development, 1913-1945." The theme narrative included the Soto Street Bridge among more than 50 remaining features of early transportation development in Los Angeles, "...eligible for at least local recognition based upon the significance that street railway technology had upon the development patterns of Los Angeles."

The bridge was one of six known resources identified as eligible for local designation under the property type "Bridges/Viaducts" that are associated with the Pacific Electric Railway. This list of known resources was compiled by SurveyLA consultants prior to field survey work, so additional resources may be added to this list as they are found in the field through physical survey. Currently, SurveyLA has not surveyed the Northeast Los Angeles Community Plan Area, in which the bridge is located, so its historic eligibility has not been assessed through observation by SurveyLA consultants.

Alterations to the bridge include demolition of the railway tracks, and installation of a modern bridge railings and chain link fencing around the pedestrian staircases.

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[1] Lee, Portia. "Historic Property Survey Report/ Historic Architecture Survey Report: Soto Street Bridge over Mission Road and Huntington Drive South" California Archives. September, 21, 2001. Page 9.
[2] Feldman, Jessica. "Soto Street Bridge over Mission Road and Huntington Drive South" California Department of Parks and Recreation. August, 27 2002. Page 2.
[3] "Soto Street Bridge over Mission Road and Huntington Drive (53C-0013): Initial Study/Negative Declaration" City of Los Angeles Bureau of Engineering. April 16, 2004. P. 14

DISCUSSION

The written nomination by Charles J. Fisher argues that the property meets specified Historic-Cultural Monument criteria: "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 an Art Deco style bridge; and "historic structures or sites in which the broad cultural, economic, or social history of the nation, State or community is reflected or exemplified," for its association with the Pacific Electric Company and the development of Northeast Los Angeles communities.

Although the bridge was constructed in 1936 in the Art Deco style and retains original building materials and elements, it does not constitute a particularly outstanding or distinctive example of this style. The bridge's design as a whole does not appear to represent a highly significant example of Art Deco design, nor does it exemplify the remarkable design quality found in the bridges already designated as City Historic-Cultural Monuments.

The bridge is associated with the Pacific Electric Company's railway system, which was unquestionably significant to the development of Los Angeles. However, the construction of this bridge in 1936 came relatively late in the history of the Pacific Electric system, decades after this system shaped Los Angeles' growth and evolution. The Soto Street Bridge is also one of many remaining remnants of the Pacific Electric system, some of which may better convey the essence of this significant railway system. The 2008 SurveyLA draft context statement narrative identified six extant bridges associated with the Pacific Electric Company's railway system, as well as other buildings, substations, overpasses, and tracks associated with the Pacific Electric system and other early transportation lines in Los Angeles. Finally, the removal of the railway's tracks and installation of modern bridge railings have somewhat compromised the ability of the bridge to convey its historic association with the Pacific Electric system.

Therefore, the Pacific Electric's Soto Street Bridge does not meet the criteria for designation as a Historic-Cultural Monument within the City of Los Angeles.

BACKGROUND

At its meeting of January 16, 2014, the Cultural Heritage Commission voted to take the application under consideration. On February 6, 2014, the Cultural Heritage Commission toured the subject structure.

HISTORIC-CULTURAL MONUMENT APPLICATION

TYPE OR PRINT IN ALL CAPITAL BLOCK LETTERS

IDENTIFICATION

1. NAME OF PROPOSED MONUMENT PACIFIC ELECTRIC'S SOTO STREET BRIDGE

2. STREET ADDRESS SOTO STREET OVER MISSION ROAD AND HUNTINGTON DRIVE (BRIDGE NO. 53C0013)

   CITY LOS ANGELES ZIP CODE 90032 COUNCIL DISTRICT 14

3. ASSESSOR'S PARCEL NO. 5209-030-000 AND 5211-019-000

4. COMPLETE LEGAL DESCRIPTION: TRACT PORTION OF THE PACIFIC ELECTRIC RAILROAD RIGHT OF WAY KNOWN AS THE "PASADENA SHORT LINE" DEEDED TO THE CITY OF LOS ANGELES, AS PER MAP FILED IN BOOK 14084, PAGE 307 OF OFFICIAL RECORDS OF THE COUNTY OF LOS ANGELES BLOCK N/A LOT(S) (SEE ATTACHED) ARB. NO. N/A

5. RANGE OF ADDRESSES N/A

6. PRESENT OWNER CITY OF LOS ANGELES BUREAU OF ENGINEERING

   STREET ADDRESS 201 N. FIGUEROA STREET, 3RD FLOOR

   CITY LOS ANGELES STATE CA ZIP CODE 90012 PHONE (213) 482-7030- EMAIL :

   OWNER IS: PRIVATE PUBLIC X

7. PRESENT USE AUTOMOBILE BRIDGE ORIGINAL USE LIGHT RAIL BRIDGE (RED CAR)

DESCRIPTION

8. ARCHITECTURAL STYLE ART DECO

9. STATE PRESENT PHYSICAL DESCRIPTION OF THE SITE OR STRUCTURE (SEE OPTIONAL DESCRIPTION WORKSHEET)

(SEE DESCRIPTION WORKSHEET)

HISTORIC-CULTURAL MONUMENT APPLICATION

NAME OF PROPOSED MONUMENT PACIFIC ELECTRIC'S SOTO STREET BRIDGE

10. CONSTRUCTION DATE: FACTUAL 1936 ESTIMATED

11. ARCHITECT , DESIGNER, OR ENGINEER: CITY ENGINEERING DEPT, STATE HIGHWAY BRIDGE DIVISION & PACIFIC ELECTRIC

12. CONTRACTOR OR OTHER BUILDER: L. E. DIXON COMPANY

13. DATES OF ENCLOSED PHOTOGRAPHS 1935, 1937, 1950S AND OCTOBER 17, 2013

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

ALTERATIONS: RAILROAD TRACKS WERE REMOVED AND BRIDGE PAVED OVER AND CONVERTED TO AUTOMOTIVE USE IN 1951. CENTENARY WIRE POLES WERE TOPPED AND CONVERTED TO STREET LIGHTS AT THAT TIME.

15. THREATS TO SITE ☐ NONE KNOWN ☐ PRIVATE DEVELOPMENT ☐ VANDALISM ☒ PUBLIC WORKS PROJECT

16. IS THE STRUCTURE ☒ ON ITS ORIGINAL SITE ☐ MOVED ☐ UNKNOWN

17. **SIGNIFICANCE**

BRIEFLY STATE HISTORICAL AND/OR ARCHITECTURAL IMPORTANCE; INCLUDE DATES, EVENTS, AND PERSONS ASSOCIATED WITH SITE (SEE OPTIONAL SIGNIFICANCE WORKSHEET) BUILT IN 1936, THIS BRIDGE WAS CONSTRUCTED TO ELIMINATE A TRAFFIC FLOW AND SAFETY PROBLEM THAT EXISTED WITH FOUR PACIFIC ELECTRIC "RED CAR" TRACKS CROSSING MISSION ROAD. THE 490 FOOT BRIDGE WAS CONSTRUCTED WITH TWO CONCRETE ENDS AND A CENTRAL STEEL SECTION OVER THE MAIN STREET CROSSING. WHILE IT ORIGINALLY SERVED THE PACIFIC ELECTRIC'S PASADENA SHORT LINE, THE TRACKS WERE ABANDONED IN 1951 IN FAVOR OF A BUS LINE. THE MOVE WAS NOT WITHOUT CONTROVERSY AT THE TIME WITH MANY PREFERRING THE CLEAN ELECTRIC TRAINS TO THE HIGH POLLUTION BUSES THAT REPLACED THEM. THE ART DECO BRIDGE, THE DESIGN OF WHICH WAS A COLLABORATION BETWEEN THE LOS ANGELES CITY DEPARTMENT OF ENGINEERING, THE CALIFORNIA STATE HIGHWAYS BRIDGE DIVISION AND THE PACIFIC ELECTRIC RAILWAY HAS BEEN CALLED A HISTORIC MONUMENT FOR YEARS AND AS ONE OF THE LAST INTACT REPRESENTATIVE BRIDGES FROM THE HISTORIC PACIFIC ELECTRIC ERA OF INTERURBAN COMMUTER RAILROAD SYSTEM THAT ONCE COVERED THE SOUTHERN CALIFORNIA MAP.

18. SOURCES (LIST BOOKS, DOCUMENTS, SURVEYS, PERSONAL INTERVIEWS WITH DATES) LOS ANGELES CITY BUILDING PERMITS PER ATTACHED, LA COUNTY ASSESSORS RECORDS, LOS ANGELES COUNTY SUBDIVISION MAPS, LOS ANGELES TIMES ARTICLES AND WIKIPEDIA HISTORY OF THE PACIFIC ELECTRIC (VERIFIED SOURCES).

DATE FORM PREPARED OCTOBER 18, 2013 PREPARER'S NAME CHARLES J. FISHER ORGANIZATION EL SERENO HISTORICAL SOCIETY AND HIGHLAND PARK HERITAGE TRUST STREET ADDRESS 140 S. AVENUE 57

CITY HIGHLAND PARK STATE CA ZIP CODE 90042 PHONE (213) 256-3593

E-MAIL ADDRESS: ARROYOSECO@HOTMAIL.COM

DESCRIPTION WORK SHEET

TYPE OR PRINT IN ALL CAPITAL BLOCK LETTERS

THE PACIFIC ELECTRIC'S SOTO STREET BRIDGE (NAME OF PROPOSED MONUMENT) IS A N/A (NUMBER OF STORIES) STORY,

ART DECO (ARCHITECTURAL STYLE (SEE LIINE 8 ABOVE)), LINIER (PLAN SHAPE (SEE CHART)) PLAN BRIDGE (STRUCTURE USE (RESIDENCE, ETC))

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

ITS N/A (ROOF SHAPE (SEE CHART)) ROOF IS N/A (MATERIAL (CLAY TILE, ASPHALT OR WOOD SHINGLES). N/A (WINDOW MATERIAL),

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

THE ENTRY FEATURES A STEEL PLATFORM OVER THE MAN ROADWAY & SEVERAL CONCRETE ARCHES OVER SECONDARY ROADWAYS (DOOR LOCATION (RECESSED, CENTERED, OFF-CENTER, CORNER, ETC.))

WITH A N/A (ENTRY DOOR STYLE (SEE CHART)) DOOR. ADDITIONAL CHARACTER DEFINING ELEMENTS

OF THE STRUCTURE ARE THREE DISTINCT PORTIONS OF THE STRUCTURE THAT CONSIST OF TWO CONCRETE END (IDENTIFY ORIGINAL FEATURES SUCH AS PORCHES (SEE CHART); BALCONIES; NUMBER AND SHAPE OF DORMERS (SEE CHART);

APPROACHES AT THE NORTH AND SOUTH ENDS OF THE BRIDGE WITH A CENTRAL STEEL PLATE RAILROAD TYPE BRIDGE
NUMBER AND LOCATION OF CHIMNEYS; SHUTTERS; SECONDARY FINISH MATERIALS; PARAPETS; METAL TRIM; DECORATIVE TILE OR CAST STONE; ARCHES;

ELEVATED AT THE CENTER DECK OVER THE MAIN ROADWAY. PASSENGER ACCESS WAS VIA TWO CONCRETE STAIR-
ORNAMENTAL WOODWORK; SYMMETRY OR ASYMMETRY; CORNICES; FRIEZES; TOWERS OR TURRETS; BAY WINDOWS; HALFTIMBERING; HORIZONTALITY;

CASES TO A LOADING PLATFORM ON THE NORTH APPROACH. THERE WERE AND STILL ARE NO OTHER SIDEWALKS OR
VERTICALITY; FORMALITY OR INFORMALITY; GARDEN WALLS, ETC.

RAILINGS ALONG THE TOP OF THE BRIDGE. THE RAILINGS WHERE THE LOADING AREAS WERE ARE OF A DECORATIVE PIPE
ADDITIONAL DEFINING ELEMENTS

DESIGN. ADDITIONAL DECORATIVE DETAILS ARE OF AN ART DECO STYLE, INCLUDING FLUTED SEMI CIRCULAR PIERS AT
ADDITIONAL DEFINING ELEMENTS

THE ENDS OF THE APPROACHES BY THE STEEL CENTER DECK WITH TROLLEY CENTENARY POLES, (NOW USED AS LIGHT
ADDITIONAL DEFINING ELEMENTS

POLES) BEING POCKETED AT THE ENDS OF SHALLOW BENT ARCHES ON THE CONCRETE SECTION AND EACH BEING
ADDITIONAL DEFINING ELEMENTS

INSERTED INTO AN ELABORATED CORBEL FASTENED TO A DECORATIVE PLATE. EACH PLATE IS ELABORATED DOWNWARD
ADDITIONAL DEFINING ELEMENTS

INTO A CURVED BRACKET ATTACHED TO A BENT COLUMN. PIERS BELOW THE STEEL SECTION ARE ALSO ORNAMENTED
ADDITIONAL DEFINING ELEMENTS

IN THE ART DECO STYLE. BENTS AT THE ABUTMENT ARE CHARACTERIZED BY CLOSED SHALLOW DIVIDED ARCHES,
ADDITIONAL DEFINING ELEMENTS

WHICH FUNCTION AS A RETAINING WALL. THE SIDES OF THE STEEL DECK ARE DIVIDED BY EVENLY PLACED VERTICAL
ADDITIONAL DEFINING ELEMENTS

BARS FORMING BOXES. THE DECK IS HELD TOGETHER BY ROUND RIVETS.
ADDITIONAL DEFINING ELEMENTS

SECONDARY BUILDINGS CONSIST OF THERE ARE NO SECONDARY BUILDINGS
(IDENTIFY GARAGE; GARDEN SHELTER, ETC.

SIGNIFICANT INTERIOR SPACES INCLUDE THERE ARE NO INTERIOR SPACES
(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.

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

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 PACIFIC ELECTRIC'S SOTO STREET BRIDGE IS AN IMPORTANT EXAMPLE OF
NAME OF PROPOSED MONUMENT

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 PACIFIC ELECTRIC'S SOTO STREET BRIDGE WAS BUILT IN 1936
NAME OF PROPOSED MONUMENT — YEAR BUILT

THE PACIFIC ELECTRIC RAILROAD AND ART DECO ARCHITECTURE WAS IMPORTANT TO THE
NAME OF FIRST OR OTHER SIGNIFICANT OWNER

DEVELOPMENT OF LOS ANGELES BECAUSE THE PACIFIC ELECTRIC WAS THE ONE OF THE MAJOR FORCES IN MAKING LOS ANGELES A WORLD CLASS CITY BY CREATING A TRANSPORTATION SYSTEM THAT ALLOWED PEOPLE TO BUILD IN MORE REMOTE AREAS AND HAVE AN EASY, INEXPENSIVE MEANS OF COMMUTING TO JOBS AND OTHER OBLIGATIONS AND TO GO TO RECREATION AREAS, SUCH AS THE BEACH AND THE MOUNTAINS. THE PACIFIC ELECTRIC RAILROAD WAS CREATED IN 1901 BY RAILROAD EXECUTIVE HENRY HUNTINGTON AND BANKER ISAIS W. HELLMAN. AS A VICE-PRESIDENT OF THE SOUTHERN PACIFIC RAILROAD (RUN BY HIS UNCLE, COLLIS P. HUNTINGTON), HENRY HUNTINGTON HAD A SOLID BACKGROUND IN ELECTRIC TROLLEY LINES IN SAN FRANCISCO WHERE HE OVERSAW THE SP'S EFFORT TO CONSOLIDATE MANY SMALLER STREET RAILROADS INTO ONE ORGANIZED NETWORK. HELLMAN, THE PRESIDENT OF THE NEVADA BANK, SAN FRANCISCO'S LARGEST, BECAME ONE OF THE LARGEST BOND HOLDERS FOR THESE LINES AND HE AND THE YOUNGER HUNTINGTON DEVELOPED A CLOSE BUSINESS RELATIONSHIP. THE SUCCESS OF THEIR SAN FRANCISCO TROLLEY ADVENTURE AND HELLMAN'S EXPERIENCE IN FINANCING SOME EARLY LOS ANGELES TROLLEY LINES, LED THEM TO INVEST IN THE PURCHASE OF SOME EXISTING DOWNTOWN LOS ANGELES LINES WHICH THEY BEGAN TO STANDARDIZE AND ORGANIZE INTO ONE NETWORK CALLED UNDER THE LOS ANGELES RAILWAY. WHEN HIS UNCLE COLLIS DIED, HENRY LOST A BOARDROOM BATTLE FOR CONTROL OF THE SOUTHERN PACIFIC, TO UNION PACIFIC PRESIDENT E.H. HARRIMAN. HUNTINGTON THEN DECIDED TO FOCUS HIS ENERGIES ON SOUTHERN CALIFORNIA. IN MAY 1901 HELLMAN, WHO HAD BEEN SOUTHERN CALIFORNIA'S

LEADING BANKER FOR ALMOST THREE DECADES, WROTE HENRY HUNTINGTON THAT "THE TIME IS AT HAND WHEN WE SHOULD COMMENCE BUILDING SUBURBAN RAILROADS OUT OF THE CITY." HELLMAN ADDED HE ALREADY TASKED ENGINEER EPES RANDOLPH TO SURVEY AND LAY OUT THE COMPANY'S FIRST LINES WHICH WOULD BE TO LONG BEACH. IN 1901, HUNTINGTON AND HELLMAN INCORPORATED A NEW ENTITY, THE PACIFIC ELECTRIC RAILROAD, WAS FORMED TO CONSTRUCT THESE NEW ELECTRIC RAIL LINES TO CONNECT LOS ANGELES WITH SURROUNDING CITIES. HELLMAN AND HIS GROUP OF INVESTORS OWNING THE CONTROLLING MAJORITY OF STOCK (DOUBLE THAT OF HUNTINGTON'S) AND THE NEWSPAPERS OF THE TIME REFERRED TO IT AS THE HUNTINGTON-HELLMAN SYNDICATE, USING SURROGATES, THE SYNDICATE BEGAN PURCHASING PROPERTY AND RIGHTS-OF-WAYS. THE NEW COMPANY'S FIRST MAIN PROJECT, THE LINE TO LONG BEACH, OPENED FOR BUSINESS IN JULY 1902. ORIGINALLY A SEPARATE RIGHT OF WAY FOR THE PACIFIC ELECTRIC, THE ROAD WAY FOR HUNTINGTON DRIVE NORTH IS NOW IN THE ORIGINAL RIGHT OF WAY. RAILROADS WERE ONLY ONE PART OF THE ENTERPRISE. REVENUE FROM PASSENGER TRAFFIC WAS RARELY ENOUGH TO TURN MUCH PROFIT (IF ANY), ALTHOUGH THE CARRYING OF FREIGHT USUALLY DID. BUT THE REAL MONEY FOR THE INVESTORS WAS IN THE SUPPLYING OF ELECTRIC POWER TO THESE NEW COMMUNITIES AND IN REAL ESTATE. TO GET RAILROADS AND ELECTRICITY TO THEIR TOWNS, LOCAL GROUPS WOULD OFFER THE HUNTINGTON INTERESTS OPPORTUNITIES IN LOCAL LAND. SOON HUNTINGTON AND HIS PARTNERS HAD SIGNIFICANT HOLDINGS IN THE LAND COMPANIES DEVELOPING NAPLES, BAY CITY (SEAL BEACH), HUNTINGTON BEACH, NEWPORT BEACH AND REDONDO BEACH. WITH THE PURCHASE OF SEVERAL LOCAL PASADENA LINES IN 1901 AND 1902, HUNTINGTON ESTABLISHED WHAT BECAME KNOWN AS THE "PASADENA SHORT LINE", WHICH SERVED AS THE MAJOR PE LINE INTO PASADENA. (A SECOND LINE, ORIGINALLY ESTABLISHED BY MOISES HAZELTINE SHERMAN AND ELI CLARK IN 1895, WENT UP ALONG PASADENA AVENUE (N. FIGUEROA STREET) AND THROUGH SOUTH PASADENA. THAT LINE WAS ABANDONED BY THE PE IN 1936, THE YEAR THE SOTO STREET BRIDGE WAS BUILT.) AS A MAIN LINE INTO THE SAN GABRIEL VALLEY, THERE WERE EVENTUALLY FOUR SETS OF TRACKS THAT CAME UP ALONG SOTO STREET AND THEN SETTLED INTO THE MEDIAN STRIP ON HUNTINGTON DRIVE. THE CROSSING AT MISSION STREET, IN EL SERENO, WAS PARTICULARLY HAXERDOUS WITH THE TRACK CROSSING THE ROAD AT AN ANGLE AND AUTOMOBILE TRAFFIC INCREASING EACH DAY. BY 1935 THERE WERE ABOUT 43,000 AUTOS AND 560 TRAINS CROSSING THERE

