

Decision No. 50869

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
 Clayton C. Koons, doing business as
 STAPEL TRUCK LINES
 To Establish Joint Rates With:
 COAST LINE TRUCK SERVICE, INC., a
 corporation
 CONSOLIDATED FREIGHTWAYS, INC., a
 corporation
 CULY TRANSPORTATION CO., INC., a
 corporation
 HART, CHARLES P., TRANSPORTATION CO.,
 INC., a corporation
 SAVAGE TRANSPORTATION CO., INC., a
 corporation
 STERLING TRANSIT COMPANY, INC., a
 corporation
 SOUTHERN CALIFORNIA FREIGHT LINES, a
 corporation
 A. D. Wooley and R. E. Wooley, doing
 business as
 SHIPPERS EXPRESS COMPANY
 WESTERN TRUCK LINES, LTD., a
 corporation
 and
 WILLIG FREIGHT LINES, a corporation

Application No. 35818

OPINION AND ORDER

Applicants are highway common carriers of general commodities. Stapel Truck Lines operates between San Francisco and Oakland, on the one hand, and Orinda, Walnut Creek and Concord, on the other hand. The others operate between the San Francisco Bay area and southern California. Authority is sought to establish, on less than statutory notice, through service, through routes and joint rates between points served by Stapel Truck Lines and points served by each of the other applicants as set forth in the application. Authority is also sought to depart from the long and short haul provisions of the Constitution and of the Public Utilities Code to the extent necessary to establish the joint rates.

The proposed rates are on the same level as the minimum rates named in Minimum Rate Tariff No. 2 (formerly Highway Carriers'

Tariff No. 2). Freight would be interchanged at San Francisco or Oakland. Service over applicants' lines between the points involved is now subject to combinations of their local rates. These combination rates are higher than those proposed. Applicants represent that it will be advantageous to the public to be able to make through shipments over their lines under the proposed joint rates. They point out that the sought departures from the long and short haul provisions involved are not great and that other carriers have heretofore been granted like authority.

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

It appears that the establishment of through service, through routes and joint rates on five days' notice, as proposed, is not adverse to the public interest and should be authorized. A public hearing is not necessary.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that applicants be and they are hereby authorized to establish on not less than five days' notice to the Commission and the public the through service, through routes and joint rates proposed in the above-entitled application; 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 the authorized rates are made effective 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 19th day of October, 1954.

Edward E. Mitchell
President
Justice J. Calmes
Lawrence J. Galt
Deane Roggins

Commissioners