

ORIGINALDecision No. 53360

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	
WESTERN TRUCK LINES, LTD. and WILLIG)	
FREIGHT LINES to establish Joint Rates)	Application No. 37921
with LOM THOMPSON doing business as)	
THOMPSON TRUCK LINES.)	

OPINION AND ORDER

Applicants are highway common carriers of general commodities. Western Truck Lines, Ltd. and Willig Freight Lines operate, among other places, from San Francisco, Oakland, Richmond and San Jose, on the one hand, to Los Angeles, on the other hand. Lom Thompson, doing business as Thompson Truck Lines, operates, among other places, from Los Angeles to El Centro. By this application, as amended, authority is sought to establish, on less than statutory notice, a through service, through route and joint rate from the San Francisco Bay area points to El Centro for the transportation of "Ties, baling or binding, band or wire, iron or steel." Authority is also sought to depart from the long-and-short-haul provisions of the Constitution and of the Public Utilities Code.

The freight would be interchanged at Los Angeles. The proposed joint rate is a commodity rate of 79 cents per 100 pounds, minimum weight 40,000 pounds.¹ It would apply only from origins at San Francisco, Oakland, Richmond and San Jose served by the Southern Pacific Company to destinations at El Centro served by the Southern

¹ Common carrier rail lines now maintain the same rate. The rail rate is set forth in Item No. 330 series of Pacific Southcoast Freight Bureau Tariff No. 272, Cal.P.U.C. No. 80, of J. P. Haynes, Agent.

Pacific Company and Holton-Interurban Railway Company. It would be used in combination with class rates when the point of origin or destination is located beyond spur or team track facilities. Applicants state that the proposed joint rate will enable them to provide a service which they have been urged to establish and will enable them to compete with other common carriers. They point out that the long-and-short-haul departures occur due to the lower level of the proposed commodity rate as compared with current class rates applicable at intermediate points.

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

It appears that the establishment of the proposed through service, through route and joint rate, on ten days' notice, 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 ten days' notice to the Commission and the public, the through service, through route and joint rate proposed in the above-entitled application.

(2) That applicants be and they are hereby authorized 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 rate authorized herein.

(3) That the authority herein granted shall expire

unless the authorized rate is 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 10th day of July, 1956.

John E. ...
President
Justice J. ...
Ralph ...
...
R. ...
Commissioners