

ORIGINAL

Decision No. 45029

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
 PACIFIC ELECTRIC RAILWAY COMPANY, )  
 a corporation, for authority to )  
 make certain changes in its rail )  
 and motor coach system. )

Application No. 30095  
 THIRD PETITION TO MODIFY  
 AND AMEND DECISION NO. 44161.

O P I N I O N

By Decision No. 44161, dated May 9, 1950, on Application No. 30095 (49 Cal. P.U.C. 643), the Pacific Electric Railway Company was authorized to establish certain motor coach service in replacement of rail passenger service, and to change certain designated rail passenger service from two-man operation of the cars to one-man operation, subject to specified conditions. Paragraph 5 (b) of Decision No. 44161, reads as follows:

"Within one hundred and eighty (180) days after the effective date hereof, and upon not less than the periods otherwise herein proscribed, and in no case less than five (5) days' notice to the Commission and the public, applicant shall establish the service herein authorized and shall comply with the provisions of General Order No. 79 and Part IV of General Order No. 93-A, by filing in triplicate, and concurrently making effective, tariffs and time schedules satisfactory to the Commission."

Petitioner now alleges that all of the service changes authorized by Decision No. 44161 will be established within the one hundred eighty-day (180) period, with two exceptions:

- (1) One-man car operations on the Subway-Hollywood Boulevard Rail Line,
- (2) Replacement of rail passenger cars by motor coaches on the Monrovia-Glendora Line.

It is further alleged that it has not been possible, within the time provided in Decision No. 44161, to convert a sufficient number of cars to permit one-man operation on all of the lines for which such conversion was authorized. Due to the large amount of traffic handled on Hollywood Boulevard during the Christmas season, petitioner alleges it to be advisable to postpone the conversion of the Subway-Hollywood Boulevard Rail Line until after the first of the year 1951.

As to the Monrovia-Glendora Line, the petitioner may not substitute motor coach service thereon, since the tracks will be used for freight, until the new rail connection is completed between the Glendora Line and the Reliance Rock Spur. This is due to the terms of paragraph 6 (e) of Decision No. 44164, supra:

"Passenger rail service on the Monrovia-Glendora Line shall be retained as long as the tracks between Los Angeles and Monrovia are maintained for freight or any other purpose."

In order to construct the new connection, it is necessary to receive the approval of the Interstate Commerce Commission. An examiner's report authorizing such construction has been issued by the Interstate Commerce Commission under date of September 6, 1950. Petitioner alleges it will now take approximately four to six months to complete the new connection.

After considering all of the evidence herein, we find applicant's request for an extension of time to be not adverse to the public interest. Accordingly, it will be granted.

ORDER

Application as above entitled having been filed, the Commission being fully advised in the premises and hereby finding it to be in the public interest,

IT IS ORDERED:

(1) That the time within which the Pacific Electric Railway Company may establish one-man car operation on the Subway-Hollywood Boulevard Rail Line be, and it hereby is, extended to ~~February~~ <sup>March</sup> 1, 1951. *R. 2.2*

(2) That the time within which the Pacific Electric Railway Company may replace rail passenger service with motor coaches on the Monrovia-Glendora Line be, and it hereby is, extended to September 1, 1951.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 21<sup>st</sup> day of November, 1950.

*R. T. Anderson*  
*Justice F. Calver*  
*Wm. H. Powell*  
*Harold P. Hule*  
*Kenneth P. Potter*  
COMMISSIONERS