

**ORIGINAL**Decision No. 54911

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
 NIELSEN FREIGHT LINES to establish )  
 joint rates with COAST LINE TRUCK )  
 SERVICE, INC., CONSOLIDATED FREIGHT- )  
 WAYS, INC., CULY TRANSPORTATION CO., )  
 INC., DELTA LINES, INC., INTERLINES )  
 MOTOR EXPRESS, PACIFIC INTERMOUNTAIN )  
 EXPRESS CO., PENINSULA MOTOR EXPRESS, )  
 SACRAMENTO FREIGHT LINES, INC., )  
 SHIPPERS EXPRESS COMPANY, SOUTHERN )  
 CALIFORNIA FREIGHT LINES, STERLING )  
 TRANSIT COMPANY, INC., TRANSCON LINES, )  
 WATSON BROS. TRANSPORTATION CO., INC., )  
 EVELYN O. SIMMONDS, doing business as )  
 WEST BERKELEY EXPRESS AND DRAYING CO., )  
 WESTERN TRUCK LINES, LTD., WILLIG )  
 FREIGHT LINES. )

Application No. 39835

OPINION AND ORDER

Applicants are highway common carriers of general commodities. Nielsen Freight Lines operates generally between San Francisco Bay points, on the one hand, and certain other points in northern California, on the other hand. The other carriers operate generally between various points in southern and northern California.

By this application, authority is sought to extend existing joint through rate arrangements on less than statutory notice, to include the operations between San Francisco and Novato on Highway 101 including the off-route points of Mill Valley, Corte Madera, Larkspur, Kentfield, Ross, San Anselmo, Fairfax, Sausalito, Belvedere, Tiburon, California City, San Quentin, McNear Beach, China Camp, Santa Venetia, Rafael Village, St. Vincent and Hamilton Field, all points on State Highways 12 and 37 between Schellville and Napa, all points on State Highways 48 and 29 between Sears Point and Napa including the State Hospital, and all points on U.S. Highway 40 and State Highway 29 between Richmond and Vallejo which Nielsen Freight Lines was authorized to serve by Decision No. 54910 dated April 12, 1957, in Application No. 38561. The freight would be interchanged at San Francisco or Oakland, whichever will provide the most expeditious service for the shipments transported.

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 ORDERED:

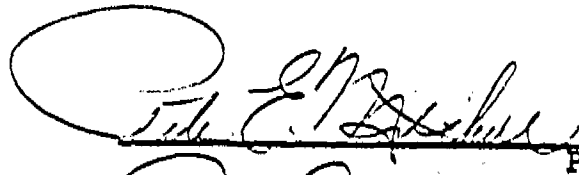
(1) That applicants be and they are hereby authorized to establish, on not less than ten days' notice to the Commission and the public, the through service, through routes and joint rates proposed in the above-entitled application.

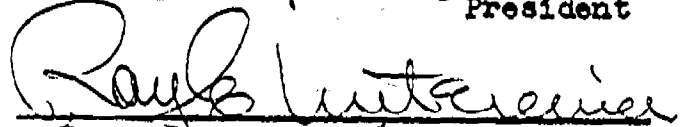
(2) That the authority herein granted is hereby limited to the extent that it may be exercised in conformity with the provisions of Article XII, Section 21, of the Constitution of the State of California and Section 460 of the Public Utilities Code and that the authority shall not be construed as relieving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

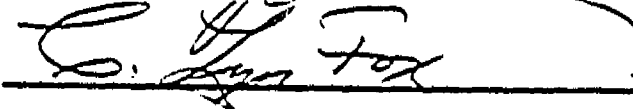
This order shall become effective twenty days after the date hereof.

Dated at San Francisco, California, this 25<sup>th</sup> day of March, 1958.

  
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President

  
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Commissioners