

ORIGINAL

Decision No. 55627

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 CALLISON TRUCK LINES, INC., to estab-)
 lish joint rates with CONSOLIDATED)
 FREIGHTWAYS, INC., CULY TRANSPORTA-)
 TION CO., INC., DELTA LINES, INC.,)
 HIGHWAY TRANSPORT, INC., INTERLINES)
 MOTOR EXPRESS, KELLOGG EXPRESS AND)
 DRAYING CO., MERCHANTS EXPRESS OF)
 CALIFORNIA, PACIFIC INTERMOUNTAIN)
 EXPRESS, PENINSULA MOTOR EXPRESS,)
 SACRAMENTO FREIGHT LINES, SHIPPERS)
 EXPRESS COMPANY, SOUTHERN CALIFORNIA)
 FREIGHT LINES, STERLING TRANSIT CO.,)
 INC., TRANSCON LINES, WATSON BROS.)
 TRANSPORTATION CO., INC., WEST)
 BERKELEY EXPRESS AND DRAYING CO.,)
 WESTERN TRUCK LINES, LTD., and WILLIG)
 FREIGHT LINES.)

Application No. 39386

OPINION AND ORDER

Applicants are highway common carriers of general commodi-
 ties. Callison Truck Lines, Inc., operates, among other places,
 between San Francisco-Oakland, on the one hand, and Ferndale,
 Centerville Beach, Samoa and Fairhaven, on the other hand. The other
 carriers operate between San Francisco-Oakland and various other
 points in California.¹ By this application authority is sought to
 extend existing joint through rate arrangements to include the points
 of Ferndale and Centerville Beach which Callison Truck Lines, Inc.,
 was authorized to serve by Decision No. 55079, dated June 4, 1957, in
 Application No. 38023, and the additional points of Samoa and Fair-
 haven which Callison Truck Lines, Inc., is serving under the provi-
 sions of Section 1063 of the Public Utilities Code. The freight
 would be interchanged at San Francisco or Oakland. Authority is

¹ Generally speaking, the operations of applicants, other than Callison, taken together are statewide.

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 Callison Truck Lines, Inc., and transport it under through rates to points on the lines of 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 1st day of October, 1957.

John E. Ketchum
President
Paul L. Baran
William H. Dole
R. H. H. H.
C. L. Fox
Commissioners