

ORIGINAL

Decision No. 54996

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of GARDEN)
 CITY TRANSPORTATION CO., LTD., to establish)
 joint rates with CONSOLIDATED FREIGHTWAYS,)
 INC., CULY TRANSPORTATION CO., INC., DELTA) Application No. 38990
 LINES, INC., PACIFIC INTERMOUNTAIN EXPRESS,)
 SHIPPERS EXPRESS COMPANY, STERLING TRANSIT)
 CO., INC., TRANSCON LINES, WESTERN TRUCK)
 LINES, LTD., and WILLIG FREIGHT LINES.)

OPINION AND ORDER

Applicants are highway common carriers of general commodities. Garden City Transportation Co., Ltd., operates generally between San Francisco and Oakland, on the one hand, and Bradley, Salinas, Monterey, Santa Cruz, Watsonville and Hollister and intermediate points, on the other hand. The other applicants, with the exception of Culy Transportation Co., Inc., operate between the San Francisco area and the Los Angeles area. Culy Transportation Co., Inc., operates between the San Francisco area and the San Diego Territory. By this application authority is sought to establish, on less than statutory notice, through service, through routes and joint rates. The freight would be interchanged at San Francisco, Oakland or San Jose. 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 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. Applicants propose to originate traffic

at points on the lines of Garden City Transportation Co., Ltd., and transport it under through rates to points served by the other applicants, and vice versa.

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 21st day of May, 1957.

John E. Mitchell
President
Raymond W. Hester
William H. Goshen
R. Hardy
E. J. Fox
Commissioners