DAILY. THE SOLUTION TO THE DANGEROUS SITUATION WAS TO CONSTRUCT A VIADUCT THAT WOULD SEPARATE THE RAIL LINE FROM THE AUTO TRAFFIC, CAUSING A SAFER AND MORE EFFICIENT FLOW OF TRAFFIC. THE PROJECT WAS A JOINT EFFORT BETWEEN THE LOS ANGELES CITY BUREAU OF ENGINEERING, THE CALIFORNIA STATE HIGHWAY DEPARTMENT (PREDECESSOR TO CAL-TRANS) BRIDGE DIVISION AND THE PACIFIC ELECTRIC,THE LATTER OF WHICH GRADED THE APPROACHES AND LATER INSTALLED THE TRACKS AND OTHER RAIL RELATED ITEMS TO COMPLETED THE PROJECT. THE DESIGN OF THE BRIDGE WAS OFFICIALLY LISTED AS AN EQUAL PARTNERSHIP BETWEEN THE THREE ENTITIES. THE DESIGN HAD TO BE APPROVED BY THE CITY ARTS COMMISSION (NOW THE CULTURAL AFFAIRS COMMISSION) BECAUSE IT WAS PARTLY FUNDED BY THE CITY. MUCH OF THE FUNDING, HOWEVER, CAME FROM THE FEDERAL GOVERNMENT UNDER THE WORKS PROGRESS ADMINISTRATION (WPA) THE BRIDGE WAS PART OF A SERIES OF EIGHT STRUCTURES BUILT UNDER AN AGGRESSIVE PROGRAM TO CREATE MULTIPLE GRADE SEPARATIONS FOR RAIL AND AUTO TRAFFIC. THIS PARTICULAR BRIDGE WAS CONSIDERED ONE OF THE MOST IMPORTANT EVER PLANNED FOR THE AREA AS IT WAS TO CARRY FOUR TRACKS OVER MISSION ROAD WHERE THAT STREET THEN CONTINUES NORTH AS HUNTINGTON DRIVE. AT THE TIME, IT WAS CONSIDERED ONE OF THE BUSIEST INTERSECTIONS IN THE SOUTHLAND. ACCORDING TO THE LOS ANGELES TIMES: "THE GRADE SEPARATION STRUCTURE...WILL BE 490 FEET LONG, EXCLUSIVE OF LENGTHY APPROACH FILLS AT EITHER END TO GIVE REQUISITE RISE. ITS STEEL-GIRDER SPAN OVER THE ROADWAY WILL GIVE A CLEARANCE OF FOURTEEN AND A HALF FEET. THE REMAINDER OF THE STRUCTURE, STRETCHING OUT FROM EITHER END OF THE CENTRAL SPAN, WILL BE OF CONCRETE CONSTRUCTION. THE BRIDGE ENTAILS A COST OF $241,661, ALLOCATED FROM FEDERAL FUNDS. CONTRACT FOR THE STRUCTURE WAS AWARDED TO L. E. DIXON COMPANY BY THE STATE HIGHWAY DEPARTMENT. THE TWO APPROACH FILLS AND TRACK WORK WILL BE CONSTRUCTED BY THE PACIFIC ELECTRIC COMPANY AT THE COST OF $116,400". BEFORE THE BRIDGE WAS BUILT, THE HINDRANCE TO AUTOMOTIVE TRAFFIC AND THE ECONOMIC DELAYS CAUSED BY THE BOTTLENECKS AT THE LOCATION HAD BECOME A MAJOR PROBLEM. THERE WAS ALSO THE CONCERN "THAT SOME AUTO DRIVER MAY BECOME OVER-ANXIOUS TO CROSS AND THUS CAUSE AN ACCIDENT." THE PACIFIC ELECTRIC, HOWEVER, WAS HAVING PROFITABILITY ISSUES AND BY 1941, BEGAN TO ABANDON SOME OF ITS LOCAL RAIL LINES IN FAVOR OF ITS OWN BUS LINES. A MORE CONTROVERSIAL PROPOSAL CALLED FOR THE ABANDONMENT OF SEVERAL MAIN LINES TO THE SAN GABRIEL VALLEY, INCLUDING THE PASADENA SHORT LINE. WORLD WAR II INTERVENED AND THE NEED FOR THE PACIFIC ELECTRIC SYSTEM, IN VIEW OF GAS RATIONING THAT FORCED DRIVERS TO FIND OTHER

CITY OF LOS ANGELES

SIGNIFICANCE WORK SHEET

CONTINUED

MEANS TO COMMUTE, BECAME A CRITICAL FACTOR IN THE WAR YEARS AND THE CONVERSION PROJECT WAS SHELVED. HOWEVER, ONCE PEACE RETURNED, THE MATTER AGAIN SURFACED. ONE OF THE MAJOR ISSUES WAS THE AMOUNT OF POLLUTION THAT THE BUSSES PUT OUT IN AN ALREADY SMOG CLOGGED CITY. THE PE BEGAN EQUIPPING THEIR GASOLINE POWERED BUSES WITH EARLY POLLUTION CONTROL DEVICES, THAT REQUIRED SUBSTANTIAL MAINTENANCE, IN 1950. IN SEPTEMBER OF THE FOLLOWING YEAR, THE SHORT LINE WAS OFFICIALLY ABANDONED. THE TRACKS WERE QUICKLY REMOVED AND BY THE END OF THE YEAR, THE BRIDGE WAS SERVING AUTOMOTIVE TRAFFIC. OTHER THAN THE REMOVAL OF THE TRACKS AND THE TOPPING OF THE CENTENARY POLES WHICH WERE CONVERTED TO STREET LIGHT STANDARDS, THE BRIDGE REMAINS MUCH AS IT WAS DURING THE 15 YEARS THAT IT CARRIED THE RED CARS. IT HAS A SUBSTANTIAL AMOUNT OF ART DECO DETAILING AS WELL, WHICH MAY HAVE BEEN DESIGNED UNDER THE AUSPICES OF MERRILL BUTLER, WHO DESIGNED AN NUMBER OF BRIDGES FOR THE CITY OF LOS ANGELES DURING THE 1920S AND 1930S. THE ONLY OTHER RED CAR RELATED BRIDGE THAT HAS BEEN DESIGNATED ARE THE FOOTINGS FOR THE TRESTLE THAT CROSSED FLETCHER DRIVE AT RIVERSIDE DRIVE (HCM NO. 770), WHICH WAS DEMOLISHED AFTER THAT ROUTE WAS ABANDONED IN 1955. THE SOTO STREET BRIDGE IS ASSOCIATED WITH EVENTS THAT HAVE MADE SIGNIFICANT CONTRIBUTIONS TO THE BROAD PATTERNS OF LOCAL AND REGIONAL HISTORY BEING DIRECTLY TIED TO THE DEVELOPMENT OF LOS ANGELES AND THE INFLUENCE OF THE PACIFIC ELECTRIC COMPANY IN THAT PROCESS AND IS A RARE REMAINING EXAMPLE OF A PACIFIC ELECTRIC VIADUCT THAT WAS DESIGNED TO CARRY FOUR TRACKS . IN ADDITION, IT IS A UNIQUE EXAMPLE OF THE ART DECO DESIGN THAT WAS USED ON BRIDGES OF THE PERIOD AS WELL AS AN EARLY EXAMPLE OF THE COLLABORATION BETWEEN SEVERAL PUBLIC AND PRIVATE AGENCIES TO RESOLVE A REGIONAL TRANSPORTATION PROBLEM.

LEGAL DESCRIPTION:

PARCEL NO. 1:

THAT PORTION OF LOT 2 OF OMAHA HEIGHTS IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 52, PAGES 69 AND 70 OF MISCELLAINEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTHEAST LINE OF SAID LOT 2 OF OMAHA HEIGHTS, SAID POINT BEING SOUTH 52° 33' EAST 40.16 FEET FROM THE MOST NORTHERLY CORNER OF SAID LOT 2, SAID POINT BEING THE INTERECTION OF THE WESTERLY LINE OF SOTO STREET WITH THE SOUTHEASTERLY LINE OF HUNTINGTON DRIVE SOUTH AS SAID STREET ARE SHOWN ON THE MAP OF THE PACIFIC ELECTRIC RAILWAY COMPANY TO CITY OF LOS ANGELES, AS PER MAP RECORDED IN BOOK 14084, PAGES 305 THROUGH 307, INCLUSIVE OF OFFICIAL RECORDS OF SAID LOS ANGELES COUNTY; THENCE SOUTH 9° 48' EAST 197.37 FEET; THENCE NORTH 80° 10'WEST 94.95 FEET; THENCE NORTH 9°48' EAST 23.06 TO A POINT IN THE SOUTHEST LINE OF MISSION ROAD AS SAID STREET IS SHOWN AND DELINIATED ON THE SAID MAP OF THE PACIFIC ELECTRIC RAILWAY COMPANY TO CITY OF LOS ANGELES; THENCE NORTH 37° 27' EAST, ALONG SAID SOUTHEAST LINE OF MISSION ROAD/HUNTINGTON DRIVE SOUTH TO THE POINT OF BEGINNING.

SAID LAND IS SHOWN AD DELINIATED AS PARCEL NO. 1 OF THE MAP OF THE PACIFIC ELECTRIC RAILWAY COMPANY TO CITY OF LOS ANGELES, AS PER MAP RECORDED IN BOOK 14084, PAGES 305 THROUGH 307 OF LOS ANGELES COUNTY.

PARCEL NO. 2:

THAT PORTION OF LOT "A" OF TRACT NO. 3249, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 36, PAGES 5 THROUGH 7, IN CLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST NORTHERLY CORNER OF LOT "F" OF GRIDER AND HAMILTON'S ROSE HILL, AS PER MAP FILED IN BOOK 6, PAGE 16 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY, SAID POINT BEING IN THE EASTERLY LINE OF SAID LOT "A"OF TRACT NO. 3249, SAID LOT "A" BEING THE FORMER RIGHT OF WAY OF THE PACIFIC ELECTRIC RAILROAD (NOW HUNTINGTON DRIVE NORTH); THENCE SOUTH 9° 31' 15" EAST A DISTANCE OF 173.43 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING SOUTH 9° 31' 15" ALONG SAID EASTERLY LINE OF SAID LOT "A" A DISTANCE OF 86.4 FEET TO A TWO INCH IRON PIPE SET AT THE SOUTHEAST CORNER THEREOF BEING IN THE NORTHWESTERLY LINE OF HUNTINGTON DRIVE SOUTH; THENCE SOUTH 37° 17' 00" ALONG THE SOUTHERLY INE OF SAID LOT "A" A DISTANCE OF 154.65 FEET TO THE SOUTHWEST CORNER THEREOF; THENCE NORTH 9° 37' 15" EAST, ALONG THE NORTHWESTERLY LINE OF SAID LOT "A" A DISTANCE OF 223.68

FEET; THENCE SOUTH 80° 10' EAST A DISTANCE OF 71.65 FEET TO THE TRUE POINT OF BEGINNING .

SAID LAND IS SHOWN AD DELINIATED AS PARCEL NO. 2 OF THE MAP OF THE PACIFIC ELECTRIC RAILWAY COMPANY TO CITY OF LOS ANGELES, AS PER MAP RECORDED IN BOOK 14084, PAGES 305 THROUGH 307, OFFICIAL RECORDS OF LOS ANGELES COUNTY

PARCEL NO. 3

THAT PORTION OF SOTO STREET, MISSION ROAD AND HUNTINGTON DRIVE SOUTH THAT IS SITUATED DIRECTLY BETWEEN THE LINES OF PARCELS 1 AND 2 OF THIS DESCRIPTION.

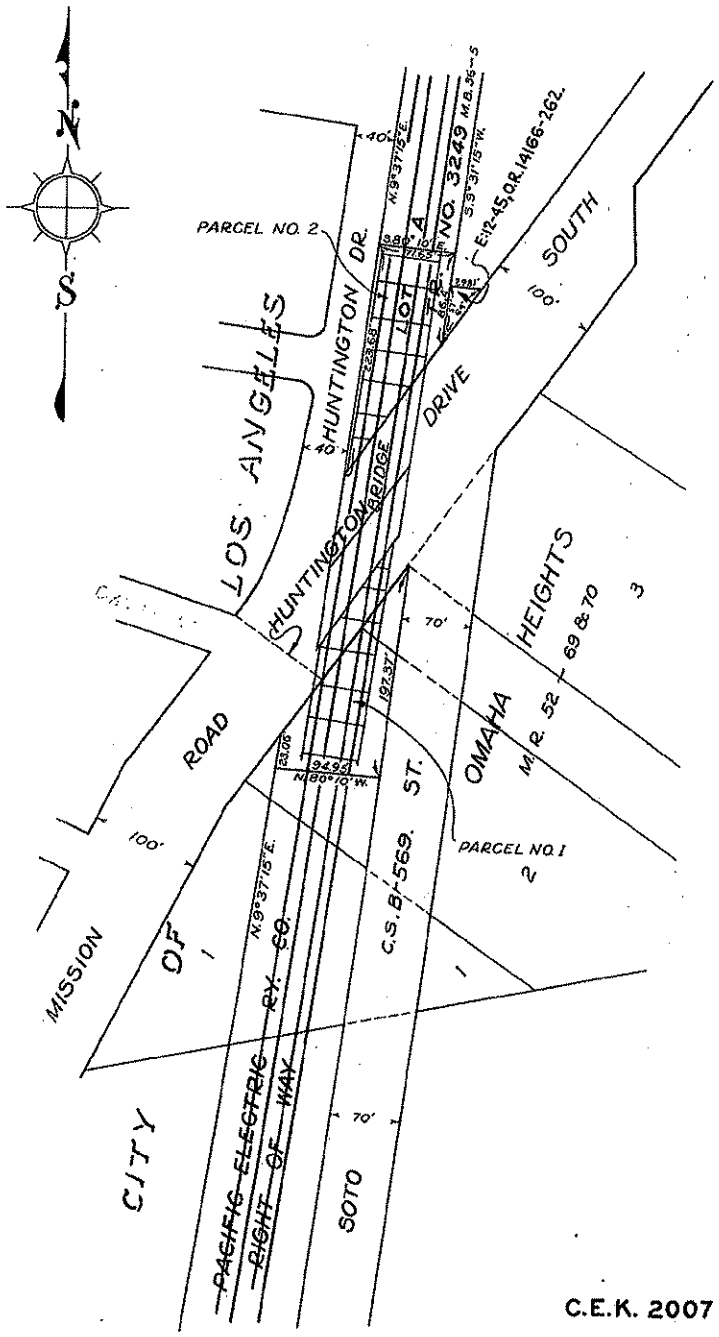
NOTE: THE ABOVE LEGAL DESCRIPTION IS AN APROXIMATION OF THE LOCATION OF THE BRIDGE, BASED ON EXISTING MAPS, BUT DOES NOT REPRESENT A SURVEY OF THE DESCRIBED LINES.

SAID PARCEL IS SHOWN AND DELINIATED ON SAID LAND IS SHOWN AD DELINIATED AS PARCEL NO. 1 OF THE MAP OF THE PACIFIC ELECTRIC RAILWAY COMPANY TO CITY OF LOS ANGELES, AS PER MAP RECORDED IN BOOK 14084, PAGES 305 THROUGH 307 OF OFFICIAL RECORDS OF THE COUNTY OF LOS ANGELES.

SAID LEGAL DESTRIPTION REFERS TO THE LAND OCCUPIED BY A BRIDGE THAT IS APPROXIMATELY 70 FEET WIDE AND 490 FEET IN LENGTH.

ORM 14084-307
47

PACIFIC ELECTRIC RAILWAY COMPANY
TO
CITY OF LOS ANGELES



C.E.K. 2007

by L.C.
Comp. C.L.

INDEX 1
E:6-286.

Scale:-1"=100'

RECORDED — MAY 13, 1936.

O. R. 14084

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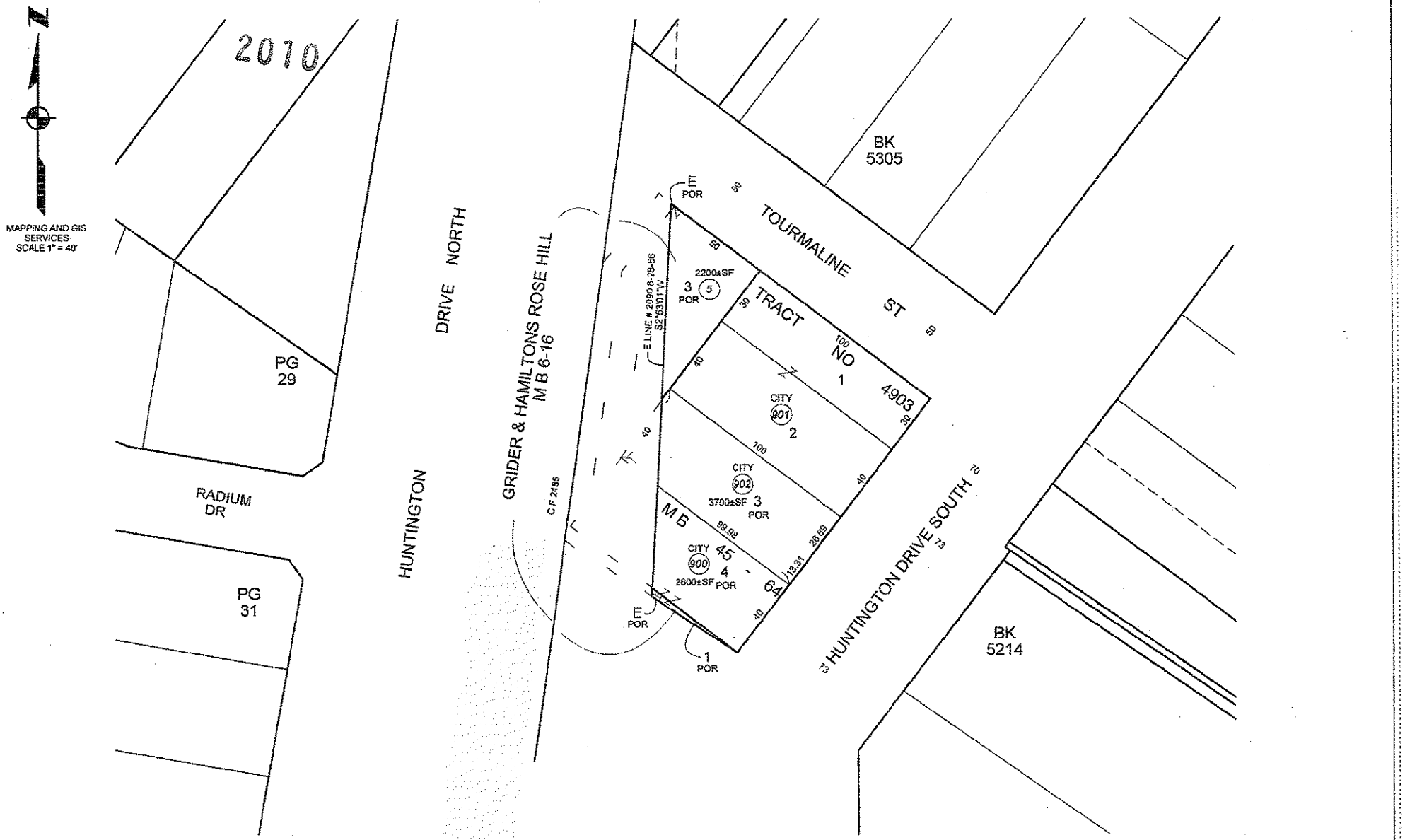

