

ORIGINALDecision No. 52169

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 CPAS. P. HART TRANSPORTATION CO., INC.,)
 SAVAGE TRANSPORTATION CO., INC.,)
 SHIPPERS EXPRESS COMPANY, STERLING)
 TRANSIT COMPANY, INC., WESTERN TRUCK)
 LINES, LTD., WILLIG FREIGHT LINES, to)
 establish joint rates with Victor)
 Adelson, doing business as VIC ADELSON)
 DRAYAGE, Veryl Callison, doing business)
 as CALLISON TRUCK LINES, CIRCLE FREIGHT)
 LINES, DELTA LINES, INC., HIGHWAY)
 TRANSPORT, INC., INTER-URBAN EXPRESS)
 CORP., KELLOGG EXPRESS AND DRAYING CO.,)
 MERCHANTS EXPRESS CORP., NIELSEN FREIGHT)
 LINES, OREGON NEVADA CALIFORNIA FAST)
 FREIGHT, INC., PENINSULA MOTOR EXPRESS,)
 Walter F. Peters and Myron D. Peters,)
 doing business as PETERS TRUCK LINES,)
 SECURITY TRUCK LINE, Clayton C. Koons,)
 doing business as STAPEL TRUCK LINES,)
 WAY'S FREIGHT LINE and Evelyn O. Simmonds,)
 doing business as WEST BERKELEY EXPRESS)
 AND DRAYING CO.)

Application
No. 37196OPINION AND ORDER

Applicants are highway common carriers of general commodities. Hart, Savage, Shippers Express, Western and Willig operate generally between the San Francisco Territory and the Los Angeles Basin Territory. Sterling's operation extends between these territories and San Diego. By Decision No. 51286 of April 5, 1955, these carriers were authorized to extend their operations to include San Bernardino, Redlands, Riverside, Santa Ana and Colton and intermediate points. The remaining carriers operate between San Francisco and various points in northern California.

Authority is sought to extend, on less than statutory notice, existing joint through rate arrangements to shipments originating in the extended southern California area and destined to points in the northern California area or in the reverse direction. The proposed rates are on the same level as the minimum rates set forth in Minimum Rate Tariff No. 2. Service over applicants' lines between the points involved is now subject to combinations of their local rates. These combination rates are higher than the proposed joint rates. Applicants represent that it will be advantageous to the public to be able

to make through shipments over their lines under the lower rates.

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:

(1) 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.

(2) That the authority herein granted be and it hereby is limited to the extent that it may be exercised in conformity with the provisions of Article XII, Section 21 of the Constitution of the State of California and of Section 460 of the Public Utilities Code and that the authority shall not be construed as relieving applicants from the operation and requirements of said provisions of the Constitution and of the Public Utilities Code to any extent whatsoever.

(3) 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 1st day of November, 1955.

E. P. Mitchell
 President

Wm. B. Keeler
W. H. Hardy

Commissioners