

ORIGINAL

Decision No. 43363

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of Azusa Motor Bus Company, a corporation, for an order exempting Crossing 6T-19.78-C of the Pacific Electric Company, a corporation, in Los Angeles County.)))))))	Application No. 30508
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O R D E R

Azusa Motor Bus Company filed the above-numbered application, seeking authority to install an "exempt sign" at a Pacific Electric Railway Company spur track crossing on Bonita Avenue so as to expedite service and eliminate an alleged unnecessary hazard created by motor coaches making a safety stop on a 21-foot two-lane highway.

In its letter of July 30, 1949, Pacific Electric Railway Company indicated that it was opposed to the granting of such authority but stated that this opposition was primarily due to the fact that there is a possible change to be made in the status of the track in question by reason of a proposal to construct a connection between the Baldwin Park line and the Glendora line, which, if constructed, would change the status of the track to a main line. Engineers of the Commission's staff have discussed this matter with Pacific Electric Railway Company representatives, and they have indicated that, until such time as the above-mentioned connection is constructed, it would be far less hazardous to

eliminate the bus stops than it is to continue the practice of stopping each coach (approximately 50 times a day) at the crossing.

In view of the circumstances recited above, we are of the opinion that the proposal of applicant, Azusa Motor Bus Company, is in the public interest and that, until such time as the status of the track is changed, the authority sought should be granted. Good cause appearing.

IT IS HEREBY ORDERED that approval is hereby granted for the display of distinctive "exempt signs" (Vehicle Code Sec. 576(d); G. O. No. 93-A) at the so-called Crushton spur track crossing of Pacific Electric Railway Company, identified as Crossing No. 6T-19.78-C.

Such signs shall comply with G. O. No. 93-A and shall be erected and maintained by the proper authorities. If any sign is removed, or the view thereof obstructed, vehicles carrying passengers for hire must come to a full and complete stop before passing over the crossing. Within thirty (30) days after erection of such signs applicant shall so advise the Commission in writing. This approval does not exempt any vehicle operator from the observance of any provision of the Vehicle Code, and shall become void if signs are not displayed within one year (unless time be extended), or if above conditions are not complied with. Approval may be revoked or modified if public convenience, necessity, or safety so require.

At such time as the necessary approval is obtained by Pacific Electric Railway Company from the Interstate Commerce Commission to construct a connection between its Baldwin Park

line and its Glendora line, which will necessitate the use of the spur track involved herein. Pacific Electric Railway Company shall so advise the Commission, and the authorization herein granted shall terminate and be of no further force and effect. At that time applicant shall cause the "exempt signs" to be removed and shall thereafter comply with all of the provisions of the California Vehicle Code and of this Commission's General Order No. 93-A.

This order shall be effective twenty (20) days after the date hereof.

Dated at San Francisco, California, this 4th day of October, 1949.

R. E. Dutton
Justus F. Coakley
Robert D. Dwyer
Harold F. Hale
Herbert H. Patton
COMMISSIONERS