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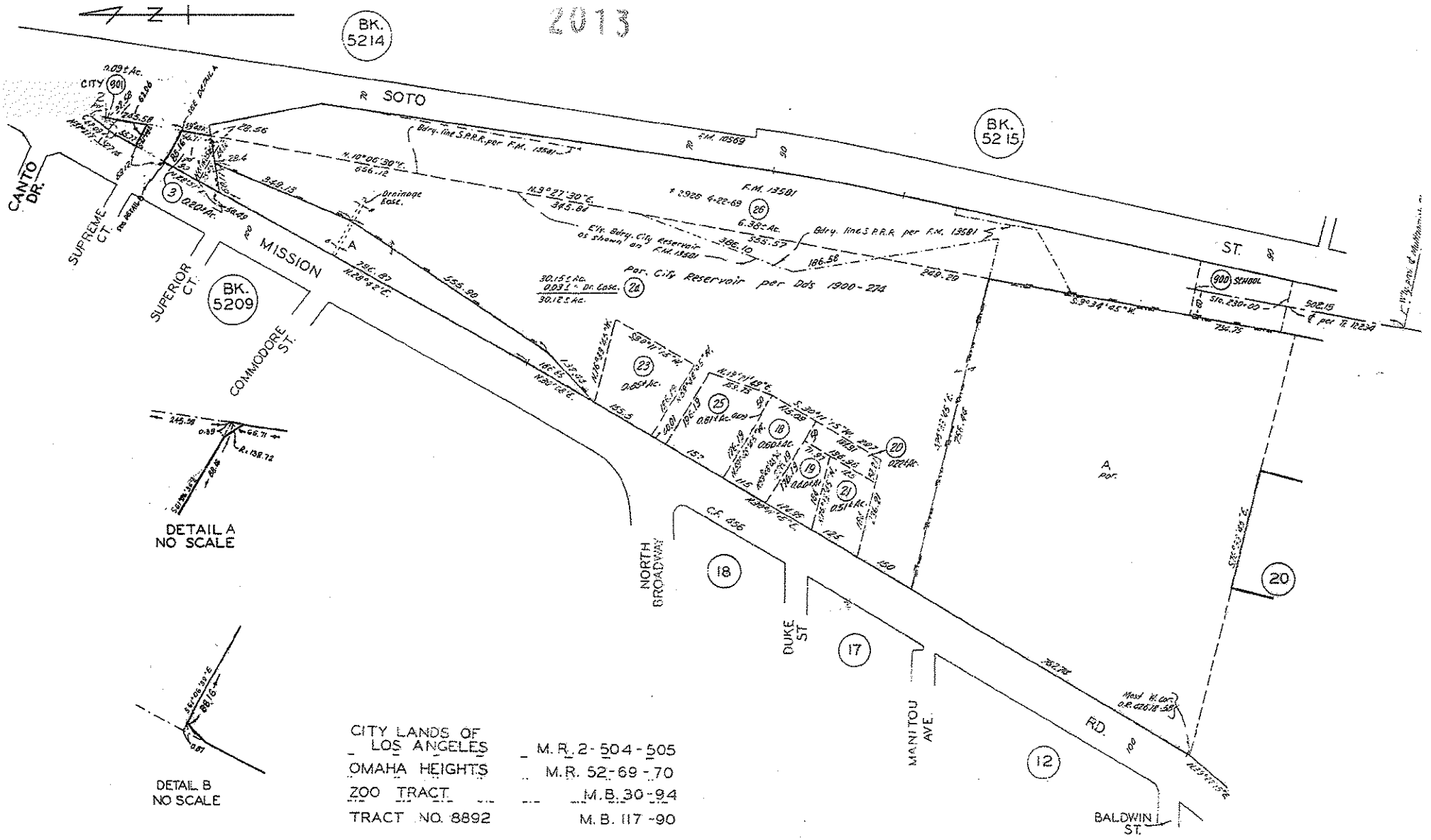


CITY LANDS OF LOS ANGELES	M.R. 2-504-505
OMAHA HEIGHTS	M.R. 52-69-70
ZOO TRACT	M.B. 30-94
TRACT NO. 8892	M.B. 117-90

Historic Correspondence

BRIDGE DEPARTMENT

Mission Road Gr. Sep.

VII-LA-Feeder

October 23, 1935

Mr. Panhorst:

In the case of the Mission Road Grade Separation project, which is on a Feeder Road in Los Angeles City, the following information will be of value to Mr. Durkee, who, I understand, is preparing agreements with railroads.

It would seem desirable to have a three party agreement with State, Pacific Electric Railway and the City of Los Angeles being parties. All three are in agreement that the public convenience and safety require the elimination of hazard to life at the railroad crossing.

The tracks of the railway are designated as the Pasadena Short Line of the Pacific Electric Railway Company. There are four existing tracks. There will be four tracks when the project is completed.

The crossing will be located over Mission Road at the intersection of Mission Road, Huntington Drive and Soto Street, all of which roads are under the jurisdiction of the City of Los Angeles.

The railway company has prepared complete contract plans.

The contractor should be required to enter into an agreement with the railway and to furnish bonds in the sum of $20,000. to safeguard the railway from damages due to his operations.

The State will contract the work for building the structure to support the railway tracks and retaining walls to support track approaches and all necessary street work and street drainage except the railway company will install the steel superstructure which is to be furnished by the State's contractor.

The railway company will do all work necessary to maintain railway traffic, including the construction of any temporary track support, shoo-fly track, track grading and other adjustment, signal adjustment, rearrangement of poles, trolley, telephone and telegraph lines on railway right of way and adjustment of its drainage facilities and will furnish such assistance as it may consider necessary to supervise construction operations and keep proper cost records, and insure the safety of operation of its trains and other facilities during construction. Railway will voluntarily contribute necessary easement for right of way for highway purposes across its property. Upon the completion of the work the railway will maintain its tracks and other facilities and any supporting walls parallel to the tracks which may be built to support its road bed also the superstructure built to support its tracks.

The City of Los Angeles will furnish any necessary right of way and will assume all costs for damages to private property caused by the grade change. The City will be responsible for the maintenance of all street work, sidewalks, curbs, gutters and highway drainage facilities and also for the maintenance of piers and abutments in the highway and for the

maintenance of any illuminating or flashing devices which may be installed to protect highway traffic.

It is proposed to effect separation of grade by raising the four track line of the railway, supporting same on a concrete and steel viaduct so that highway traffic may proceed under same at present grade.

The following information which deals with the proposed method of construction will be of interest to the specification writers.

Assuming the tracks are numbered from east to west, 1, 2, 3 and 4, it is proposed to throw easterly tracks 1 and 2 out of service and carry all train traffic on tracks 3 and 4 while the easterly half of the structure and the complete fill under track 1 and partial fill under track 2 is being built. It is then proposed to carry railroad traffic on tracks 1 and 4, the extreme easterly and extreme westerly tracks, so that fill under track 2 may be completed. It is then proposed to place railway traffic on the two easterly tracks 1 and 2 while the westerly half of the bridge and its approaches are being constructed.

Foundation explorations indicate that piling are needed under the structure and walls. The railroad seems to feel that the cheapest form of construction is to dig holes and fill same with concrete. On account of the height of the ground water and the nature of the ground formation I am inclined to feel that it would be better to drive piles and probably make use of Raymond type. The Pacific Electric apparently is not very strong for the use of creosoted piles.

#4 - Mr. Panhorst October 23, 1935

During the construction of the crossing spans it is proposed to close Mission Road over the tracks and divert traffic on to Huntington Drive North and Soto Street.

Mr. Halsey of the Pacific Electric is taking up with the property owners the matter of securing dirt from the bluffs on the southeast corner. (The railway has under advisement the matter of permitting the State's contractor to do the track grading work.) NO

It might be well in the agreement with the railway to have a general paragraph stating that the railway and State by mutual agreement may vary the work to be done by each.

The Art Commission of the City has approved plans which have been submitted. So far as we can see the plans are satisfactory except that flashers should be installed at the ends of the center pier and that a slight raise of track grade is desirable to eliminate the expense of lowering pavement under the bridge.

Charles West Jones

CWJ:MD

cc:P.E.Rwy.Co.

Bridge Condition Report

Bamos No. 53C-13

Sheet 1

BRIDGE ALTERED
SEE REVISED
ORIGINAL REPORT

BRIDGE REPORT

Date of Investigation May 29, 1939.

General Description

Name MISSION ROAD UNDERPASS 10 VII-LA-Feeder-LA
Dist.-Co.-Rte.-Sec.

Location ~~Jct. Huntington Drive,~~ Mission Road, ~~and Soto Street.~~ 1.75 Mi N. of Rt. @ Soto St. (5-3-61)

Description Steel through (3) plate girder spans on reinforced concrete piers on Raymond concrete piles; reinforced concrete (8) girder spans on reinforced concrete (4) column bents on Raymond concrete piles. Approximate skew 63° Lt. (Steel 0° concrete spans.

Spans 1 @ 7.5' cantilever, 3 @ 32.5', (2 @ 29.8', 1 @ 26.8', 1@29.7' not full width of bridge), 2 @ 84.8', (1@29.7', 1 @ 26.8', 2 @ 29.8' not full width of bridge). Total length 491'.
3 @ 32.5' c/c N. See plans.

Roadway width 2 @ 32.0' between Concrete curbs. Sidewalks 1 @ 5' 2 @ 6.5'.
Connecting roads: 4 @ 25.5' between concrete curbs.

Alignment Good. Intersection of 3 highways. Final.

Width Good.

Standard of design Pacific Electric Ry. (AREA 1935 Specifications)

Waterway Not a factor.

Vertical clearance 14' - 1" under Steel plate girders. (See diagram)

History

Fed.Proj.No. WPGM-313

Date built 1936 By Div. of Highways. Contract No. 914PGFSC4

Designed by Pacific Electric Railway.

Plans Complete as built in Bridge Dept. files.

Remarks

cc: Mr. Wilson.
District VII.
City of Los Angeles.

SEE SUPPLEMENTARY REPORT OF SEP 22 1939 FOLLOWING.

NEW BRIDGE PLAN TOLD: Project to Aid Traffic Flow Structure Planned ...
Los Angeles Times (1923-Current File); Mar 15, 1936;
ProQuest Historical Newspapers: Los Angeles Times (1881-1989)
pg. E1

NEW BRIDGE PLAN TOLD

Project to Aid Traffic Flow

Structure Planned to Carry Four Street-Car Tracks Over Thoroughfare

Newly launched and planned in the Los Angeles area is one of the most extensive programs of grade separation construction ever devised in the West.

There are eight structures aggregating in cost around $2,000,000.

Their importance is incalculable —there is more vehicular traffic on the highways and byways of this metropolitan area per mile than in any other metropolis in the Western Empire. And the flow of trains and street cars is tremendous.

ONE OF THE MOST VITAL

One of the most important of such bridges ever planned for this locality is to carry four tracks of the Pacific Electric over Mission Road where that highly important thoroughfare continues as South Huntington Drive. It is at that point that Soto street heads into South Huntington Drive. North Huntington Drive also comes into Mission Road near the intersection with the tracks.

Thus there is formed one of the busiest intersections in the Southland, or in the entire West —traffic counts at that point showing an average of 43,000 vehicles and 560 street cars daily, with most of the flow, of course, at peak hours.

GRADE SEPARATION PLAN

The grade separation structure there, for which foundation preparation is under way, will be 490 feet long, exclusive of lengthy approach fills at either end to give requisite rise. Its steel-girder span over the roadway will give a clearance of fourteen and a half feet. The remainder of the structure, stretching out from either end of the central span, will be of concrete construction. The bridge entails a cost of $241,601, allocated from Federal funds. Contract for the structure was awarded to L. E. Dixon Company, by the State Highway Department.

The two approach fills and track work will be constructed by the Pacific Electric Railway Company at a cost of $110,400.

Mission Road will pass beneath the grade separation structure with a sixty-four-foot roadway of which thirty-two feet will be on either side of the central pier.

Archways through the fills will permit vehicular traffic between Mission Road and Soto street and also between the two branches of Huntington Drive.

The entire project is scheduled to be completed before the end of this year.

JOINTLY DESIGNED

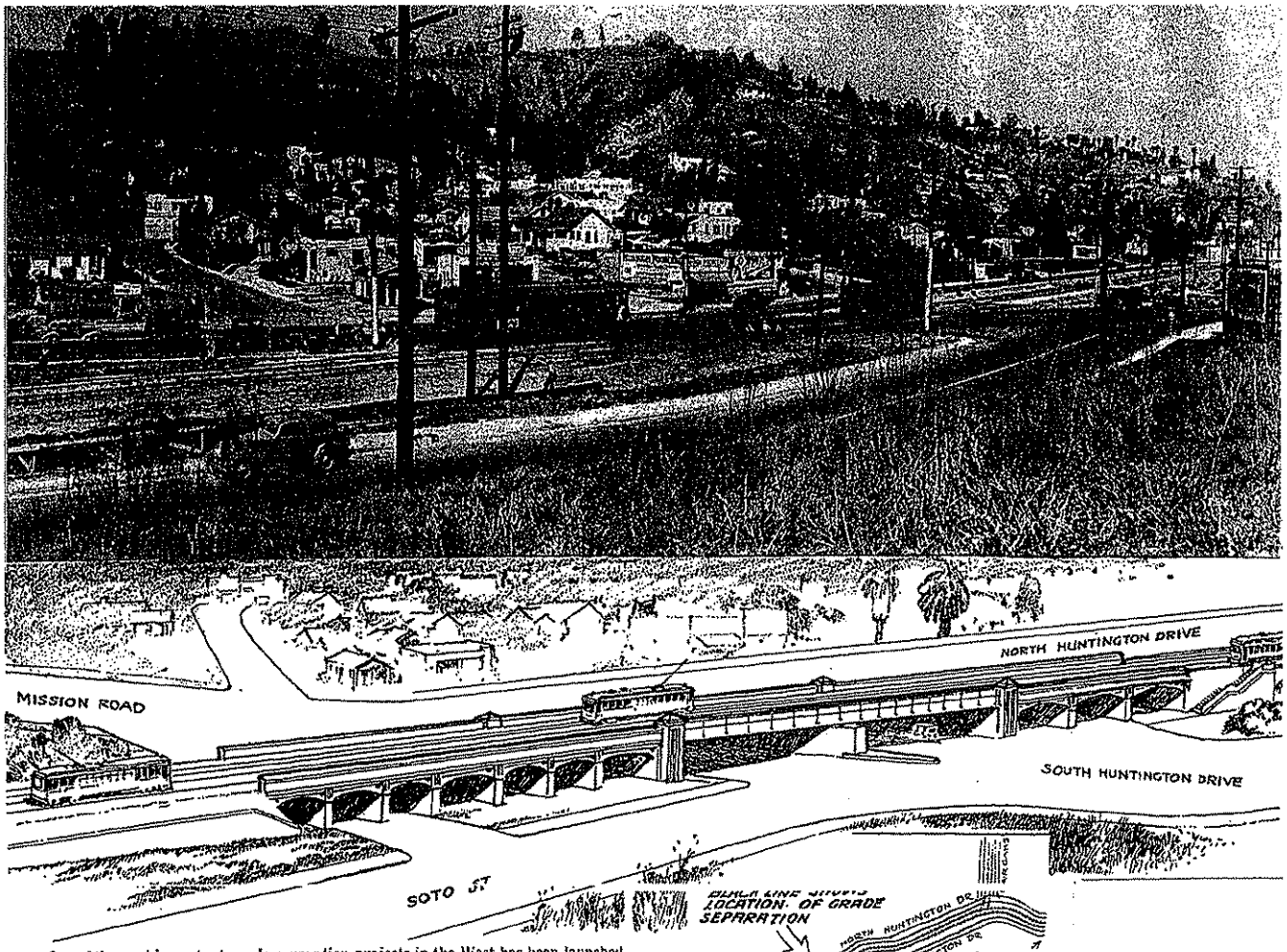
The grade separation project was designed jointly by the city engineering department, the State Highway's bridge division and the Pacific Electric Railway Company. Construction of the bridge is under supervision of the State Highway bridge engineers.

It is along the thoroughfare and via the street cars passing there that a mighty traffic flow between downtown Los Angeles, the Pasadena and South Pasadena areas and the widening regions farther to the east and northwest passes each day.

Under present conditions, a warning bell, announcing the approach of a street car every few minutes, and boulevard stop signs, combine to safeguard street traffic at that point. And while the consequent necessary hindrance of street traffic obviously has tremendous economic significance, there also is constant danger that some auto driver may become over-anxious to cross, and thus cause an accident.

All this cessation of traffic and possibility of danger will be permanently eliminated by the huge new grade separation there.

