

Decision No. 14119

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of Pacific Electric Railway Company,)
a corporation, for permission to)
construct a spur track at grade)
on and across Pico Street at its)
intersection with Wilmington)
Boulevard, Long Beach.)

Application No. 9646.

ORIGINAL

BY THE COMMISSION:

FIRST SUPPLEMENTAL ORDER

WHEREAS, the Railroad Commission, by Decision No. 13074, dated January 23, 1924, authorized Pacific Electric Railway Company to construct a spur track at grade across Pico Street, in the City of Long Beach, County of Los Angeles, State of California, at a point more fully described therein; and

WHEREAS, on September 19, 1924, applicant filed a supplemental application in the above entitled matter, in which it states that Subdivision 3 of Decision 13074, contained the limitation that unless a franchise from the City of Long Beach was secured within ninety days, the authority therein granted to install said crossing would lapse; that ordinance granting said franchise was not adopted by the City of Long Beach until September 2, 1924; that the description contained in said franchise is slightly different from that contained in its original application and in Decision 13074; and prays for modification and relief; and

WHEREAS, the Commission has given consideration to applicant's request and believes it should be granted; and

WHEREAS, City Council of the City of Long Beach, having adopted on September 2, 1924, Ordinance C-315, granting franchise

to Pacific Electric Railway Company for said spur track; therefore,

IT IS HEREBY ORDERED, that permission and authority be and it is hereby granted Pacific Electric Railway Company to construct a spur track at grade across Pico Street, in the City of Long Beach, County of Los Angeles, State of California, described as follows:

Beginning at a point in the most westerly track of the Pacific Electric Railway along the westerly side of the Los Angeles County Flood Control Channel, in the City of Long Beach, said point being distant southerly along said track 177.94 feet from the intersection of the center line of said track with the easterly prolongation of the northerly line of Wilmington Boulevard; thence northerly and northwesterly along a No. 7 turnout, 70.73 feet to the beginning of a curve concave southwesterly and having a radius of 286.84 feet; thence northwesterly along said curve 97.12 feet to the end of said curve; thence northwesterly, tangent to said curve, 41.44 feet; thence northwesterly along a curve concave northeasterly and having a radius of 286.84 feet, 75.96 feet to a point in the west line of Pico Street, distance northerly thereon 53.38 feet from the northerly line of Wilmington Boulevard.

as shown by map CEE 7305-6, marked Exhibit B, attached to application.

IT IS HEREBY FURTHER ORDERED, that the order in Decision 13074, dated January 23, 1924, shall remain in full force and effect except as modified by this supplemental order.

October Dated at San Francisco, California, this 1st day of ~~September~~, 1924.

H. A. Burdige

Irving Martin

J. F. Whittney
Commissioners.