

ORIGINAL

Decision No. 56166

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 SOUTHERN CALIFORNIA FREIGHT LINES to)
 establish joint rates with Arthur R.)
 Bennett, doing business as B-LINE)
 EXPRESS, Robert Pieri, doing business)
 as C-LINE EXPRESS, CALLISON TRUCK LINES,)
 INC., COAST LINE TRUCK SERVICE, INC.,)
 EL DORADO MOTOR TRANSPORTATION COMPANY,)
 GARDEN CITY TRANSPORTATION CO., LTD.,)
 INTERLINES MOTOR EXPRESS, OREGON-NEVADA-)
 CALIFORNIA FAST FREIGHT, INC., PENINSULA)
 MOTOR EXPRESS, Myron D. and Walter F.)
 Peters, doing business as PETERS TRUCK)
 LINE, W. L. Warner, doing business as)
 SACRAMENTO AUTO TRUCK COMPANY, SECURITY)
 TRUCK LINE, WILLIG FREIGHT LINES and)
 NIELSEN FREIGHT LINES.)

Application No. 39643

OPINION AND ORDER

Applicants are highway common carriers of property. Southern California Freight Lines operates, among other places, between San Francisco-Oakland-San Jose-Sacramento, on the one hand, and Salinas, Port Hueneme, Oxnard, Calabasas, Santa Susana, Saugus, Newhall, Castaic, Castaic Junction and intermediate points, on the other hand. The other carriers operate between various points in California.

By this application, as amended, authority is sought to establish, on less than statutory notice, through service, through routes and joint rates between the points set forth in the application. The freight would be interchanged at Oakland, San Francisco, San Jose, Salinas and Sacramento, as specifically set

¹The operation of each applicant is set forth in paragraph IV of the application. They operate generally in northern California from Crescent City and Hilt on the north to Monterey, Salinas, Los Banos and Bakersfield on the south and Folsom and Stockton on the east.

forth in paragraph V of the application. Authority is also sought to depart from the long-and-short-haul provisions of the Constitution of the State of California 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 Southern California Freight Lines and transport it under through routes and joint 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,

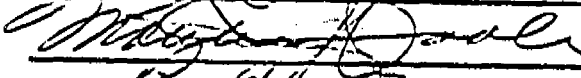
IT IS ORDERED that applicants are hereby authorized to establish, on not less than ten days' notice to the Commission and the public, through service, through routes and joint rates proposed in the above-entitled application, as amended, and to depart from the provisions of Article XII, Section 21, of 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.

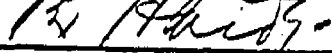
IT IS FURTHER ORDERED that the authority herein granted shall expire unless the authorized rates are made effective within sixty days after the effective date of this order.

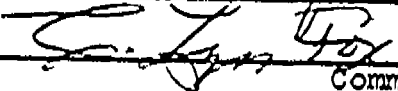
This order shall become effective twenty days after the date hereof.

Dated at San Francisco, California, this 28th day of January, 1958.


 _____ President







 _____ Commissioners