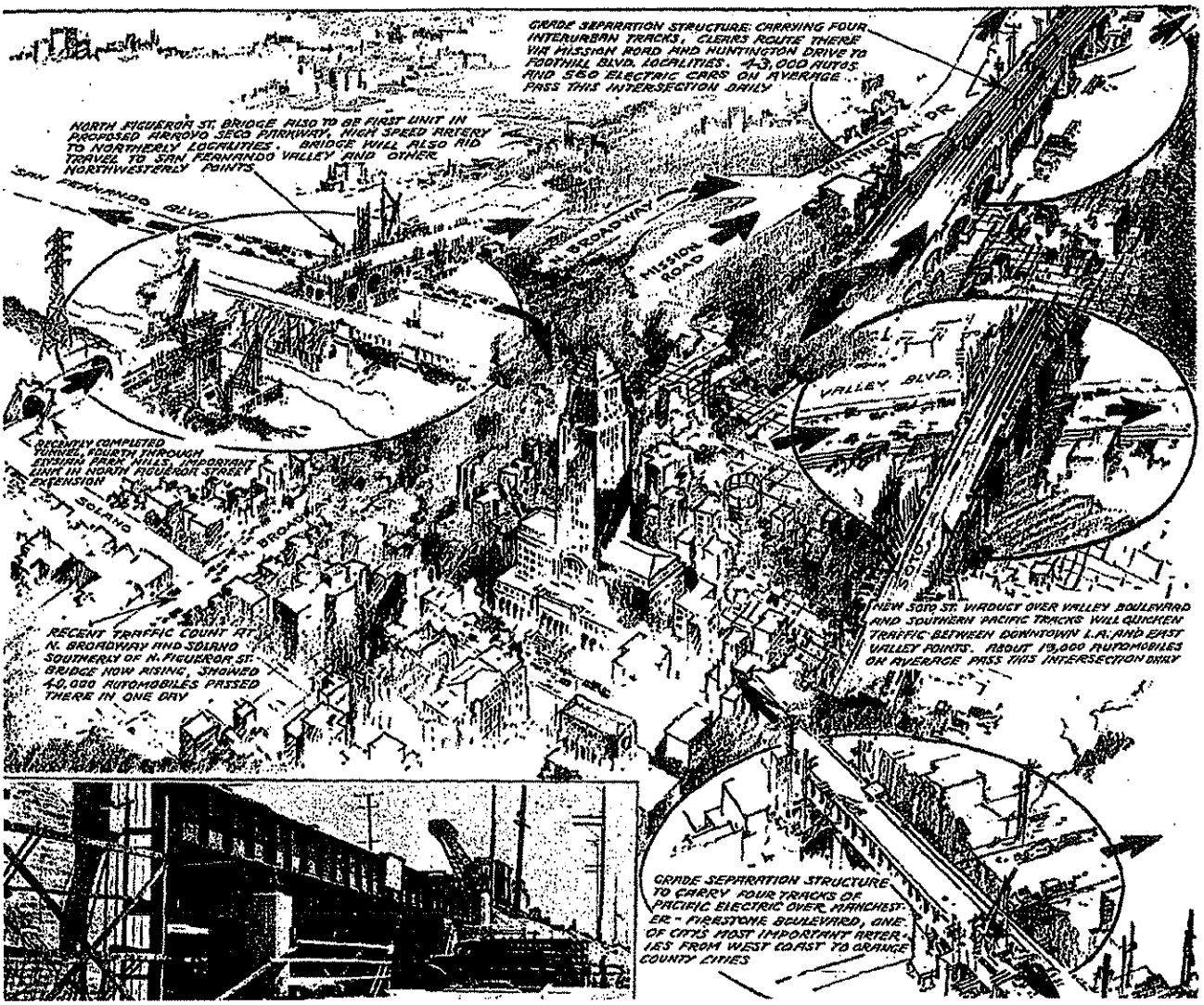
Extensive Grade Separation Will Safeguard One of West's Busiest Intersections

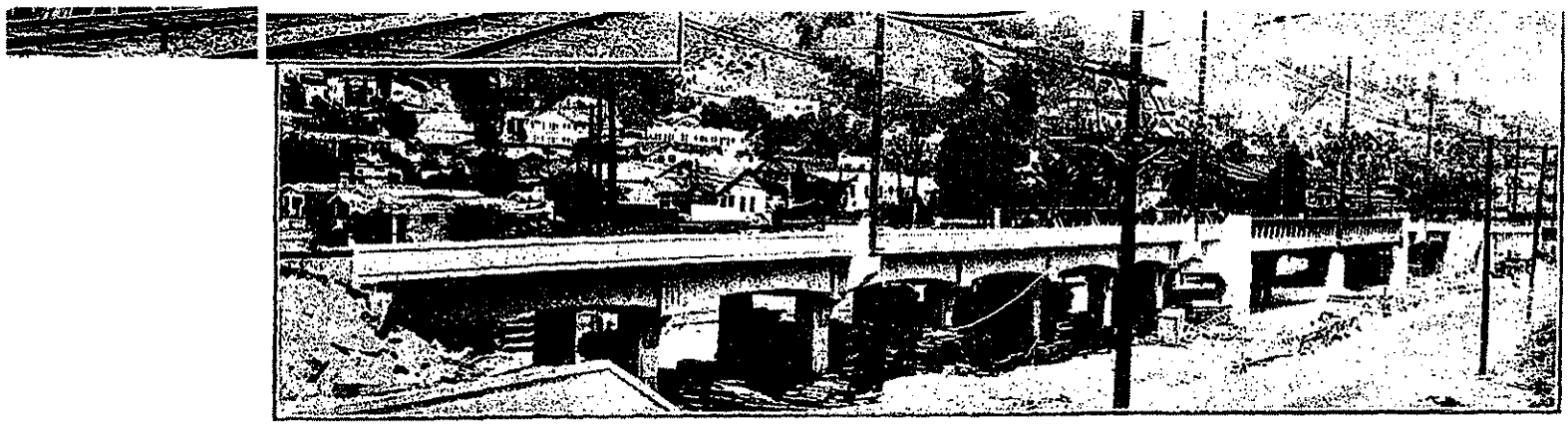


One of the most important grade separation projects in the West has been launched at the Mission Road and Pacific Electric street-car intersection shown in the above panorama. Forty-three thousand automobiles and 560 street cars on an average pass there daily, according to recent traffic count. The above drawing by Charles H. Owens disclosing the architectural design of the grade-separation structure is based on engineering specifications. On the subjoined map, Mr. Owens depicts the exact location of the bridge that is to carry four sets of street-car tracks over Mission Road where the latter thoroughfare unites with South Huntington Drive. North Huntington Drive joins Mission Road near the intersection, while Soto street heads into South Huntington Drive near where the bridge will rise. The grade-separation structure will be 490 feet long exclusive of lengthy approach fills at either end.

How New Projects Will More Closely Knit This Metropolitan Area
Los Angeles Times (1923-Current File); Aug 30, 1936;
ProQuest Historical Newspapers: Los Angeles Times (1881-1989)
pg. E1

How New Projects Will More Closely Knit This Metropolitan Area

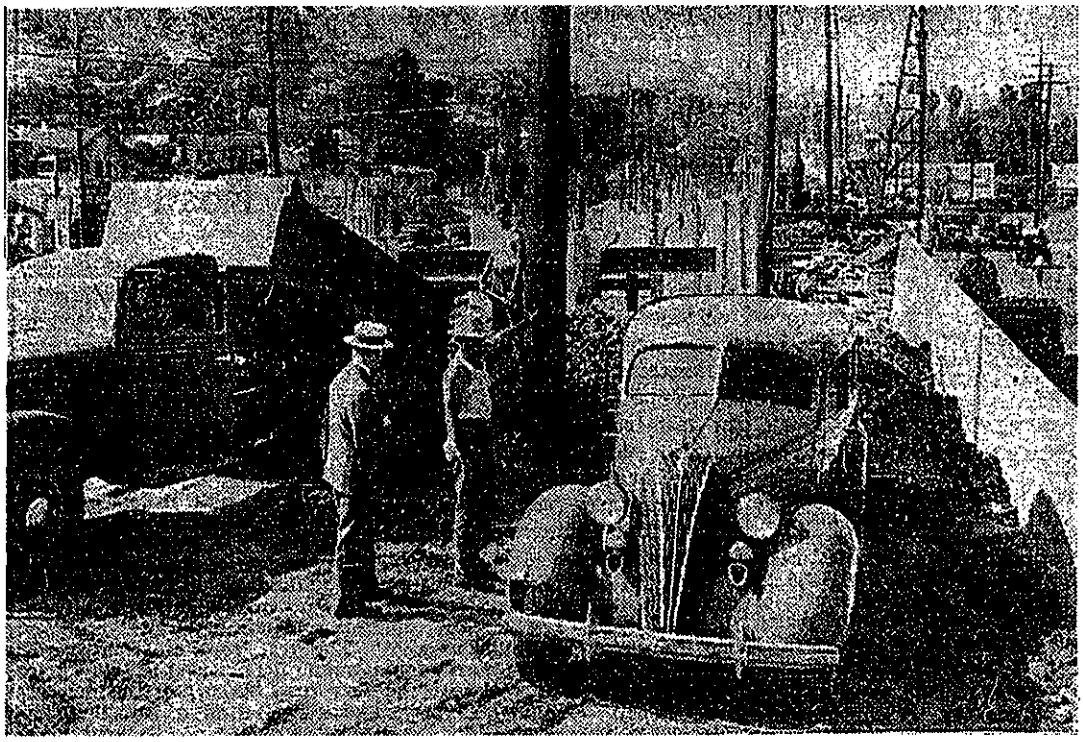




In the above comprehensive drawing, Charles H. Owens shows four highly important developments that by quickening traffic flow will more closely knit the Los Angeles metropolitan area. The rapid upbuilding of the area has greatly increased traffic in all directions within it in recent years. The constructions as shown and described in the diagramatic drawing, will greatly shorten travel time between the heart of Los Angeles and many neighboring localities. Photograph, lower left, depicts near completion of the Pacific Electric-Manchester-Firestone Boulevard grade separation. Photograph, lower right, is of the new 490-foot grade-separation project at the intersection, one of the world's busiest, where Mission Road unites with South Huntington Drive. North Huntington Drive joins Mission Road near this intersection, and Soto street heads into South Huntington Drive near it. This structure was designed jointly by the city engineering department, the State Highway bridge division and the Pacific Electric.

Work Speeded on New Grade Separation: NEW GRADE SEPARATION WILL SPEED UP TRAFFIC
Los Angeles Times (1923-Current File); May 24, 1936;
ProQuest Historical Newspapers: Los Angeles Times (1881-1989)
pg. F5

Work Speeded on New Grade Separation



Work is being rushed on the grade separation project at the junction of Huntington Drive and Mission Road. Thousands of automobiles, trucks and street cars pass this point daily and considerable congestion will be avoided upon its completion. The above photo was taken by a party from the Los Angeles zone office of the Hudson Motor Company. The car is a Hudson eight sedan.

NEW GRADE SEPARATION WILL SPEED UP TRAFFIC

Construction work on the new grade separation where Mission Road joins Huntington Drive is being rushed to completion, according to word brought back by an inspection party who visited the scene of this important bottle-neck traffic juncture in a new Hudson eight sedan last week.

ONE OF MANY

The grade separation structure, which is one of the many projects undertaken by the Pacific Electric for the alleviation of vehicular traffic conditions in the congested areas in and around Los Angeles will be 490 feet long, exclusive of lengthy approach fills, and will cost nearly a half million dollars.

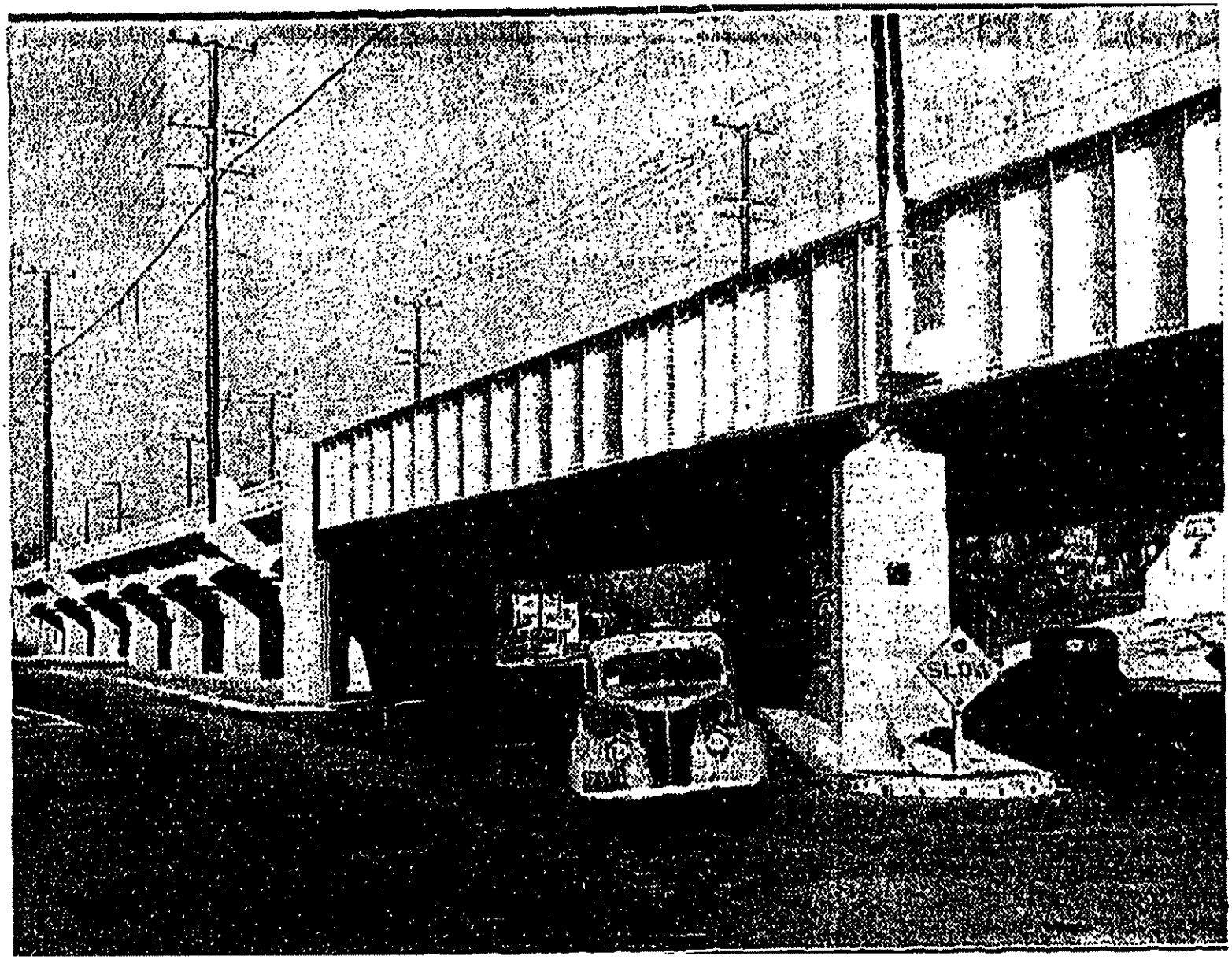
TRAFFIC HEAVY

The project, which is scheduled to be completed before the end of the year, is expected to end the bottle-neck conditions which have prevailed at this point because of the movement here of approximately 43,000 vehicles and 550 street cars daily.

The grade separation project, the Hudson eight party was told, was designed jointly by the city engineering department, the State highway's bridge division and the Pacific Electric Railway. Construction of the bridge is under the supervision of the State highway bridge engineers.

NEW UNDERPASS OPENED TO TRAFFIC
Los Angeles Times (1923-Current File); Feb 21, 1937;
ProQuest Historical Newspapers: Los Angeles Times (1881-1989)
pg. F4

NEW UNDERPASS OPENED TO TRAFFIC



One of the first cars to drive through the Mission Road-Huntington Drive underpass was a new Ford V-8 sedan, pictured above driving south from Huntington Drive on to Mission Road. Built with Federal funds at a cost of more than $430,000, the underpass eliminates a dangerous, heavily-traveled Pacific Electric crossing.

Plea for Bus Line Heard

P.E. Asks State Rail Board for Permission to Abandon Car Service

Proposal of the Pacific Electric Railway Co. to abandon its Alhambra - San Gabriel-Temple City streetcar service and substitute busses was heard yesterday by the State Railroad Commission.

The proposed bus service would follow almost the same route taken by the rail cars at present, with the exception of leaving Los Angeles. Bus service would start from Sixth and Los Angeles Sts. to Alliso St., then to Lyon St., to Macy St. and on to Mission Road and Huntington Drive to the suburban areas.

CARS OUTMODED

H. O. Marler, passenger traffic manager for the utility, said the present lines are not paying dividends. He said the rail cars in use are of the type built in 1013 and are of wooden structure.

New rail cars, of which 12 or 14 would be necessary to continue operation of streetcar service, would cost $22,000 each, whereas 10 45-passenger busses could be obtained at $13,500 apiece, he said.

PROPOSED SCHEDULE

According to General Superintendent George F. Squires of the rail company, the busses under the proposed schedules would make 63 outbound trips and 62 inbound to Los Angeles, running at 20-minute intervals instead of present 30 minutes of the streetcars.

Squires said the time of the runs would vary according to the traffic hours, taking more time when the traffic was heavy. He said the new rail cars would not speed the service.

PRESIDENT EXPLAINS

President O. A. Smith of the Pacific Electric said the company needed the busses because of the high cost of the rail cars under its new rehabilitation program.

Opposing the abandonment plea were City Attorneys of Los Angeles, Alhambra and Pasadena.

Asking for a continuance of the matter were Attorneys Gilmore Tillman, James B. Ogg and Burton Noble of the respective cities. Tillman asked for the continuance because the application should be consolidated with the proposed abandonment of the Oak Knoll and Short Line streetcar services to Pasadena.

Ogg said he neither opposed nor favored the matter but would like to have more time to consider the change of service.

PE Trolley Lines Yield to Busses

Monrovia-Glendora, Sierra Vista and Pasadena Red Cars End Runs

The big red cars rumbled for the last time yesterday on the Monrovia-Glendora and Sierra Vista rails and Pasadena Short Line. A fleet of Pacific Electric busses was to take over early today.

New motor coaches—clean, fast, efficient, modern—replaced the familiar red railway cars that performed dependably and picturesquely for almost half a century.

The passing of the red cars will be mourned as a part of a long-gone but better time. To some old-timers the tracks themselves reflect sentimental memories of a simpler era.

Citizens Look Back

Take, for example, Mr. and Mrs. Ben Overturff of 241 E Walnut Ave. and Mr. and Mrs. Harry Good, 607 E Lemon Ave., who rode the first car into Los Angeles when the Monrovia line was opened in April, 1903.

Yesterday the two couples boarded one of the last cars and made the round trip between Monrovia and Los Angeles. The Pacific Electric took note. G. F. Squires, vice-president of the company, met them at the 6th and Main Sts. Station. He gave the women corsages.

Big Fire Recalled

"There's no forgetting that first ride," Mrs. Good said, "because when we rode into Los Angeles a big fire was burning down an old frame building—the original Broadway Department Store at its present site."

Mrs. Overturff said she and her husband had lived in Monrovia for 49 years.

"We've always lived within sight of the car line," she said. "My, how we'll miss them. We wanted to celebrate our golden wedding anniversary next February by taking a red car ride to Los Angeles. We took the trip today instead."

The Monrovia line was extended to Glendora in December, 1907, and the event was marked by a big party in the Glendora Opera House with all of Glendora there.

The Pasadena Short Line, built in 1902, was one of the first extensions of the Pacific Electric system.

The company detailed routes of the new busses as follows:

MONROVIA - GLENDORA LINE—From Los Angeles Terminal via 6th St., San Pedro St., Aliso St., Mission Road, Huntington Drive (south side), Main St., Huntington Drive (San Marino), Holly Ave., Huntington Drive, 1st Ave. (Arcadia), Colorado Blvd., Mayflower Ave., Olive Ave. (Monrovia), Shamrock Ave., Huntington Drive, Foothill Blvd. (through Duarte and Azusa), Citrus Ave., Foothill Blvd. and Michigan Ave. to Pacific Electric Station, Glendora.

Return via reverse of same route to Holly Ave., thence via Huntington Drive (north side), Mission Road, Aliso St., San Pedro St., 5th St. and Maple Ave. to Los Angeles Terminal.

PASADENA VIA SHORT LINE—From Los Angeles Terminal via 6th St., San Pedro St., Aliso St., Mission Road, Huntington Drive (south side), Main St., Huntington Drive, Fremont Ave., Huntington Drive (north side), and Fair Oaks Ave. to Walnut St. (Pasadena).

Return via Fair Oaks Ave., Huntington Drive (north side), Mission Road, Aliso St., San Pedro St., 5th Street and Maple Ave. to Los Angeles Terminal.

SIERRA VISTA LOCAL LINE—From Los Angeles Terminal via 6th St., San Pedro St., Aliso St., Mission Road, Marengo St., Soto St. and Huntington Drive (south side), to Sierra Vista Station.

