

Decision No. 46129

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	
PACIFIC ELECTRIC RAILWAY COMPANY, a)	Application No. 30095
corporation, for authority to make)	FOURTH PETITION TO
certain changes in its rail and)	MODIFY AND AMEND
motor coach system.)	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 prescribed, 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."

By Decision No. 45029, dated November 21, 1950, on Application No. 30095, the time within which the Pacific Electric Railway Company was authorized to replace rail passenger service with motor coaches on the Monrovia-Glendora Line was extended to September 1, 1951.

Under the terms of Decision No. 44161, the Pacific Electric Railway Company may not substitute motor coach service on the Monrovia-Glendora Line until the said company can remove all freight operations from that line. This is due to the terms of Paragraph (6) (3) of Decision No. 44161, which provides as follows:

"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."

Petitioner now alleges that, in order to remove freight service from the tracks between Los Angeles and Monrovia, it is necessary to complete the new freight connection between Azusa and Baldwin Park. Due to complications which have arisen in relation to this new connection, petitioner now alleges that it will not be able to replace rail passenger service with motor coach service on the Monrovia-Glendora Line by September 1, 1951. Petitioner further alleges that the new connection should be completed by September 30, 1951.

After considering all of the evidence herein we find applicant's request for an extension of time to be in the public interest. Accordingly, it will be granted.

O R D E R

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 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 December 1, 1951.

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

Dated at San Francisco, California, this 28th day of August, 1951.

[Signature]
Justice J. Casper
[Signature]

COMMISSIONERS