

Decision No. 53395

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
MERCHANTS EXPRESS OF CALIFORNIA to)
Establish Joint Rates with Clayton C.)
Koons, doing business as STAPEL)
TRUCK LINES, Lom Thompson, doing)
business as THOMPSON TRUCK LINES and)
VICTORVILLE-BARSTOW TRUCK LINE.)

Application No. 38062

OPINION AND ORDER

Applicants are highway common carriers of general commodities. Merchants Express of California operates, among other places, between the San Francisco Territory and the Los Angeles Territory. Clayton C. Koons, doing business as Stapel Truck Lines, operates generally between San Francisco and Oakland on the one hand and Concord, Antioch, Walnut Creek and intermediate points on the other hand. Lom Thompson, doing business as Thompson Truck Lines, operates generally between the Los Angeles Territory and Imperial Valley points. Victorville-Barstow Truck Line operates generally between the Los Angeles Territory on the one hand and Victorville and Barstow and intermediate points on the other hand.

By this application, as amended, authority is sought to establish, on less than statutory notice, through service, through routes and joint rates. 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 joint rates. The freight would be interchanged at Los Angeles between Merchants Express of California and Thompson Truck Lines and Victorville-Barstow Truck Line and at San Francisco or Oakland between Merchants Express of California and Stapel Truck Lines.

The proposed rates are on the same level as the minimum class 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.

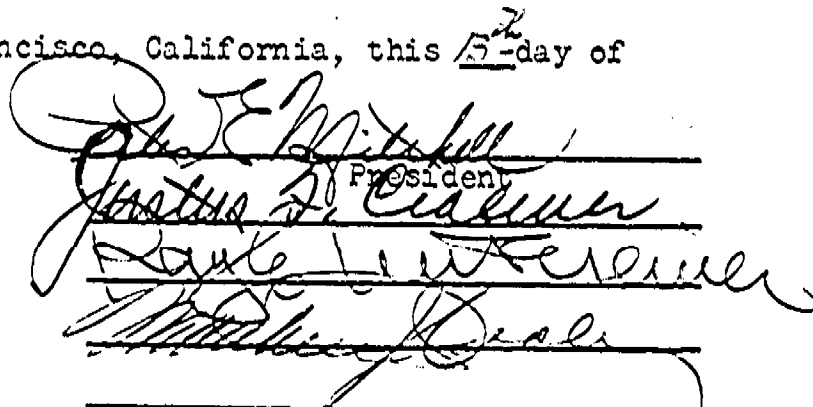
Therefore, good cause appearing,

IT IS HEREBY ORDERED that 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 15th day of July, 1956.


The block contains three handwritten signatures written over horizontal lines. The top signature is the most legible and appears to be 'John E. Mitchell'. The middle signature is 'James D. Calder' and the bottom signature is 'Rex Hardy'. The word 'President' is printed below the middle signature line.