

Decision No. 32568.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of Oregon-Nevada-California Fast)
Freight, Inc., a corporation;)
Sacramento-Corning Freight Lines,)
Ltd., a corporation; and Thomas)
B. Riley, an individual, Lessee)
of Roy Mark Freight Service, for)
authority to publish joint rates)
between designated points.)

ORIGINAL

Application No. 23077

BY THE COMMISSION:

OPINION AND ORDER

In the above entitled application, Oregon-Nevada-California Fast Freight, Inc., Sacramento-Corning Freight Lines, Ltd. and Thomas B. Riley, lessee of Roy Mark Freight Service, seek authority to establish joint rates for the transportation of property between San Francisco, Oakland, Alameda, Berkeley, Emeryville, San Leandro and Sacramento, on the one hand, and points on the line of Roy Mark Freight Service between Redding and Pittville (excluding Redding and including Pittville), on the other hand.¹

In support of the application, it is alleged that the territory between Redding and Pittville is not served by railroad and that Roy Mark Freight Service is the only highway common carrier operating between those points. It is stated that traffic transported by common carriers between the points involved in the application are now subject to a combination of local rates which result in charges higher for the through transportation than were

¹ Oregon-Nevada-California Fast Freight operates, among other places, between San Francisco, Oakland, Alameda, Berkeley, Emeryville and San Leandro, on the one hand, and Redding on the other hand. Sacramento-Corning Freight Lines, Ltd., renders service, among other points, between Sacramento and Redding. Roy Mark Freight Service serves Redding, Pittville and intermediate points.

established as minimum by Decision No. 31606, as amended, in Case No. 4246, in re Rates of all Common and Highway Carriers, whereas highway contract carriers are in a position to perform the through transportation under the rates provided in that decision. It is asserted that the interests of the shipping public as well as of applicants require the establishment of through rates for common carrier service.

Other common carriers who now serve the territory involved under combinations of local rates advise they do not desire to protest the granting of the application.

Upon consideration of the facts of record we are of the opinion that this is not a matter in which a public hearing is necessary and that the establishment of joint rates by applicants, as proposed, will be in the public interest. The application will be granted.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that Oregon-Nevada-California Fast Freight, Inc., Sacramento-Corning Freight Lines, Ltd., and Thomas B. Riley, an individual operating as lessee of Roy Mark Freight Service, be and they are hereby authorized to establish joint rates for the transportation of property between San Francisco, Oakland, Alameda, Berkeley, Emeryville, San Leandro and Sacramento, on the one hand, and points on the line of Roy Mark Freight Service between Redding and Pittville (excluding Redding and including Pittville)

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The decision referred to established statewide minimum rates for the transportation of property of all kinds (with the exception of certain commodities found to require separate consideration) by common, radial highway common and highway contract carriers. Provision was made that when two or more carriers participated in the movement of a shipment, the rates would apply as minimum for the through transportation.

on the other hand, on a basis no lower than that established as minimum by Decision No. 31606, as amended, in Case No. 4246.

This order shall become effective on the date hereof.

Dated at San Francisco, California, this 17th day of November, 1939.

Superintendent.

Ray H. Quincy
H. Baker

Commissioners.