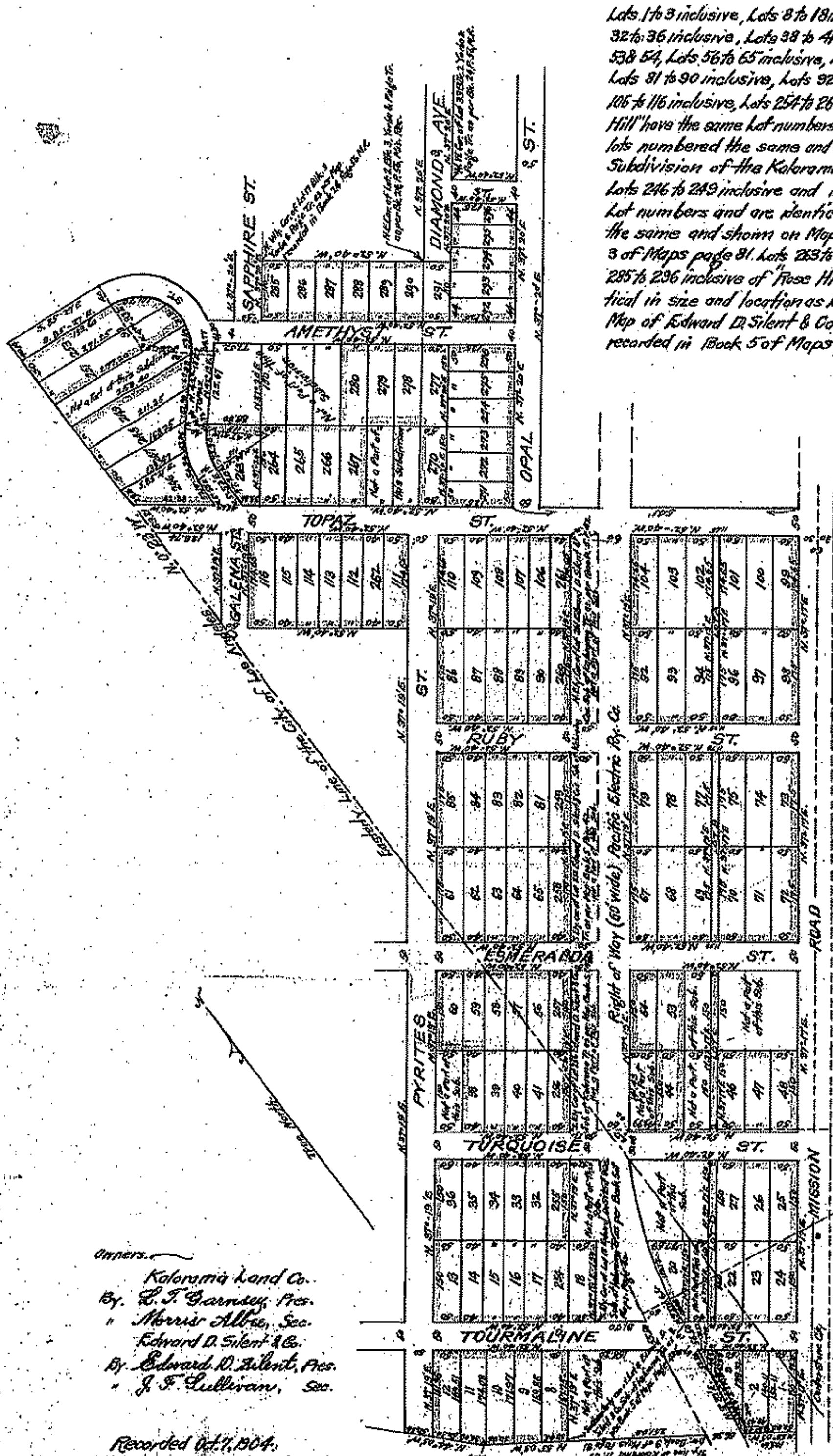
Return via Huntington Drive (north side), Monterey Road, Huntington Drive (south side), Soto St., Marengo St., Mission Road, Aliso St., San Pedro St., 5th St. and Maple Ave. to Los Angeles Terminal.

On the three lines, coaches operate from Los Angeles Street Motor Coach Terminal, daily except Sundays and holidays, from beginning of service to 7 p.m. After 7 p.m. daily and all day Sundays and holidays, coaches leave from 6th and Main St. Terminal.

Map of Grider & Hamiltons ROSE HILL.

Located partly in the City of Los Angeles, and the County of Los Angeles, California, Surveyed in September, 1904.
By. V. J. Rowan, Surveyor, True Courses.
Scale 100 feet to one inch.

Note:
Lots 1 to 3 inclusive, Lots 8 to 18 inclusive, Lot 20, Lots 22 to 27 inclusive, Lots 32 to 36 inclusive, Lots 38 to 41 inclusive, Lot 44, Lots 46 to 48 inclusive, Lots 53 & 54, Lots 56 to 65 inclusive, Lots 67 to 75 inclusive, Lots 77 to 79 inclusive, Lots 81 to 90 inclusive, Lots 92 to 94 inclusive, Lots 96 to 104 inclusive, Lots 106 to 116 inclusive, Lots 254 to 262 inclusive and Lots A. B. C. D. E. & F. of "Rose Hill" have the same lot numbers and are identical in size and location as lots numbered the same and shown on Map of Edward D. Silent and Co's Subdivision of the Kalorama Tract recorded in Book 5 of Maps Page 42. Lots 246 to 249 inclusive and lots 251 and 253 of Rose Hill have the same lot numbers and are identical in size and location as lots numbered the same and shown on Map of the Kalorama Tract recorded in Book 3 of Maps page 81. Lots 263 to 267 inclusive, Lots 270 to 280 inclusive, Lots 285 to 296 inclusive of "Rose Hill" have the same lot numbers, and are identical in size and location as lots numbered the same and shown on Map of Edward D. Silent & Co's Subdivision of the Kalorama Tract recorded in Book 5 of Maps page 196.



~~Topaz St. changed to Sardonyx St. Ord. 27176.~~
~~Sapphire St. " " Galena St. Ord. 27333.~~
~~Ruby St. " " Jade St. Ord. 27388.~~
~~Opal St. " " Pyrites St. " "~~
~~Jade St. changed to Fern Place Ord. 27793.~~
~~Tourmaline-Turquoise-Esmeralda & Fern Place vacated Ord. 38162~~
~~For St. intersections see Ord. 38318~~
~~Lot 90 to L. A. City Sch. Dist. D:31-67 O.R:191-29~~
Lot 85 for School purp. D:43-237 O.R.4962-89
Lot 84 " " " D:43-257 O.R.4233-299
Lots 82 & 83 " " " D:43-286 O.R.3833-135
Lot 81 " " " D:43-265 O.R.3919-97
Por. lot 261 for Huntington Drive North – D:65-162, O.R.7834-356.
Por. lot 99 deeded to City of L. A. D:31-291 O.R.6448-54
Vac. por. Fern Place - Ord. 60909

Owners.
Kalorama Land Co.
By. L. T. Garnsey, Pres.
" Morris Albee, Sec.
Edward D. Silent & Co.
By. Edward D. Silent, Pres.
" J. F. Sullivan, Sec.

Recorded Oct. 7, 1904.
(Scale reduced to 200'=1")

Por. lot 99 deeded by City of L.A.-E78-46, O.R.24171-104
Mission Road changed to Huntington Drive D13-4 RB 10-108
Huntington Drive changed to Mission Road Ord. 38168

I.M. 8-8-5 ~~8 A-30K~~ B-5
~~8-1~~ ~~Sht. 1 A-227-245~~
Comp. H.G.T.

SHEET 1

TRACT NO. 3249

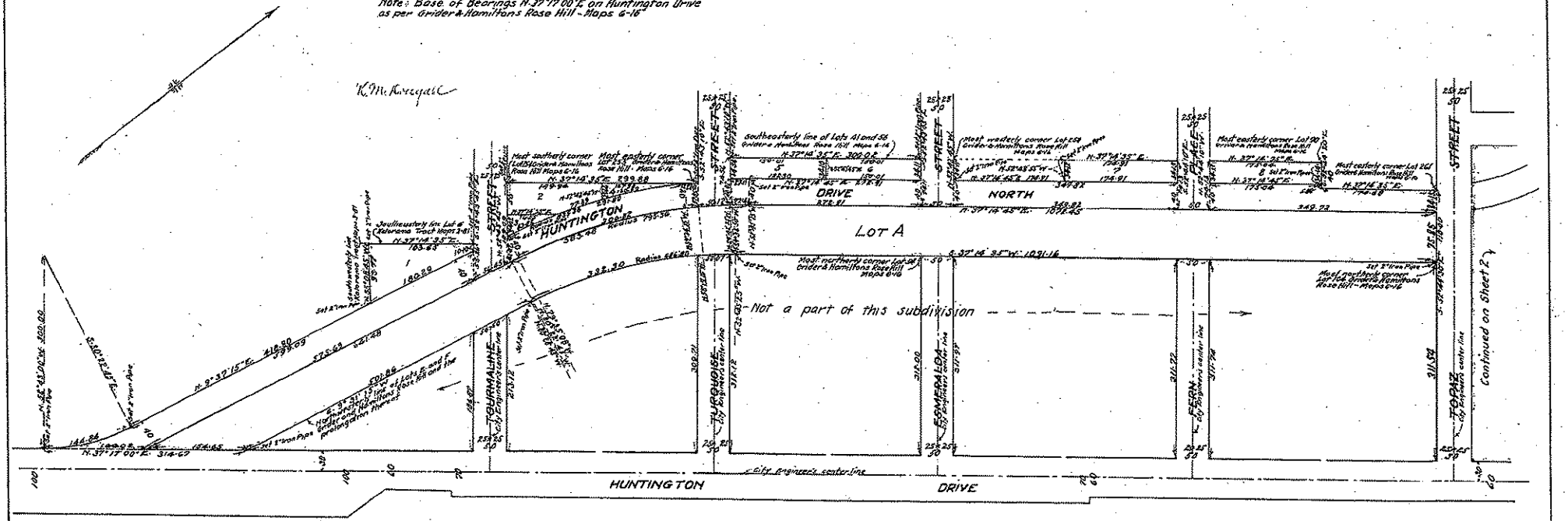
IN THE CITY OF LOS ANGELES

Being a resubdivision of Lot's 4,5,19,31,42,55,66,80,91 and 105 Kolorama Tract as per map recorded in Book 3, Page 81 of Maps, Records of Los Angeles County; Lots 18, 256, 257, 259, 260 and portion of Lot 268 Grider & Hamiltons Rose Hill as per map recorded in Book 6, Page 16 of Maps, Records of said County; Lots 1, 2, 3, 4, 5 and portion of Lots 10, 11 and 12 Block 1, portions of Lots 1 to 23, both inclusive, Block 2, portion of Lot E, Yorba & Paige Tract as per map recorded in Book 24 Page 36, Miscellaneous Records of said County; Portions of Emerald Avenue and Hoosa Straet (formerly Pasadena Avenue) as vacated by order of the Board of Supervisors September 12, 1910, as shown in Road Book 12 Page 65; Lots 19, 20 and 21 Tract No. 508 as per map recorded in Book 15 Pages 384-39 of Maps, Records of said County; Lots 1 to 10, both inclusive, Tract No. 261 as per map recorded in Book 15 Page 8 of Maps, Records of said County; Portion of City Lands of Los Angeles as per map recorded in Book 2 Pages 504 & 505 Miscellaneous Records of said County; Portion of Tourmaline Street, Turquoise Street, Esmeralda Street and Fern Place as vacated by Ordinance No. 38,192 (New Series) of the City of Los Angeles; Portion of Huntington Drive as vacated by Ordinance No. 38,153 (New Series) of the City of Los Angeles; The Right of Way of the Pacific Electric Railway Company as described in Deeds Recorded in Book 1488 Page 6, Book 1464 Page 238, Book 3410 Page 248 and portion of Right of Way in Section 19, Township 1 South, Range 12 West S.B.M. as per Deed in Book 3209 Page 188 of Deeds, Records of said County

Surveyed under supervision of A.C. Hansen, Civil Engineer. March, 1918

Scale 1" = 100'

Note: Base of Bearings N 37°17'00" E on Huntington Drive as per Grider & Hamiltons Rose Hill - Maps 6-16

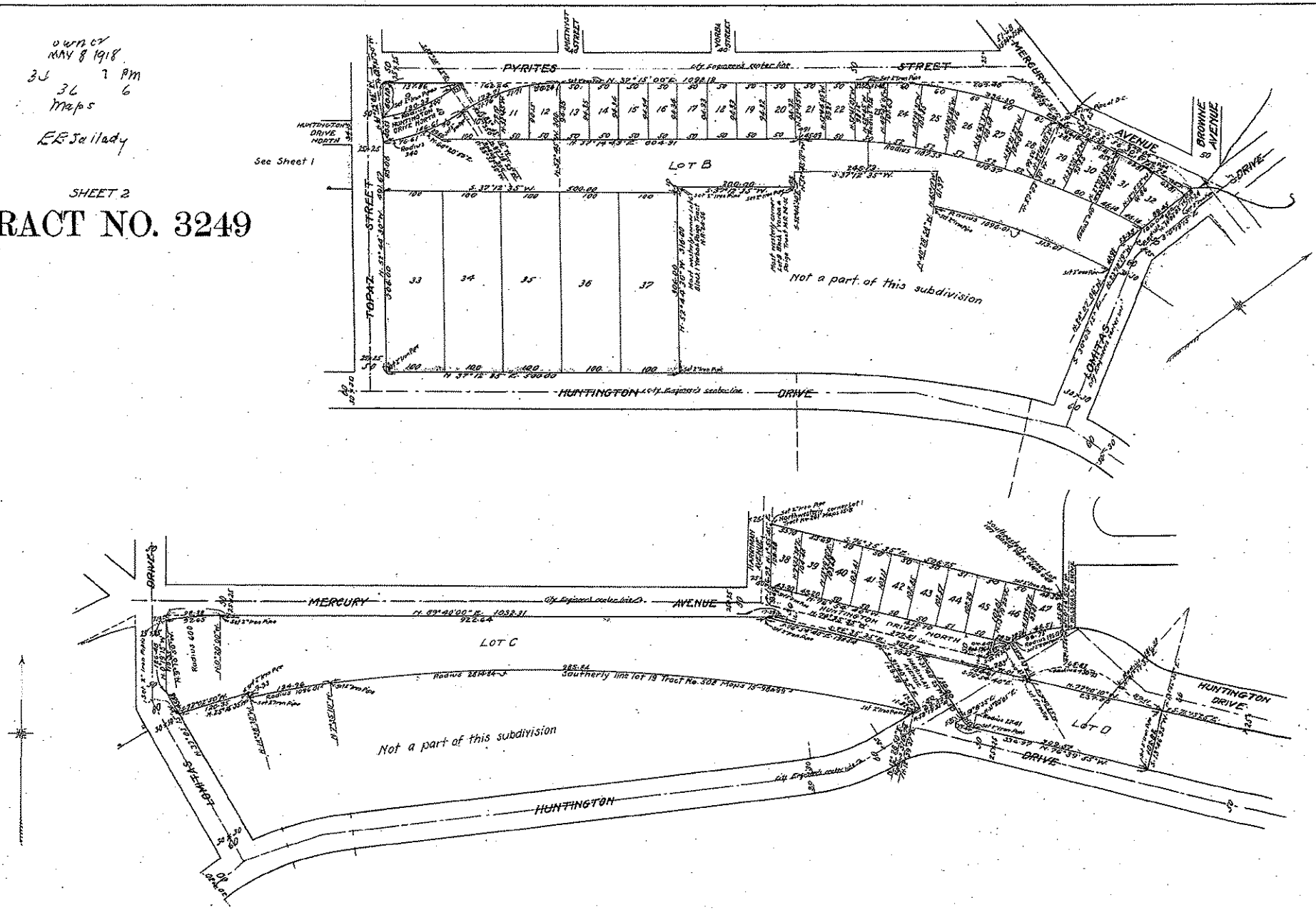


owner
MAY 8 1918
30 7 PM
36 6
Maps

E.R. Salladay

SHEET 2

TRACT NO. 3249



TRACT NO. 3249

We hereby certify that we are the owners of, or interested in, the land included within the subdivision shown on the annexed map, and that we are the only persons whose consent is necessary to pass a clear title to said land, and we consent to the making of said map and subdivision as shown within the colored border line, and hereby dedicate to the public use the streets shown on said map within said subdivision; except that the Pacific Electric Railway Company reserves to itself, and to its successors or assigns, the right to construct, maintain and operate over and upon that portion of Harriman Avenue, hereby dedicated, under the bridge or separated highway crossing to be constructed across the said portion of Harriman Avenue, a railway with one or more tracks and to maintain on said portion of Harriman Avenue, at standard clearance, poles, wires and other appliances necessary or convenient for the operation of said railway

Pacific Electric Railway Company
Paul Shoup President.
Secretary.
Pacific Electric Land Company
Paul Shoup Vice President.
Secretary.

I, A.C. Hansen, hereby certify that I am a Civil Engineer, and that this map, consisting of 3 sheets, correctly represents a survey made under my supervision March 1918 and that all of the monuments, shown hereon, actually exist and their positions are correctly shown.

A.C. Hansen

State of California } s.s.
County of Los Angeles }

On this 18 day of April in the year one thousand nine hundred and eighteen, before me a Notary Public in and for said County of Los Angeles, State of California, residing therein, duly commissioned and sworn, personally appeared A.C. Hansen known to me to be the person whose name is subscribed to the within instrument and 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.

Notary Public in and for Los Angeles County
State of California.

State of California } s.s.
County of Los Angeles }

On this ___ day of ___ in the year one thousand nine hundred and eighteen, before me ___ a Notary Public, in and for 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 the Pacific Electric Railway Company, the corporation that executed the within instrument and known to me to be the persons whose names are subscribed thereto 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.

Notary Public in and for Los Angeles County
State of California

State of California } s.s.
County of Los Angeles }

On this ___ day of ___ in the year one thousand nine hundred and eighteen before me ___ a Notary Public in and for 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 the Pacific Electric Land Company, the corporation that executed the within instrument and known to me to be the persons whose names are subscribed thereto 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.

