

Decision No. 48507

ORIGINAL

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 replace)	Application No. 33243
rail service on its Los Angeles-Van Nuys)	Second Supplemental
and Los Angeles-West Hollywood Lines)	
with motor coach service.)	

THIRD SUPPLEMENTAL OPINION

Decision No. 47565, dated August 11, 1952, authorized Pacific Electric Railway Company to replace its rail passenger service on its Los Angeles-Van Nuys and Los Angeles-West Hollywood lines with motor coach service, equipment to be new, modern motor coaches. Decision No. 47625, dated August 26, 1952, approved the plans and specifications for the 35 new motor coaches to be used in such service. Decision No. 47962, dated November 25, 1952, authorized the applicant to start the Los Angeles-Van Nuys motor coach line on a temporary basis with older (2701-2800 class) motor coaches, the following provision being added to Decision No. 47565:

"(c) During an interim period not to extend beyond May 1, 1953, the requirements of section (b) of Paragraph 7 herein shall be temporarily suspended in that during this interim period applicant is hereby authorized to use seventeen motor coaches of the 2701-2800 class on the Los Angeles-Van Nuys Line."

Motor coach service on the Los Angeles-Van Nuys line was instituted December 28, 1952 with 2701-2800 class motor coaches.

By letter dated March 23, 1953, applicant was advised by General Motors that it hoped to start delivery of the 35 TDH-4801 48-passenger transit type coaches the first week in May. A copy of this letter was attached to the application as Exhibit "A".

Because of this delay in delivery of these 35 new motor coaches, applicant alleges it is necessary to secure an extension of time authorized by Decision No. 47962 for the institution of the Los Angeles-West Hollywood line service and for continuation of the Los Angeles-Van Nuys line service with 2701-2800 class motor coaches. Although the new motor coaches will be put in service

as soon as possible. applicant requests an extension of time to July 1, 1953. Applicant also requests that the 30-day notice requirement in Section (7)(a) of the order in Decision No. 47565 be changed to a requirement of five days' notice so that these changes may be made effective as soon as possible.

Applicant also requests approval of a change in Item 23 of plans and specifications for the 35 motor coaches which were approved by Decision No. 47625. It is proposed to use new air suspension shock absorbers in lieu of steel springs.

After a thorough consideration of this matter, we find that the proposals herein are not adverse to the public interest and will, therefore, be granted. A public hearing is not necessary.

THIRD SUPPLEMENTAL ORDER

Application, as above entitled, having been filed, the Commission being fully advised in the premises and hereby finding it not to be adverse to the public interest.

IT IS ORDERED:

(1) That Paragraph (6)(b) of Decision No. 47565 amended by Paragraph (1) of Decision No. 47962 is further amended to read as follows:

(b) On or before July 1, 1953, and upon not less than five days' notice to this Commission and the public, applicant shall establish the service herein authorized and file in triplicate, and concurrently make effective, tariffs and time schedules satisfactory to the Commission.

(2) That Paragraph (7)(a) of Decision No. 47565 is amended to read as follows:

(a) Changes in service shall be made only after five days' notice to this Commission and to the public, and where motor coach service is to be substituted for rail service said motor coach service shall be inaugurated coincident with the abandonment of rail service.

(3) That the new section added to Paragraph (7) of Decision No. 47565 designated as (7)(c) as ordered by Paragraph (2) of Decision No. 47962 is amended to read as follows:

(c) During an interim period not to extend beyond July 1, 1953, the requirements of section (b) of Paragraph 7 herein shall be temporarily suspended in that during this interim period applicant is hereby authorized to use seventeen motor coaches of the 2701-2800 class on the Los Angeles-Van Nuys Line.

(4) That Item 23 in the plans and specifications filed with the Commission on August 18, 1952 and approved by Decision No. 47625 is amended to read:

"23. Air Suspension - Shock Absorbers. - Vertical loads are taken directly by eight air bellows, four 9" diameter at front and four 12" diameter at rear. The bellows, made of two-ply Nylon tire fabric, weather resistant rubber, are mounted directly to air chambers which form an integral part of the coach understructure. Air pressure in the air chamber is varied automatically in proportion to vehicle load by means of three leveling valves - one front and two rear - maintaining constant vehicle height under all load conditions. Radius rods, equipped with tapered rubber bushings at each end, maintain the position of each axle against lateral, longitudinal and torsional movement.

"Leveling valves are actuated by relative motion between body and axles. As the coach is loaded, the tendency of the coach body to settle toward the axles causes the leveling valves to automatically meter more air into the system which increases the air pressure to compensate for the added weight. As the coach is unloaded, the leveling valves release air from the system which decreases the pressure and keeps the coach body at the same level. The leveling valves are designed, however, not to respond to rapid relative motion such as that caused by road irregularities.

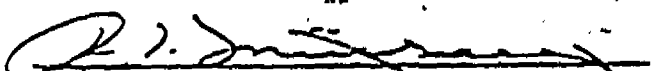
"The air bellows serve as a flexible connection between the body and the axles. This flexing of the air bellows results in an alternate increase and decrease in the air volume and resultant pressure within the air chamber. This acts to absorb road shock in the same manner that an inflated rubber tire acts as a cushion to absorb shock of road roughness.


"Aircraft type direct, double acting shock absorbers are used at both sides of front and rear axles to control rebound and further cushion the ride."

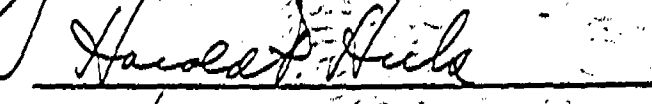
In all other respects Decision Nos. 47565, 47625, and 47962 shall remain in full force and effect.


This order shall become effective on the date hereof.


Dated at ~~San Francisco~~ California, this 21st day of April, 1953.



President








Commissioners