

ORIGINAL

Decision No. 50772

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of	)	
DELTA LINES, INC. to establish joint	)	
rates with CALIFORNIA CARTAGE COMPANY	)	
INC., PUBLIC FREIGHT SYSTEM, SAN DIEGO	)	
FORWARDING COMPANY, SOUTHERN CALIFORNIA	)	Application No. 35876
FREIGHT LINES, Lom Thompson, doing	)	
business as THOMPSON TRUCK LINES,	)	
VICTORVILLE-BARSTOW TRUCK LINE and	)	
WESTERN TRUCK LINES, LTD.	)	

OPINION AND ORDER

Applicants are highway common carriers of general commodities. Delta Lines, Inc. operates generally between San Francisco Bay points, Sacramento, Stockton, Jackson, Placerville, Chico and intermediate points, and between said points and points on U.S. Highway 99 from Stockton to and including Turlock, on the one hand, and Los Angeles Territory, on the other hand. Western Truck Lines, Ltd. serves generally between Los Angeles, Sacramento, Bishop and Blythe. The other applicants operate in southern California.<sup>1</sup> Decision No. 50080 dated May 25, 1954, granted Delta Lines, Inc. authority to establish joint rates with other applicants in this application.

Authority is sought to extend the joint through rate arrangements between Stockton, West Point, Lake Alpine and certain intermediate points which Delta Lines was authorized to serve by Decision No. 50235, of July 6, 1954, in Application No. 35543. The proposed rates are on the same level as the minimum rates set forth in Minimum Rate Tariff No. 2. Applicants also seek authority to make the sought

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<sup>1</sup> They are: California Cartage Company, Inc., Public Freight System, San Diego Forwarding Company, Southern California Freight Lines, Thompson Truck Lines and Victorville-Barstow Truck Line.

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 the joint rates. The freight would be interchanged at Los Angeles with all applicants other than Western Truck Lines. The interchange with Western Truck Lines would be at Los Angeles or Stockton.

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.

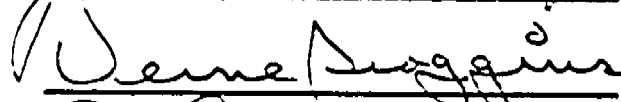
IT IS HEREBY FURTHER ORDERED that the authority herein granted shall expire unless the authorized rates are made effective within sixty days after the effective date of this order.

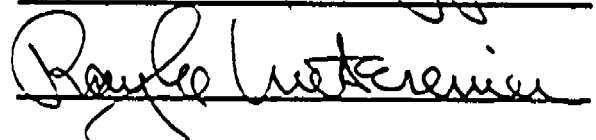
This order shall become effective twenty days after the date hereof.

Dated at San Francisco, California, this 16<sup>th</sup> day of November, 1954.

  
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President

  
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Commissioners