

Decision No. 53394

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 SACRAMENTO FREIGHT LINES, INC. to)
 Establish Joint Rates with Victor)
 Adelson, doing business as VIC)
 ADELSON DRAYAGE, Charles A. Pearson,)
 doing business as ANAHEIM TRUCK AND)
 TRANSFER CO., Veryl Callison, doing)
 business as CALLISON TRUCK LINES,)
 CALIFORNIA CARTAGE CO., DELTA LINES,)
 INC., EL DORADO MOTOR TRANSPORTATION)
 CO., HIGHWAY TRANSPORT, INC.,)
 INTERLINES MOTOR EXPRESS, INTERURBAN)
 EXPRESS CORP., KELLOGG EXPRESS AND)
 DRAYING CO., MERCHANTS EXPRESS CORP.,)
 MISSION FREIGHT LINES, NIELSEN)
 FREIGHT LINES, OREGON NEVADA)
 CALIFORNIA FAST FREIGHT, INC.,)
 PENINSULA MOTOR EXPRESS, Walter F.)
 and Myron D. Peters, doing business)
 as PETERS TRUCK LINES, George C.)
 Smith, doing business as SMITH)
 TRANSPORTATION CO.; SECURITY TRUCK)
 LINE, Lom Thompson, doing business)
 as THOMPSON TRUCK LINE, VICTORVILLE)
 BARSTOW TRUCK LINE, Evelyn O.)
 Simmonds, doing business as WEST)
 BERKELEY EXPRESS AND DRAYING CO.,)
 and WILLIG FREIGHT LINES.)

Application No. 38067

OPINION AND ORDER

Applicants are highway common carriers of general commodities. Sacramento Freight Lines, Inc., operates between the San Francisco Territory and Sacramento, on the one hand, and the Los Angeles Territory, on the other hand. The other applicants operate between various points in northern and southern California. By this application, as amended, authority is sought to establish, on less than statutory notice, through service, through routes and joint rates.¹ Authority is sought also to depart from the

¹ No joint rates are proposed between the Los Angeles Territory and points in southern California except in connection with George C. Smith, doing business as Smith Transportation Co., or between the San Francisco Territory and Sacramento and points in northern California.

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, San Francisco, Oakland or Sacramento.

The proposed rates are on the same level as the minimum rates named 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 the proposed through service, through routes and joint rates, 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 that the 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 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 13th day of July, 1956.

Robert L. Mitchell
President
Justice J. Casner
Randy L. Luterer
William J. Hardy

Commissioners

Commissioner Rex Hardy, being necessarily absent, did not participate in the disposition of this proceeding.