

ORIGINAL

Decision No. 51259

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of West	)	
Coast Fast Freight, Inc., to establish	)	Application No. 36766
joint rates with Victor Adelson, doing	)	
business as Vic Adelson Drayage; et al.	)	

OPINION AND ORDER

Applicants are highway common carriers of general commodities. West Coast Fast Freight, Inc. operates between the Los Angeles area and the San Francisco Bay area. Some of the other carriers operate from the San Francisco Bay area and some from the Los Angeles area.<sup>1</sup>

By this application, as amended, authority is sought to establish, on less than statutory notice, through service, through routes and joint rates between points served by West Coast Fast Freight, Inc., 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 proposed joint rates.

The proposed rates are on the same level as the minimum rates named in Minimum Rate Tariff No. 2. Freight would be interchanged at San Francisco, Oakland or Los Angeles. Service over

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<sup>1</sup>The San Francisco Bay area carriers are: Vic Adelson Drayage, Callison Truck Lines, Circle Freight Lines, Delta Lines, Inc., Highway Transport Inc., Inter-Urban Express Corporation, Kellogg Express and Draying Co., Merchants Express Corporation, Nielson Freight Lines, Peninsula Motor Express, Peters Truck Lines, Stapel Truck Line, Way's Freight Line, West Berkeley Express and Draying Company and Willig Freight Lines. The Los Angeles area carriers are: Anaheim Truck and Transfer Co., California Cartage Company, Inc., Public Freight System, Thompson Truck Lines, Victorville-Barstow Truck Line and Western Truck Lines, Ltd.

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 29<sup>th</sup> day of March, 1955.

Commissioner Matthew J. Dooley being necessarily absent, did not participate in the disposition of this proceeding.

*John E. Butler*  
President  
*Justin J. Cuneo*  
*Donald L. ...*

Commissioners