

ORIGINALDecision No. 39046

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

IN THE MATTER OF THE APPLICATION OF)
 VERYL CALLISON, DOING BUSINESS AS)
 CALLISON TRUCK LINES, AND GEORGE S.)
 BUTLER, DOING BUSINESS AS BUTLER)
 FREIGHT SERVICE, FOR AUTHORITY TO)
 ESTABLISH JOINT RATES FOR THE TRANS-)
 PORTATION OF FISH AND FISHING EQUIPMENT,)
 MATERIALS, AND SUPPLIES, BETWEEN)
 CRESCENT CITY AND KLAMATH, ON THE ONE)
 HAND, AND SAN FRANCISCO AND OAKLAND,)
 ON THE OTHER.)

Application No. 27520

OPINION AND ORDER

Veryl Callison and George S. Butler conduct highway common carrier operations under the names of Callison Truck Lines and Butler Freight Service, respectively. By this application, they seek authority to establish through routes and joint rates, and to operate through equipment, for the transportation of fish and fishing equipment, materials and supplies between Crescent City and Klamath on the one hand and San Francisco and Oakland on the other hand.

Applicants propose to interchange traffic at Eureka and, where large shipments are offered, to transport them in equipment operated from point of origin to destination. The rates to be charged will be the minimum rates established by the Commission, with the exception that specific rates will not be provided for weight brackets higher than 20,000 pounds.

1. Callison operates between Eureka and San Francisco and Oakland; Butler operates between Eureka and Crescent City and Klamath. The commodities involved are specifically described in Callison's Local Freight Tariff No. 1, C.R.C. No. 1.

According to the verified application, shipments of fish from Crescent City and Klamath destined to San Francisco and Oakland are now transported by Butler to Eureka, where they are delivered to the Railway Express Agency, Inc. for movement beyond by rail. It is stated that this method of transportation is unsatisfactory, because on many occasions Butler is unable to tender the traffic to the Railway Express Agency in time for movement south of Eureka on the same day. This condition is attributed to the circumstance that the fish are not always ready for shipment at a sufficiently early hour. Under the proposed arrangement between applicants, their schedules are to be coordinated so as to permit a through overnight service for both southbound and northbound traffic and the transfer of loadings at Eureka will no longer be necessary as to the larger shipments. Thus, applicants assert, a faster and more efficient service will be provided.

Competing carriers have been notified of the filing of this application and have offered no objection to its being granted.

It appears that this is a matter in which a public hearing is not necessary and that the application should be granted.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that Veryl Callison, an individual, doing business as Callison Truck Lines, and George S. Butler, an individual, doing business as Butler Freight Service, be and they are hereby authorized to establish through routes and joint rates, rules and regulations, and to operate through equipment, for the transportation of fish and fishing equipment, materials and supplies, as described in Local Freight Tariff No. 1, C.R.C. No. 1, of Veryl Callison, between Crescent City and Klamath on the one hand and San Francisco and Oakland on the other hand; and that the rates, rules and regulations herein authorized may be published and filed on not

less than five (5) days' notice to the Commission and to the public.

The authority herein granted shall be void unless the rates, rules and regulations authorized in this order are published, filed and made effective within sixty (60) days from the effective date hereof.

This order shall become effective twenty (20) days from the date hereof.

Dated at San Francisco, California, this 5th day of June, 1946.

David Rudman
James P. Curran
Frank C. ...
John A. ...
Harold T. ...
Commissioners