Notary Public in and for Los Angeles County
State of California

Title Insurance and Trust Company
460442 February 18th 8

Pacific Electric Railway Company and Pacific Electric Land Company are s

A.C. Hansen

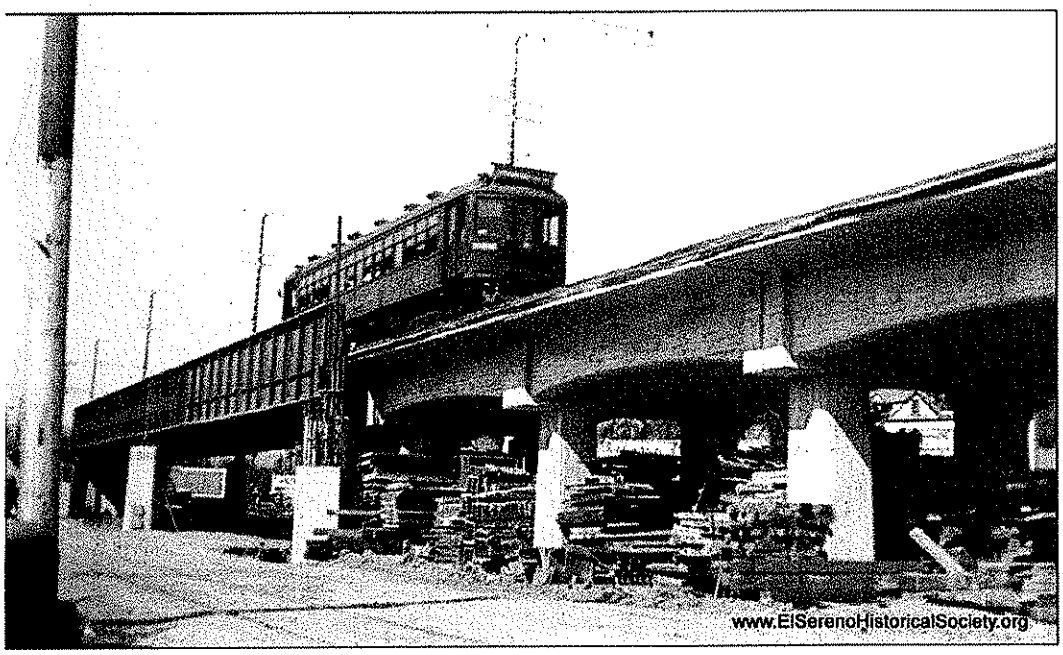
4.15 8

E E Sallady
Maps
34 36 1 PM 7
MAY 8 1918

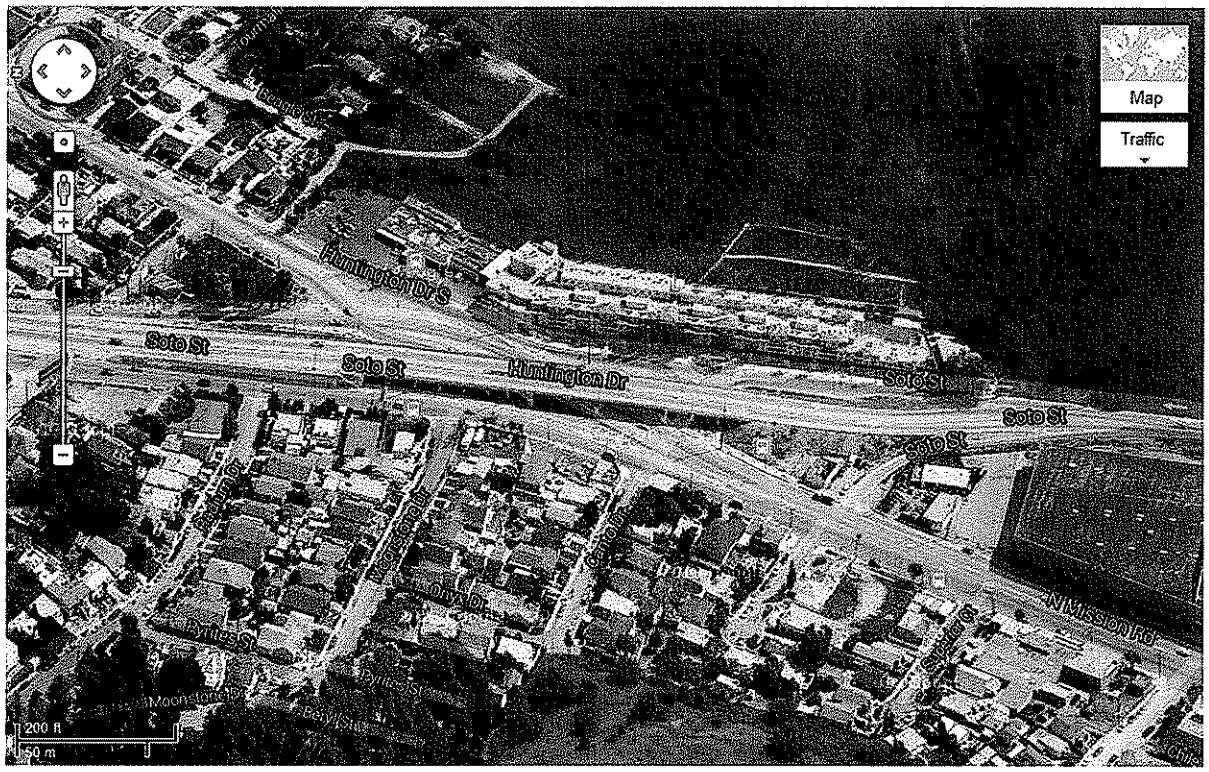
Pacific Electric's Soto Street Bridge

Photographs

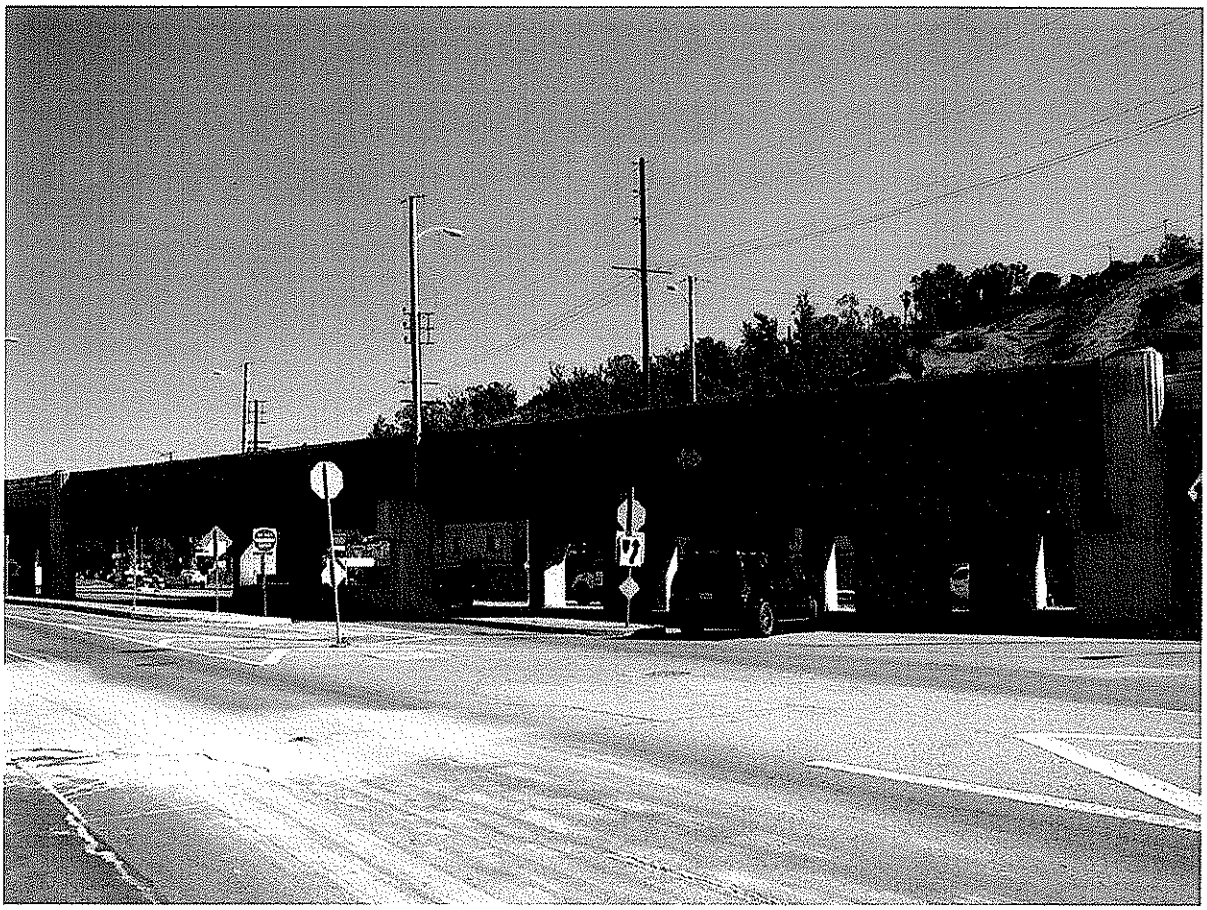
Pacific Electric's Soto Street Bridge, view from Huntington Drive South, October 17, 2013

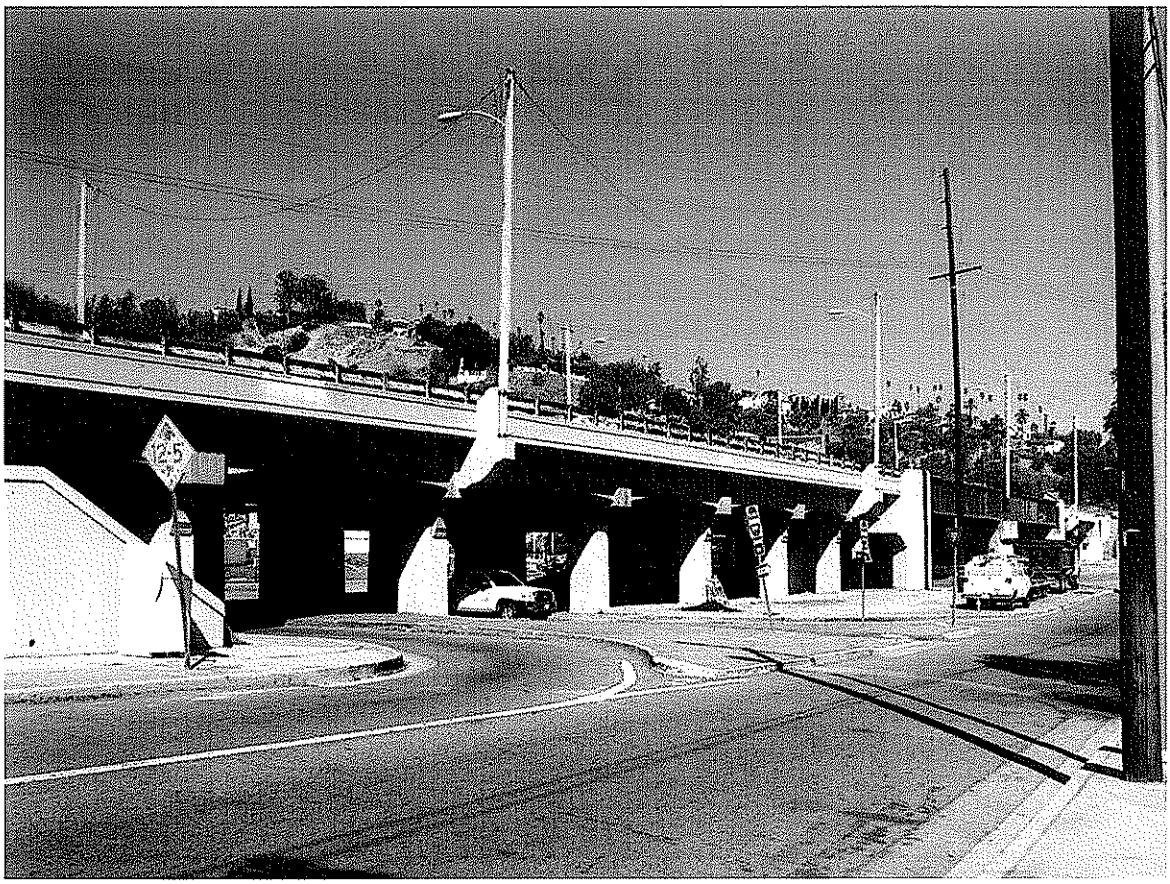


Pacific Electric's Soto Street Bridge, view from Huntington Drive North, c1936

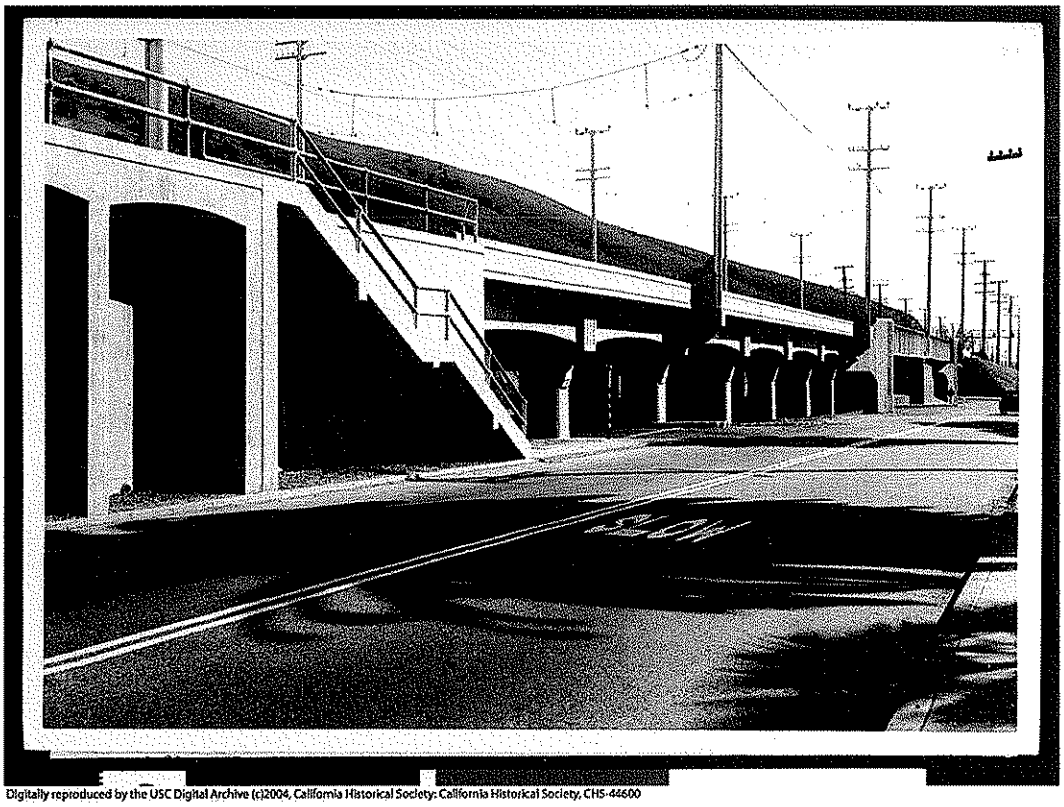


Pacific Electric's Soto Street Bridge, Satellite view c2012


Pacific Electric's Soto Street Bridge, view from Mission Road, October 17, 2013

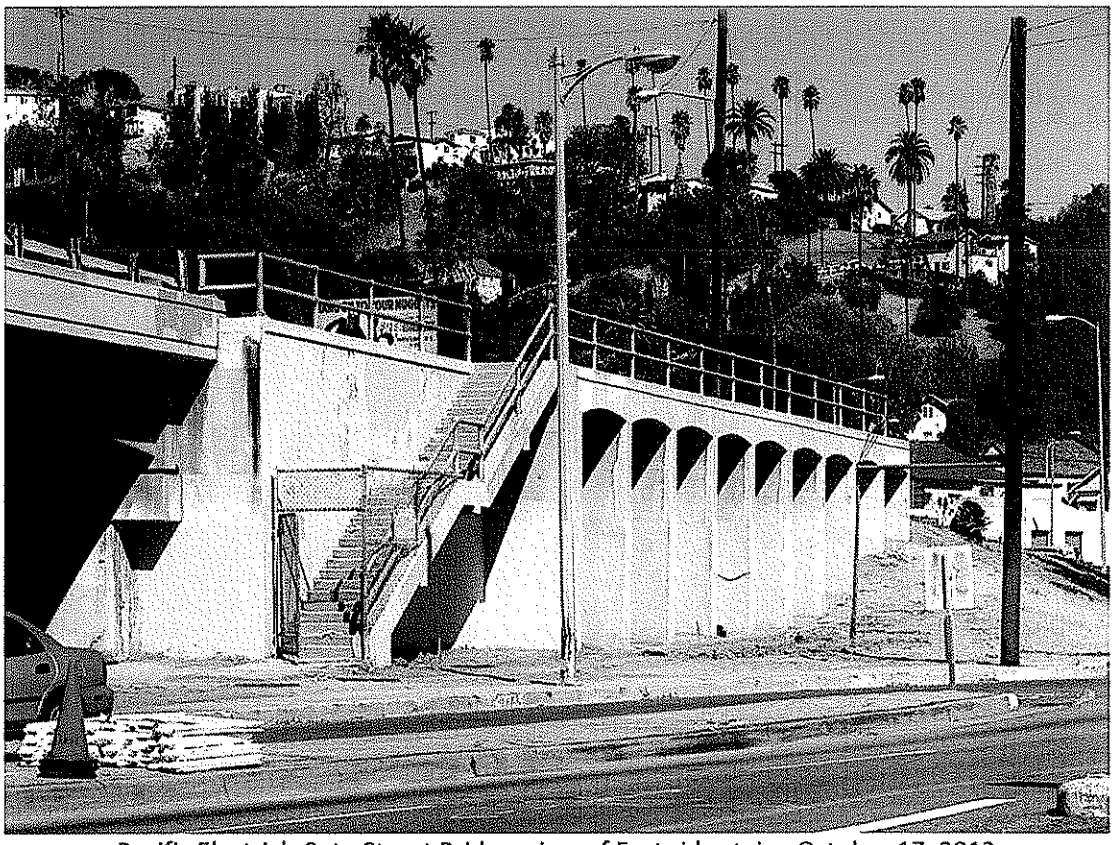


Pacific Electric's Soto Street Bridge, view from Soto Street, October 17, 2013

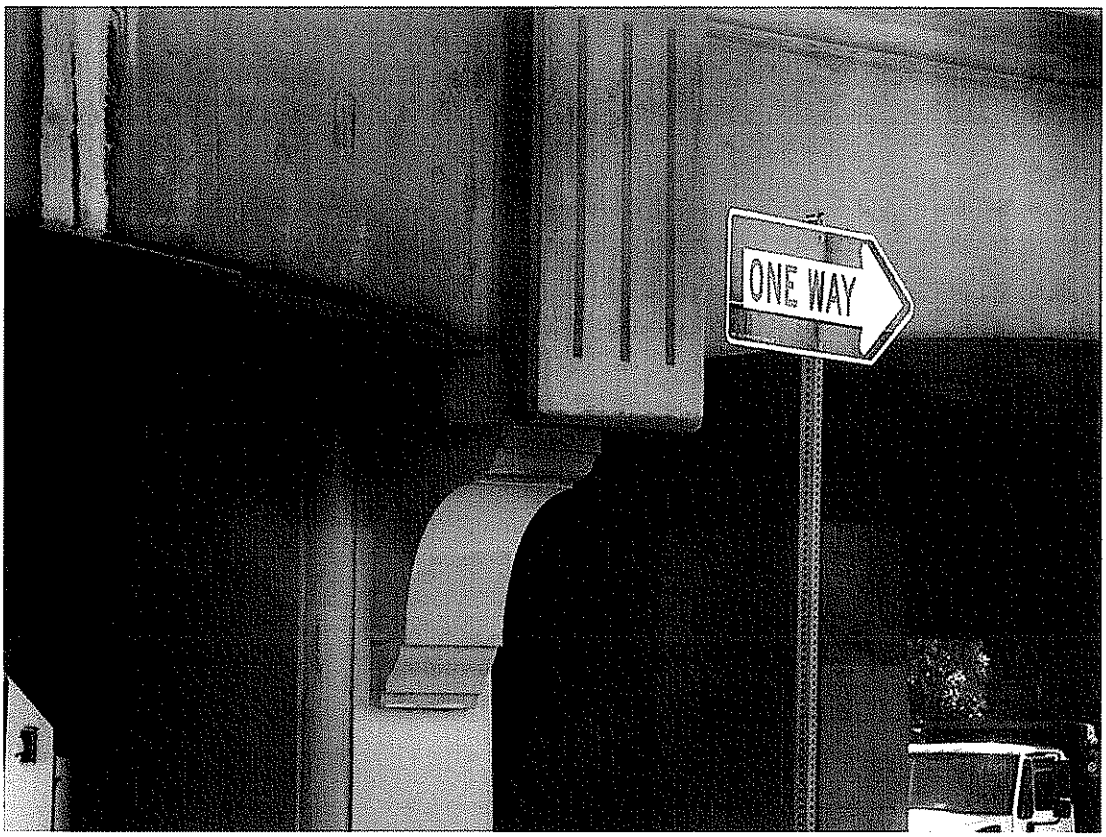


Pacific Electric's Soto Street Bridge, view from Huntington Drive North, May 15, 1937

