

ORIGINAL

Decision No. ~~40015~~

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	
Gilbert J. Munson and Gordon A.)	
Samuelson, copartners, doing business)	Application No. 34489
as Circle Freight Lines, and other)	
designated highway common carriers to)	
establish joint rates.)	

OPINION AND ORDER

Gilbert J. Munson and Gordon A. Samuelson, copartners doing business as Circle Freight Lines, operate between the San Francisco-East Bay area and Contra Costa County points through Walnut Creek and Concord. The other applicants operate between southern California and the San Francisco-East Bay area.¹ Decision No. 47714 in Application No. 33658 granted applicants authority to establish joint through rates. Freight is interchanged at San Francisco and Oakland.

By this application, as amended, authority is sought to extend the joint through rate arrangements to Port Chicago, Pittsburg, Antioch, Oakley, Knightsen, Brentwood and Bethel Island, points recently added to Circle's operative rights. The proposed rates are on the same level as the minimum rates set forth in Highway Carriers' Tariff No. 2. Applicants also seek authority to make the sought rates effective on five days' notice to the Commission and to the public and to depart from the long and short haul provisions of the Constitution and of the Public Utilities Code to the extent necessary to establish these rates.

¹ They are: Coast Line Truck Service, Inc., Consolidated Freightways, Inc., Culy Transportation Company, Chas. P. Hart Transportation Co., Inc., Savage Transportation Co., Inc., Sterling Transit Company, Inc., Southern California Freight Lines, Western Truck Lines, Ltd., and Willig Freight Lines.

Service over applicants' lines between the points involved is now subject to combinations of their local rates. These combination rates are higher than the rates proposed. Applicants represent that it will be advantageous to the public to be able to make through shipments under the proposed joint rates.

In justification of the departures from the long and short haul provisions, applicants point out that the rates sought to be published are those established as the minimum rates between the points involved, that the departures are due to Circle's operating routes, that the circuitry is not great in relation to the through distances and that competing carriers have heretofore been granted like authority.

Competing carriers have been notified of the filing of the application. No objections have been received.

It appears that the establishment of joint through rates as proposed is not adverse to the public interest and is justified. The application will be granted. A public hearing is not necessary.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that applicants be and they are hereby authorized to establish the joint through highway common carrier rates proposed in the above-entitled application on not less than five days' notice to the Commission and the public and to depart from the provisions of Article XII, Section 21 of the Constitution of the State of California and Section 460 of the Public Utilities Code to the extent necessary to establish the rates authorized herein.

IT IS HEREBY FURTHER ORDERED that the authority herein granted shall expire unless exercised within sixty days after the effective date of this order.

This order shall become effective twenty days after the date hereof.

Dated at San Francisco, California, this 25th day of August, 1953.

B. Z. [Signature]
President
Justin J. [Signature]
Patricia E. [Signature]

Commissioners