

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of	)	
PACIFIC ELECTRIC RAILWAY COMPANY, a	)	
corporation, for authority to construct	)	
a single railroad spur track at grade	)	Application No. 9762
approximately 683 feet in length across	)	
Commercial and Canal Streets, Long Beach,	)	
California	)	

**ORIGINAL**

BY THE COMMISSION:

O R D E R

Pacific Electric Railway Company, a corporation, having on February 8, 1924, filed with the Commission an application for permission to construct a spur track at grade across Commercial Street and Canal Avenue 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 permit has been granted by City Council of said City of Long Beach for the construction of said crossing at grade, and it further appearing that it is not reasonable nor practicable to avoid a grade crossing with said Commercial Street and Canal Avenue, 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 spur track at grade across Commercial Street and Canal Avenue in the City of Long Beach, County of Los Angeles, State of California, described as follows:

Commencing at a point in the east line of Canal Avenue, said point being distant north along said east line 7.79 feet from the north line of Commercial Street; thence southwesterly along a curve concave southeasterly and having a radius of

235.0 feet (a tangent to said curve at its intersection with said east line of Canal Avenue having a bearing of South 82° 08' 22" West) a distance of 77.13 feet; thence southwesterly, tangent to said curve, 20.33 feet; thence southwesterly along a curve concave northwesterly and having a radius of 235.0 feet, a distance of 13.93 feet to a point in the north line of the 60 foot right of way of the Pacific Electric Railway, said last mentioned point being distant west along said right of way line, 44.15 feet from the intersection of said right of way line with the southerly prolongation of the west line of Canal Avenue.

The above as shown by the map (C.E.H. 7502) attached to the application; said crossing to be constructed subject to the following conditions, viz:-

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

(2) Said crossing shall be constructed 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 a suitable crossing sign, 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 crossing.

(4) If said crossing shall not have been installed within one year from the date of this order, the authorization herein granted shall then lapse and become void, unless further

time is granted by subsequent order.

(5) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossing 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 18<sup>th</sup> day of February, 1924.

C. S. Seaver  
H. H. Bounding  
Dwight Martin  
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Commissioners.