

ORIGINAL

Decision No. 56410

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 W. J. Pope and V. W. Pope, doing)
 business as AETNA FREIGHT LINES to)
 establish Joint Rates with CALLISON)
 TRUCK LINES, INC., COAST LINE TRUCK)
 SERVICE, INC., DELTA LINES, INC.,)
 IMPERIAL TRUCK LINES, INC., INLAND)
 TRANSPORTATION CORPORATION, PACIFIC)
 INTERMOUNTAIN EXPRESS CO., Myron D.)
 Peters and Walter F. Peters, doing)
 business as PETERS TRUCK LINES,)
 SOUTHERN CALIFORNIA FREIGHT LINES,)
 WESTERN TRUCK LINES, LTD., WILLIG)
 FREIGHT LINES.)

Application No. 39836

OPINION AND ORDER

Applicants are highway common carriers of property. Aetna Freight Lines operates between San Francisco Territory, on the one hand, and Los Angeles and San Diego Territories, on the other hand. The other carriers operate between various points throughout California.¹

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 and Los Angeles as specifically set forth in paragraph V of the application.

The proposed rates will be on the same level as the minimum class rates named in Minimum Rate Tariff No. 2. Service over the 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 allege that it will be advantageous to the public to be able to make through shipments over their

¹ The operations of each applicant are set forth in paragraph IV of the application and are generally statewide. They operate from Crescent City and Yreka on the north to Sacramento and Jackson on the east and San Diego on the south.

lines under the lower rates. It is proposed to originate traffic at points on the lines of Aetna 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:

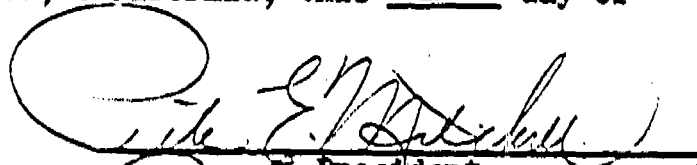
(1) That applicants are hereby authorized to establish, on not less than ten days' notice to the Commission and the public, the through service, through routes and joint rates proposed in the above-entitled application.

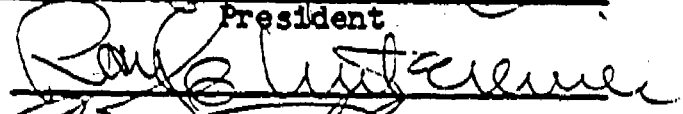
(2) That the authority herein granted is hereby limited to the extent that it may be exercised in conformity with the provisions of Article XII, Section 21, of the Constitution of the State of California and Section 460 of the Public Utilities Code and that the authority shall not be construed as relieving applicants from the operation and requirements of said provisions of the Constitution and of the Public Utilities Code to any extent whatsoever.

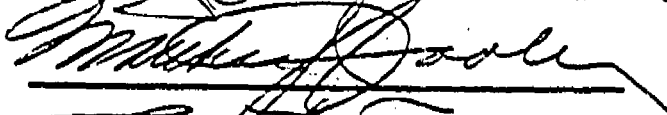
(3) That the authority herein granted shall expire unless the authorized rates are made effective within sixty days after the effective date of this order.

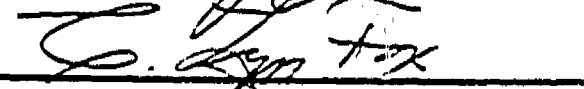
This order shall become effective twenty days after the date hereof.

Dated at San Francisco, California, this 25th day of March, 1958.



President






Commissioners