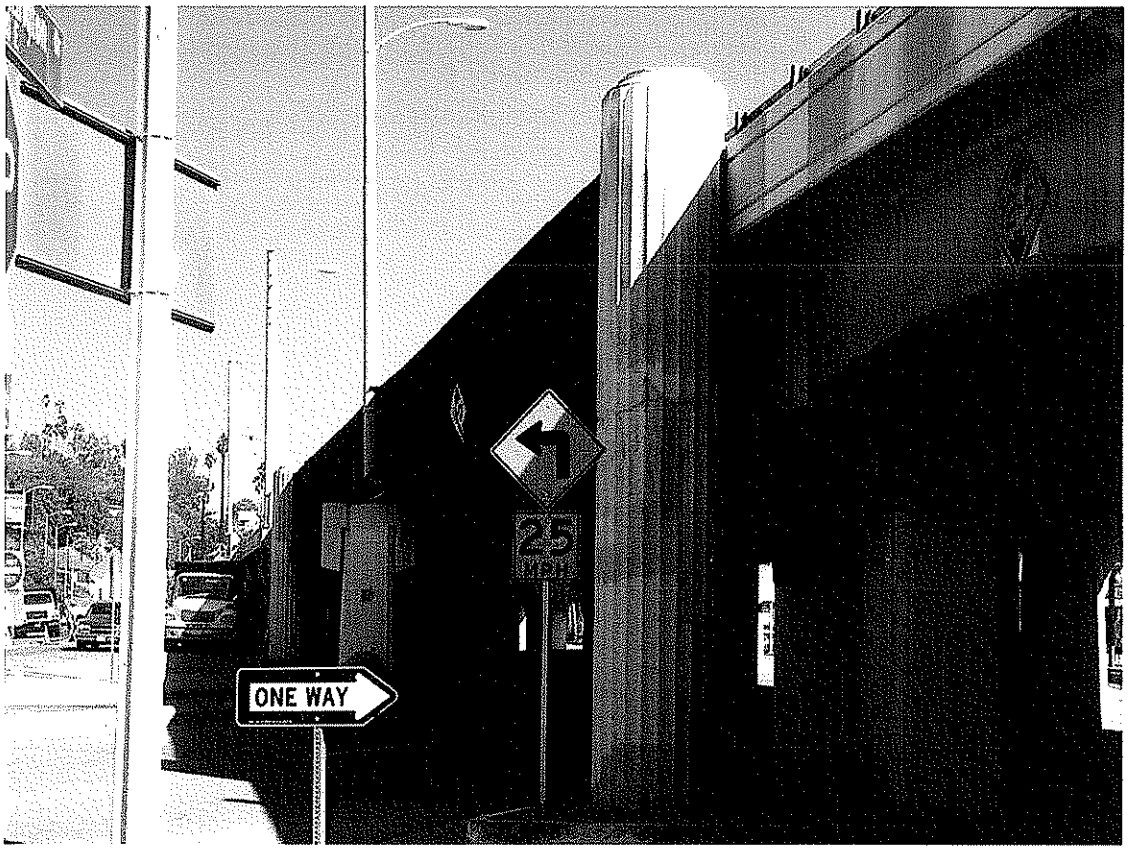
Pacific Electric's Soto Street Bridge, view of West side stairs, October 17, 2013



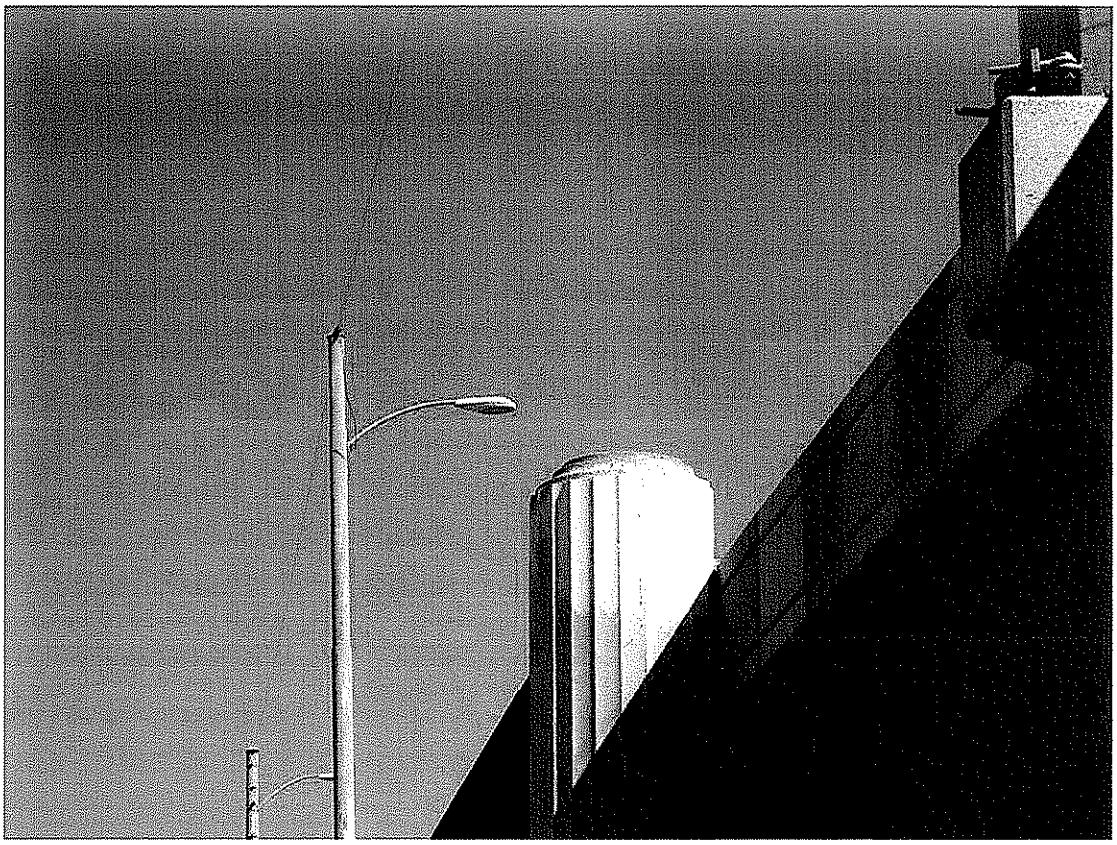
Pacific Electric's Soto Street Bridge, view of East side stairs, October 17, 2013



Pacific Electric's Soto Street Bridge, view of Art Deco detailing October 17, 2013

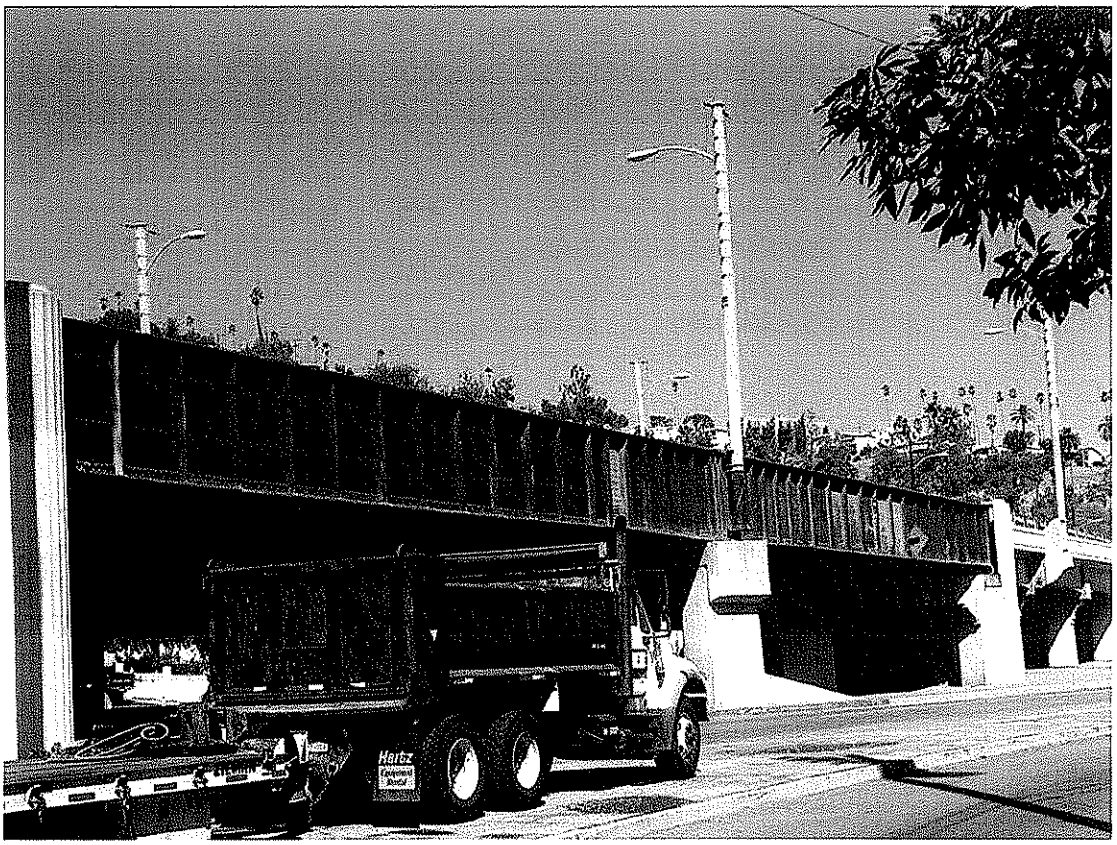


Pacific Electric's Soto Street Bridge, view of Art Deco pylon, October 17, 2013

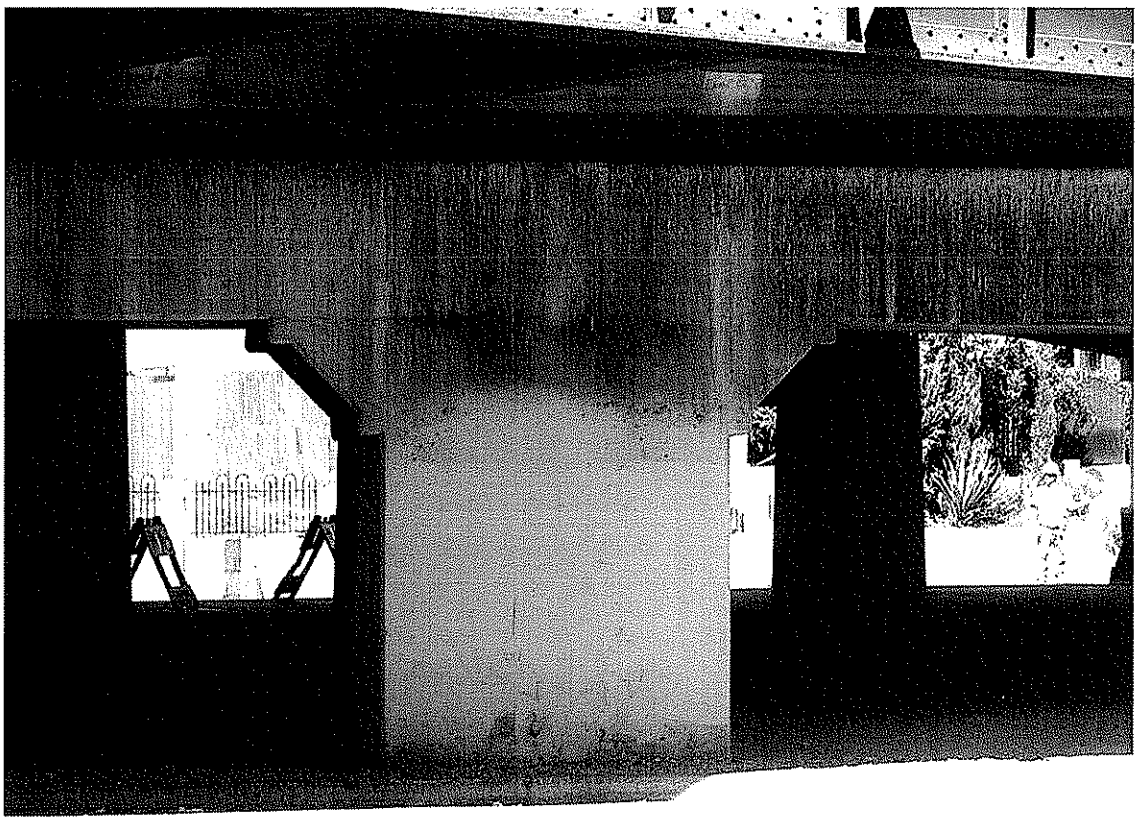


Pacific Electric's Soto Street Bridge, view of Art Deco pylon and cantenary pole as light pole, October 17, 2013

Pacific Electric's Soto Street Bridge, view of underside of bridge, October 17, 2013



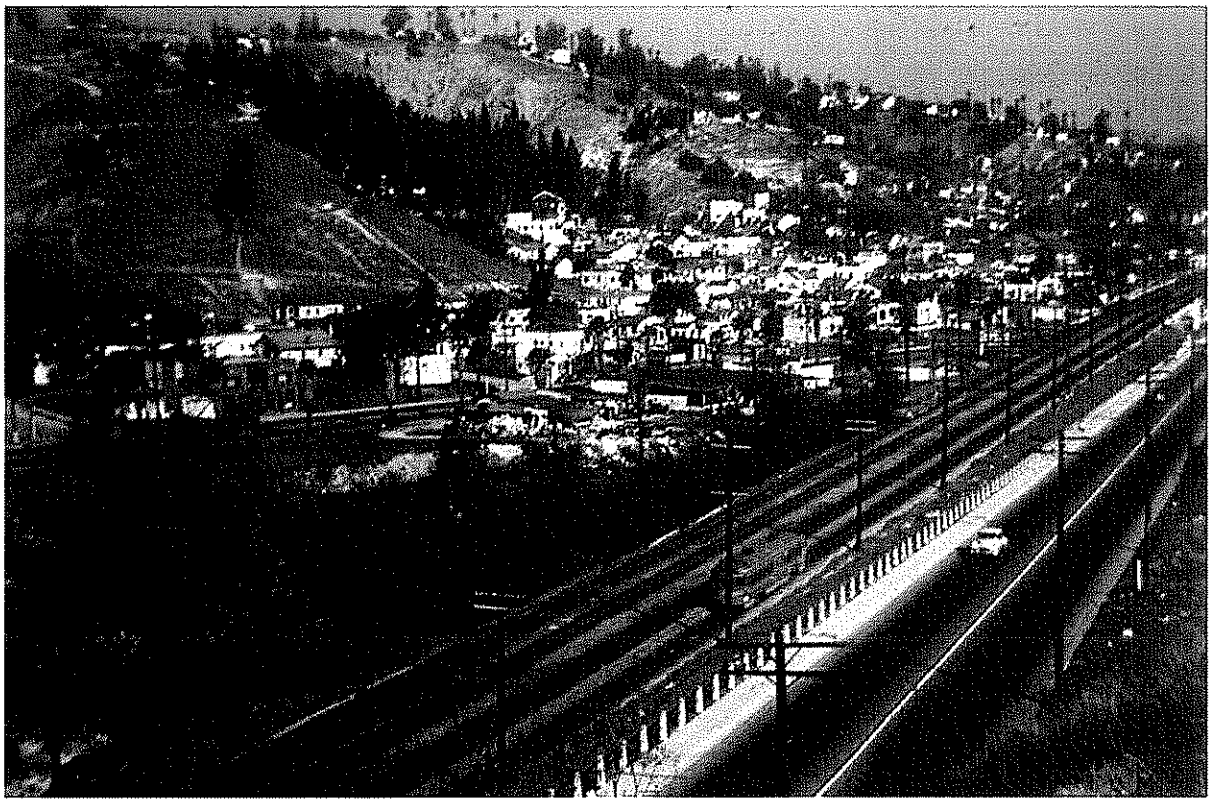
Pacific Electric's Soto Street Bridge, view central metal span from Soto Street, October 17, 2013



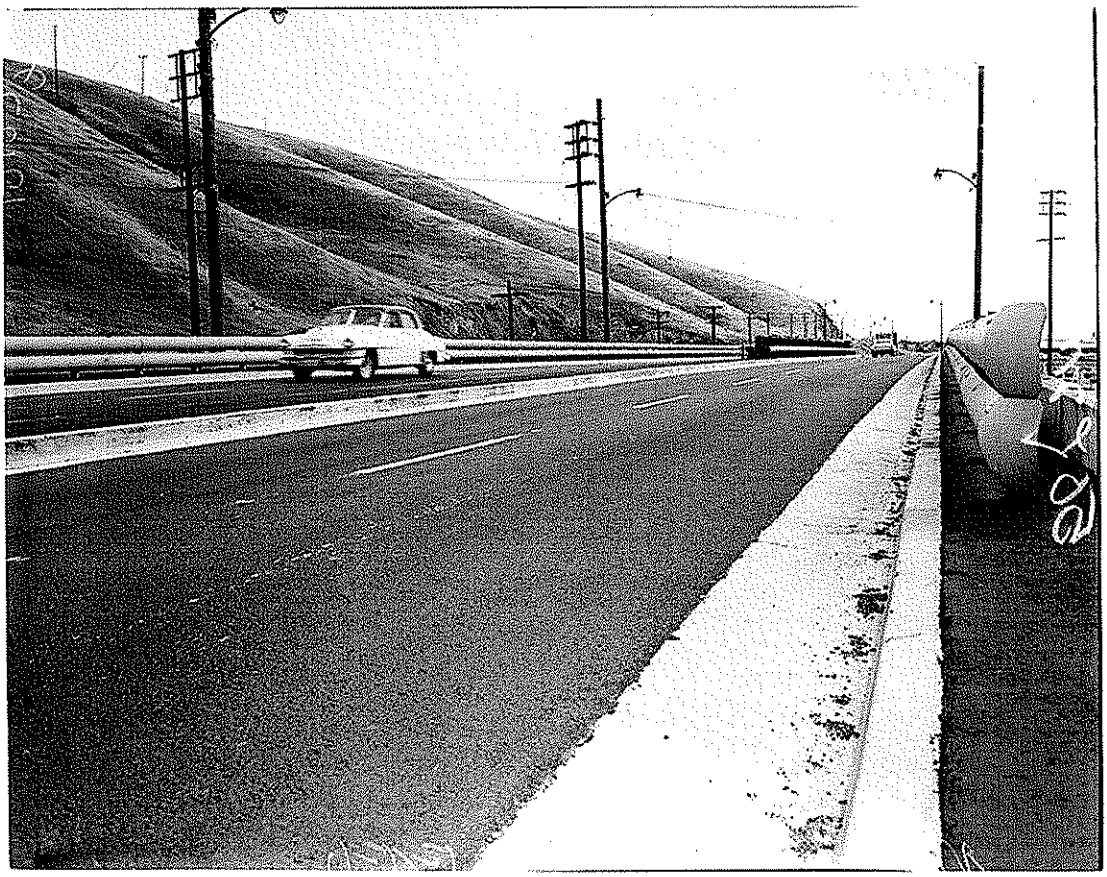
Pacific Electric's Soto Street Bridge, view of central support, October 17, 2013

Pacific Electric's Soto Street Bridge, view of original railing, October 17, 2013

Pacific Electric's Soto Street Bridge, view or original railing, October 17, 2013

