

ORIGINAL

Decision No. 128257

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the matter of the application of  
Pacific Electric Railway Company, a  
corporation, for the construction of  
a second track at grade in the City  
of Long Beach across Locust Avenue  
and American Avenue, and to relocate  
certain tracks at the intersection  
of Pine Avenue and Third Street in  
connection therewith.

Application No. 9490

BY THE COMMISSION:

ORDER

Pacific Electric Railway Company, a corporation, having on November 2, 1923, filed with the Commission an application for permission to construct a second track at grade across American, Locust and Pine Avenues and intervening alleys, and to relocate certain tracks at the intersection of Pine Avenue and Third Street in the City of Long Beach, County of Los Angeles, State of California, as hereinafter indicated, and it appearing to the Commission that this is not a case in which a public hearing is necessary; that the necessary franchises or permits (Ordinance No. C-184 and Ordinance No. C-153) have been granted by the City Council of said City of Long Beach for the construction of said crossings at grade, and it further appearing that it is not reasonable nor practicable to avoid grade crossings with said streets and alleys and that this application should be granted subject to the conditions hereinafter specified,

IT IS HEREBY ORDERED, that permission be and it is hereby granted Pacific Electric Railway Company to construct a second track at grade across American, Locust and Pine Avenues and intervening alleys in the City of Long Beach, County of Los Angeles, State of California, described as follows:

"Commencing at a point in the present constructed southerly track of the Pacific Electric Railway on Third Street, distant easterly along the westerly prolongation of the line of said southerly track, 169.41 feet from the center line of American Avenue; thence westerly along a line parallel to and 5.75 feet distant southerly from the center line of Third Street, 1020.05 feet to the beginning of a curve concave southerly and having a radius of 100 feet; thence westerly along last mentioned curve, 13.09 feet to the beginning of a curve concave southeasterly and having a radius of 50 feet; thence southwesterly along last mentioned curve, 65.46 feet to the beginning of a curve concave easterly and having a radius of 100 feet; thence southerly along last mentioned curve, 13.09 feet to a point in the present constructed east track of the Pacific Electric Railway on Pine Avenue, distant southerly 62.72 feet from the center line of Third Street."

IT IS HEREBY FURTHER ORDERED, that permission be and it is hereby granted Pacific Electric Railway Company to relocate its tracks at grade across the intersection of Third Street and Pine Avenue in the City of Long Beach, County of Los Angeles, State of California, the new locations described as follows:

Commencing at a point in the present constructed track of the Pacific Electric Railway on Third Street, distant easterly 61.36 feet from the center line of Pine Avenue; thence westerly along a curve concave southerly and having a radius of 100 feet, 14.91 feet to the beginning of a curve concave southeasterly and having a radius of 60 feet; thence southwesterly along last mentioned curve 71.18 feet to the beginning of a curve concave easterly and having a radius of 100 feet; thence southerly along last mentioned curve, 23.56 feet to a point in the present constructed west track of the Pacific Electric Railway on Pine Avenue, distant southerly 64.05 feet from the center line of Third Street.

Also, commencing at a point in the present constructed west track of the Pacific Electric Railway on Pine Avenue, distant southerly 52.05 feet from the center line of Third Street; thence northerly along a curve concave westerly and having a radius of 100 feet; 13.09 feet to the beginning of a curve concave south-

westerly and having a radius of 51 feet; thence northwesterly along last mentioned curve, 66.74 feet to the beginning of a curve concave southerly and having a radius of 100 feet; thence westerly along last mentioned curve, 13.09 feet to a point in the present constructed track of the Pacific Electric Railway on Third Street, distant westerly 63.55 feet from the center line of Pine Avenue.

All of the above as shown by the map (C.E.H. 6769-d) attached to the application; said crossings to be constructed subject to the following conditions, viz:

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

(2) Said crossings shall be constructed of a width and type of construction to conform to those portions of said streets now graded, with the top of rails flush with the pavement and with grades of approach not exceeding one (1) per cent; shall be protected by suitable crossing signs, and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

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

(4) The authorization herein granted for the installation of said crossings will lapse and become void one year from the date of this order unless further time is granted by subsequent order.

(5) The Commission reserves the right to make such further orders relative to the location, construction operation, maintenance and protection of said crossings as

to it may seem right and proper, and to revoke its permission if, in its judgment, the public convenience and necessity demand such action.

This order shall become effective three (3) days after the making thereof.

Dated at San Francisco, California, this 14<sup>th</sup> day of November, 1923.

C. Seaver  
H. B. Bunting  
Driving Master  
James Shore  
Commissioners.