

Decision No. 32605

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
OREGON-NEVADA-CALIFORNIA FAST FREIGHT,
INC., a corporation, and SACRAMENTO-
CORNING FREIGHT LINES, LTD., a corpor-
ation, for authority to publish joint
rates between designated points.

Application No. 23078

WARE and BEROL by Edward M. Berol, for applicants
Oregon-Nevada-California Fast Freight, Inc. and
Sacramento-Corning Freight Lines, Ltd.

W. G. STONE for Sacramento Chamber of Commerce,
supporting applicants.

R. E. WEDIKIND and F. X. VIERRA, by F. X. Vierra
for Southern Pacific Company and Pacific Motor
Trucking Company, protestants.

CARTER and BARRETT, by Oliver J. Carter, for Fred
W. Peters, as his interests may appear.

RILEY, COMMISSIONER:-

OPINION

In the above entitled application, filed October 26, 1939,
Oregon-Nevada-California Fast Freight, Inc.,⁽¹⁾ and Sacramento-Corning
Freight Lines, Ltd.⁽²⁾ seek authority to establish joint rates for the
transportation of property, between Sacramento, on the one hand, and
points on the line of Oregon-Nevada-California Fast Freight, Inc.

(1) Operates, among other places, between San Francisco and certain
East Bay points, on the one hand, and Red Bluff and Dunsmuir,
including Red Bluff, but excluding Dunsmuir, and all intermediate
points, on the other hand.

(2) Between Sacramento and Hedding and certain intermediate points.

between Redding and Bayles (formerly Vollmers), including Bayles and excluding Redding, on the other hand.

A public hearing in this proceeding was had in Sacramento on November 22 and 24, 1939, where testimony was taken, exhibits filed, the matter submitted, and it is now ready for decision.

The Sacramento Chamber of Commerce appeared in support of applicants, while Southern Pacific Company and Pacific Motor Trucking Company⁽³⁾ protested the granting of the authority sought. Fred W. Peters entered an appearance as an interested party.

This application was filed for the purpose of placing Sacramento on a competitive basis with other points, particularly San Francisco, in serving the territory lying approximately thirty-six miles north of Redding on Highway No. 99. In this territory are approximately twenty-seven construction camps and resorts built to further the construction work in connection with the Central Valley Water Project. While applicants jointly serve this territory at the present time, they must do so at rates based upon a combination of local rates over Redding. This has resulted in charges higher than currently applicable via radial highway common carriers and contract carriers, who are assessing the minimum rates prescribed by the Commission in its Decision No. 31606, Re Rates of All Common and Highway Contract Carriers, Case No. 4246. It has also resulted in charges higher than applicable from San Francisco for greater distances. The following rate comparison is illustrative:

(3) Partially heard and now set for further hearing December 18, 1939 at San Francisco, is Pacific Motor Trucking Company's amended application No. 23116, filed November 14, 1939, for a certificate of public convenience and necessity to operate as a highway common carrier between Redding and Dunsmuir and certain intermediate points.

FROM	TO	CONSTRUCTIVE MILES	A.O. CLASS RATES				
			1	2	3	4	90% 4
Sacramento	Redding	170	74	66½	59	52	47
Redding	Baird	21	45	40½	36	31½	28
Combination over Redding			119	107	95	83½	75
San Francisco	Baird	283	104	94	84	74	67
Difference			15	13	11	9½	8
Sacramento	Baird	191	80	72	64	56	50
Sacramento	Redding	170	74	66½	59	52	47
Redding	Salt Creek	28	46	41½	37	32	29
Combination over Redding			120	108	96	84	76
San Francisco	Salt Creek	290	104	94	84	74	67
Difference			16	14	12	10	9
Sacramento	Salt Creek	198	80	72	64	56	50
Sacramento	Redding	170	74	66½	59	52	47
Redding	Pollock	34	17	12½	37½	33	30
Combination over Redding			121	109	96½	85	77
San Francisco	Pollock	296	104	94	84	74	67
Difference			17	15	12½	11	10
Sacramento	Pollock	204	84	75½	67	59	53

The record shows that there is an immediate need for either a through service from Sacramento or the establishment of the joint rates here requested. This is particularly true with respect to less-than-carload emergency shipments of equipment and supplies immediately needed by the contractors. According to W. G. Stone, Manager of the Industrial and Transportation Department of the Sacramento Chamber of Commerce, Sacramento is the only major industrial city in the state competing for Shasta Dam business which does not have a direct common carrier truck service to the area. The lack of this service would be practically overcome by the establishment of the joint rates here proposed. The rail carriers, he asserted, do not directly serve all the points involved, most of which are located right on, or directly adjacent to Highway No. 99.

Protestants contend that the instant application is a duplication of the proposal of the Oregon-Nevada-California Fast Freight, Inc. in its pending Application No. 22994, and further point to Application No. 23116 of Pacific Motor Trucking Company for a certificate between Redding and Dunsmuir now pending, as offering an equally satisfactory solution to the transportation problem here presented. However, neither of these proceedings has been submitted and as the record before us in this matter is so conclusive that there is an urgent and immediate need for Sacramento to obtain relief from the present situation, we believe and so find that the public interest requires the granting of this application for a temporary period of at least sixty (60) days. This, however, should not be construed as a final determination of this application and the other related matters now pending before the Commission in Application No. 22994 and No. 23116.

O R D E R

IT IS HEREBY ORDERED that Oregon-Nevada-California Fast Freight, Inc. and Sacramento-Corning Freight Lines, Ltd. be and they are hereby authorized to establish and file, on not less than two (2) days' notice to the Commission and the public, joint rates for the transportation of property between Sacramento, on the one hand, and points on the line of Oregon-Nevada-California Fast Freight, Inc. between Redding and Bayles, including Bayles, but excluding Redding, on the other hand.

The authority herein granted shall be effective for a period of sixty (60) days from the effective date of this order, unless said authority is extended by further order of the Commission.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

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

Dated at San Francisco, California, this 5th day of November, 1939.

Raymond W. ...
Frank ...
...
...
Justin J. ...
COMMISSIONERS