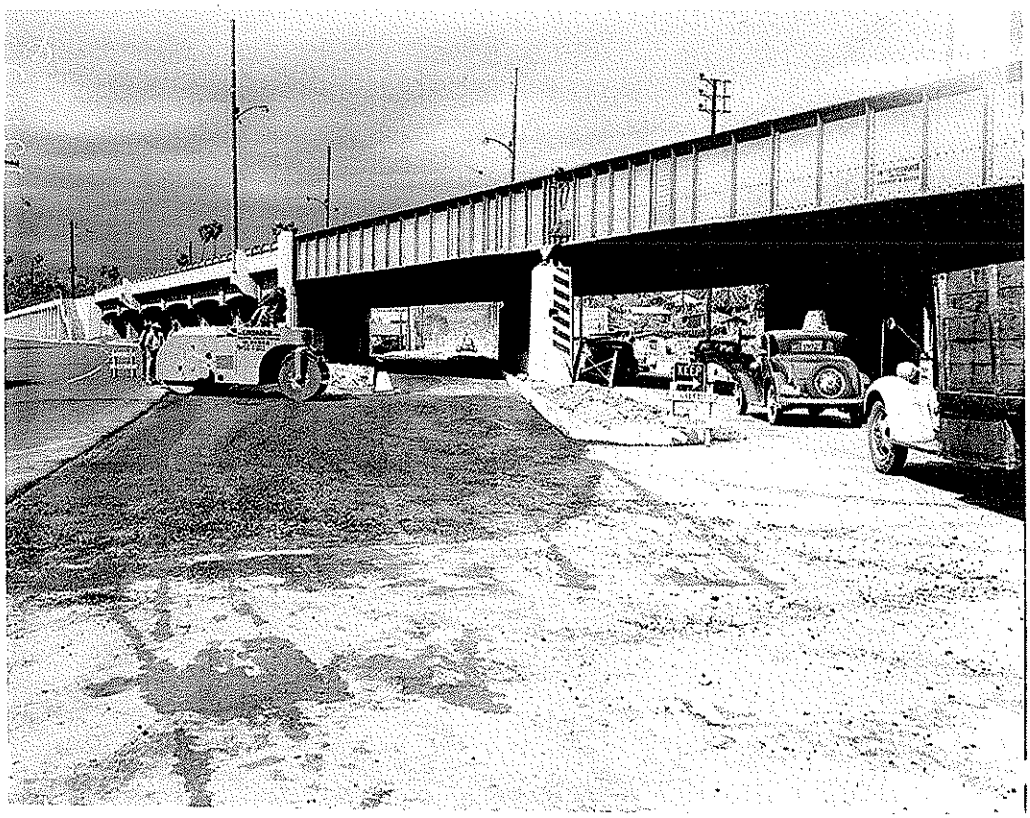


Pacific Electric's Soto Street Bridge, approach to bridge, in 1951

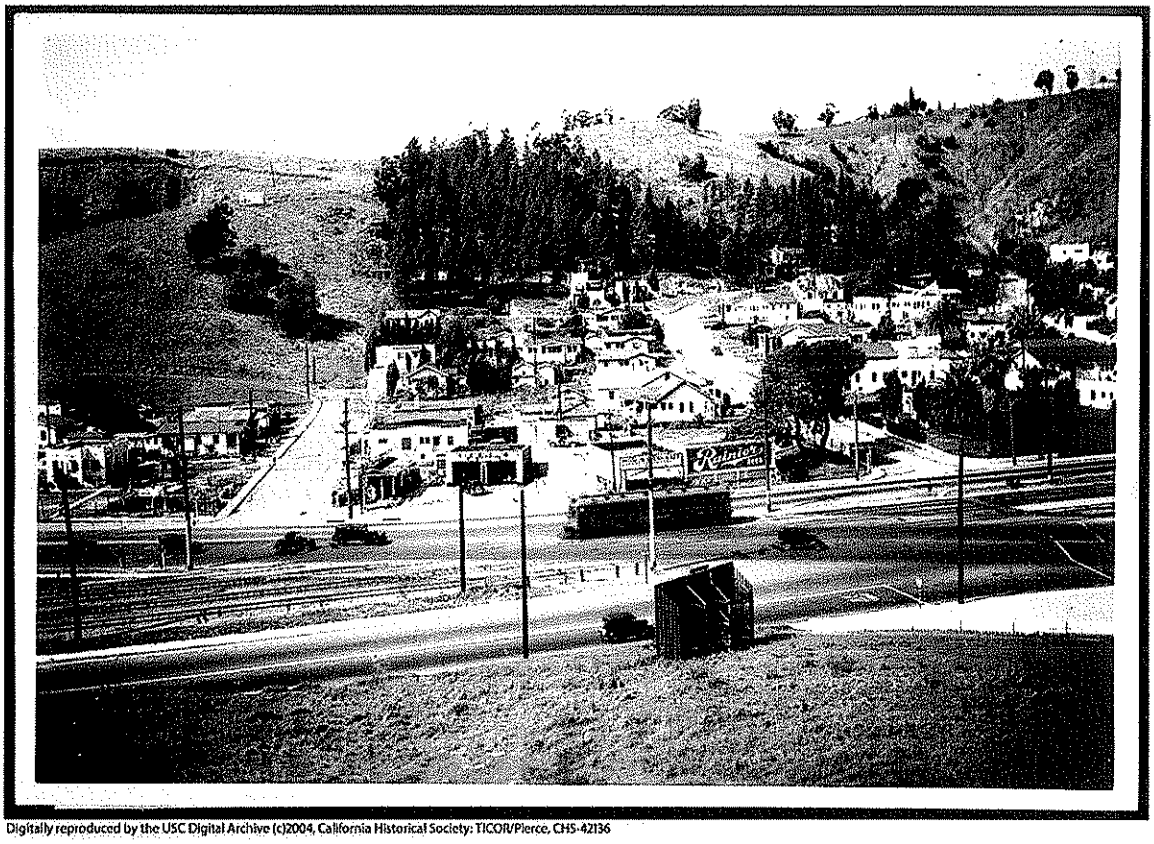


Pacific Electric's Soto Street Bridge, view as Soto Street after 1951 conversion in 1956

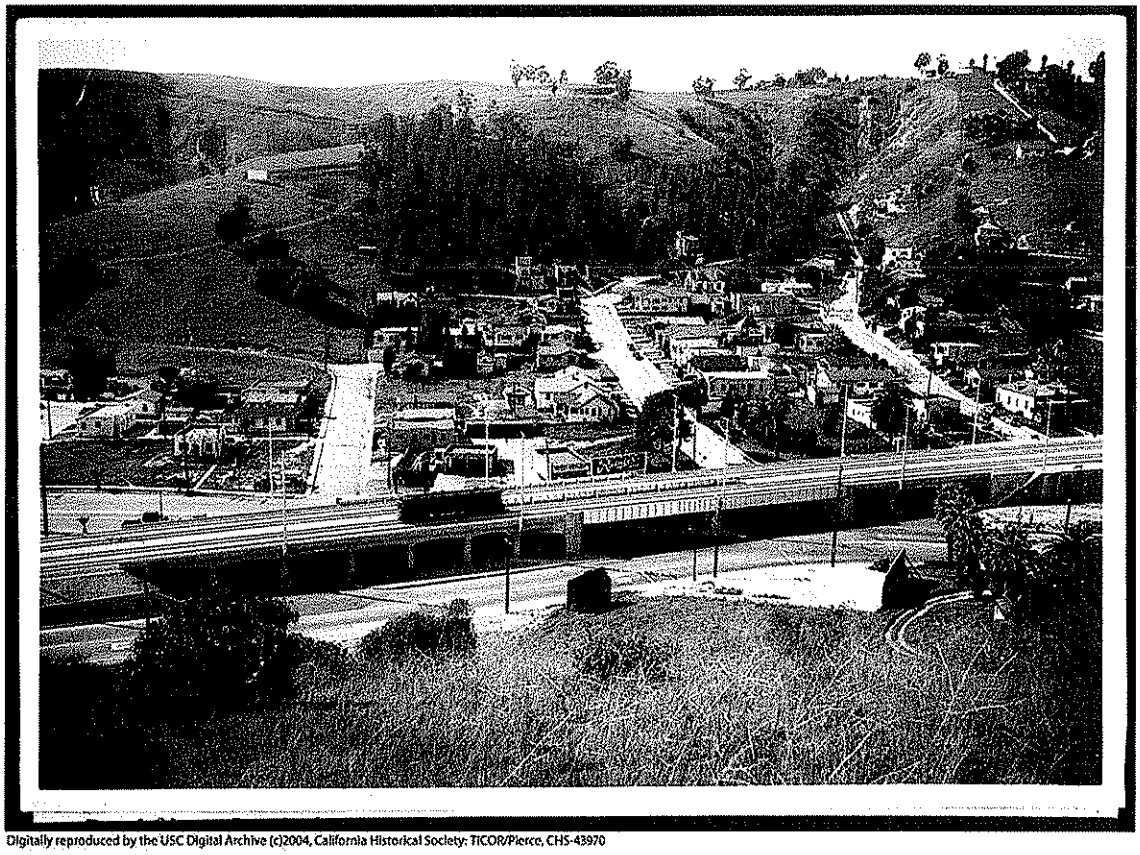
Pacific Electric's Soto Street Bridge, view of road work in 1937



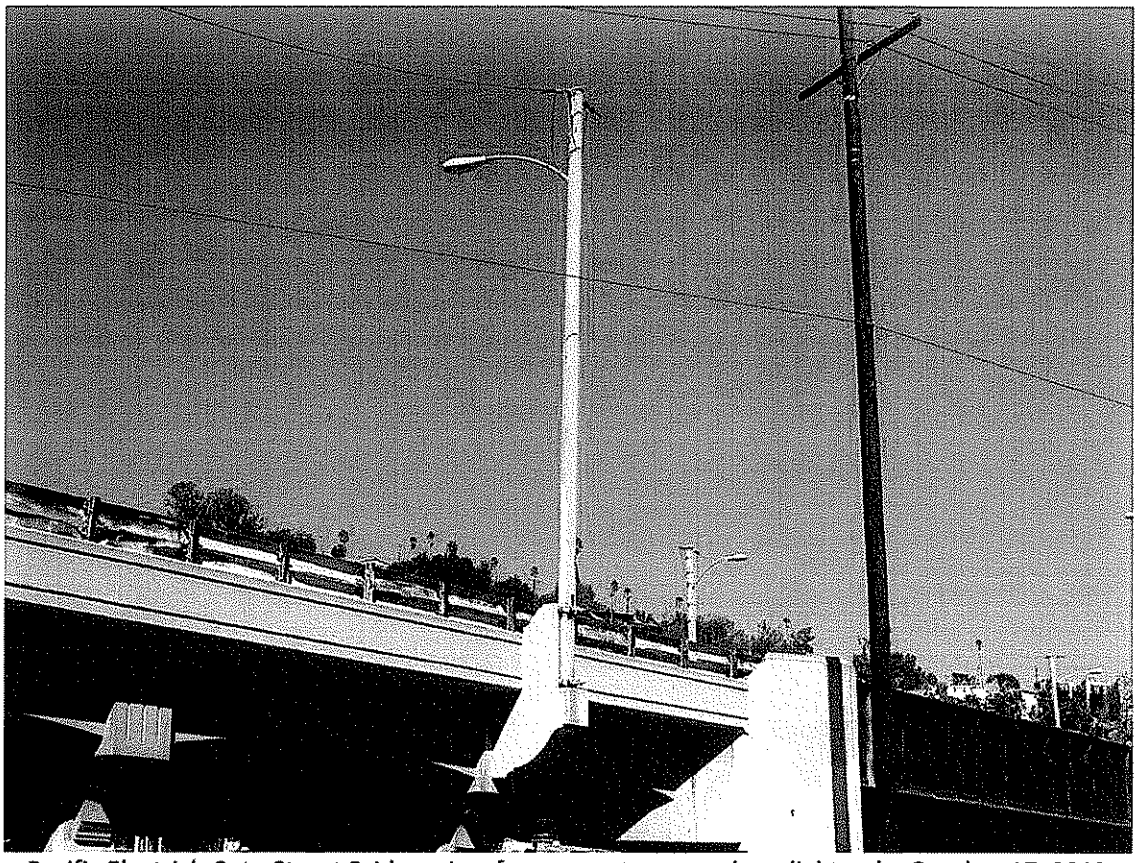
Pacific Electric's Soto Street Bridge, view road work in 1959



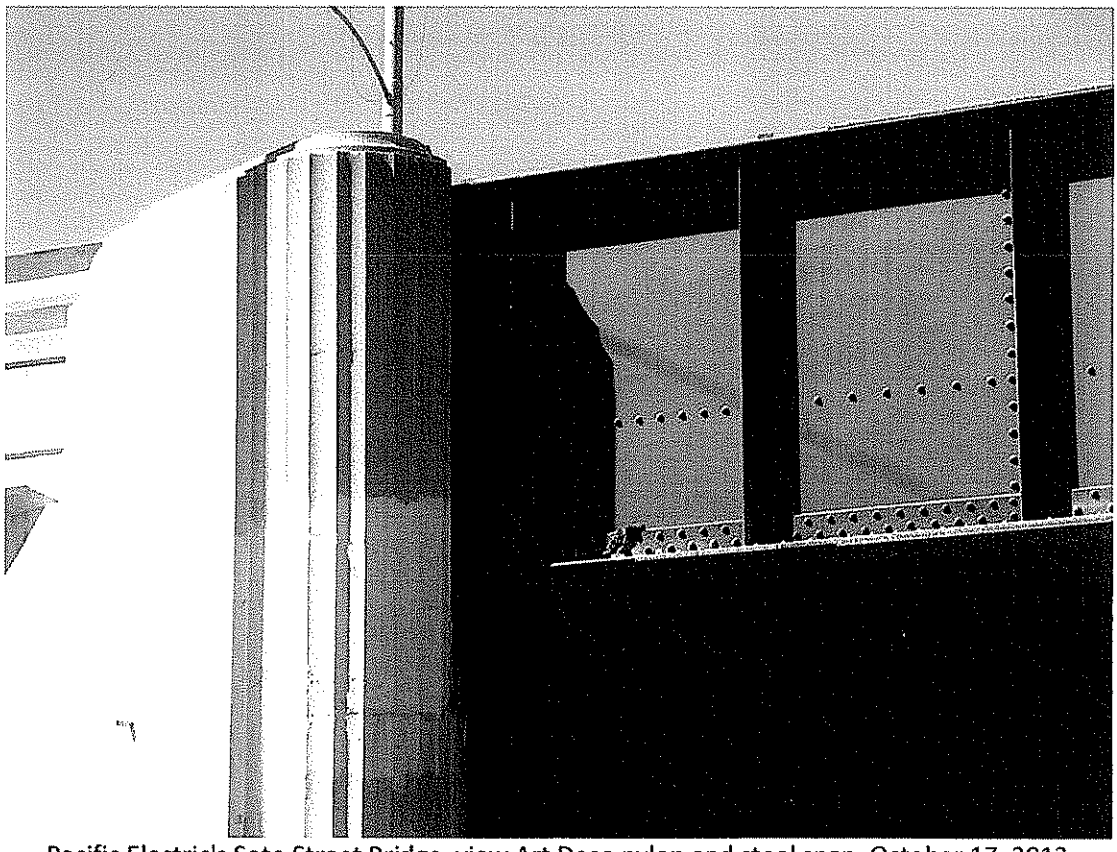
Pacific Electric's Soto Street Bridge, view of Mission Road and Soto Street before bridge, c1935



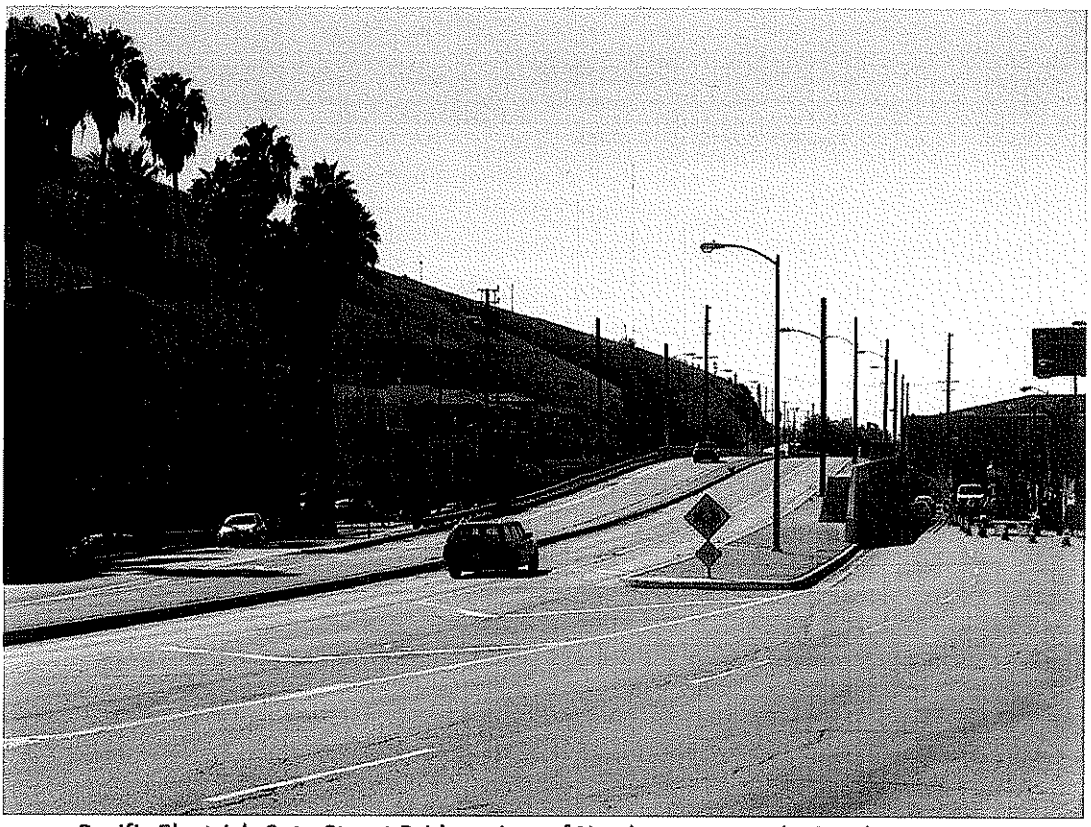
Pacific Electric's Soto Street Bridge, view of Mission Road and Soto Street after bridge was built, 1936



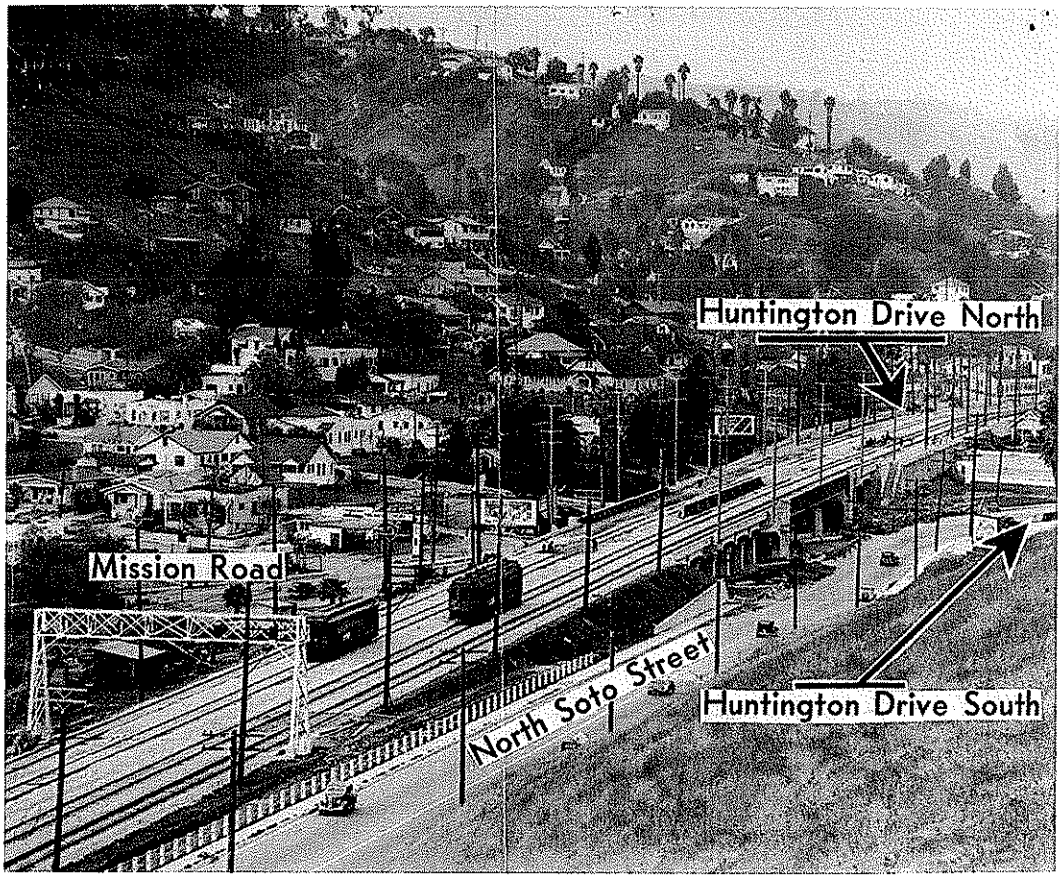
Pacific Electric's Soto Street Bridge, view former cantenary pole as light pole, October 17, 2013



Pacific Electric's Soto Street Bridge, view Art Deco pylon and steel span, October 17, 2013



Pacific Electric's Soto Street Bridge, view of Northern approach, October 17, 2013



Pacific Electric's Soto Street Bridge, overhead view, 1936