

ORIGINAL

Decision No. 56472

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of	)	
GRILEY SECURITY FREIGHT LINES and	)	
Lyle V. Scott, an individual doing	)	Application No. 39786
business as SCOTT TRANSPORTATION	)	
COMPANY, to establish joint rates.	)	

OPINION AND ORDER

Applicants are highway common carriers of general commodities with certain restrictions. Griley Security Freight Lines operates between points in a defined Los Angeles area extending generally from San Bernardino, Redlands, Riverside and March Field on the east, Santa Ana and Newport Beach on the south, and Santa Monica, San Fernando and Pasadena on the north. Scott Transportation Company operates generally between Los Angeles and San Bernardino, on the one hand and Victorville, Lucerne Valley, Barstow, Yermo and Camp Irwin and certain intermediate and off-route points, on the other hand. By this application, as amended, authority is sought to establish, on less than statutory notice, through service, through routes and joint rates. Authority is also sought to depart from the long-and-short-haul provisions of the Constitution and the Public Utilities Code to the extent necessary to establish the joint rates.

The application, as amended, alleges that service over applicants' lines between the points involved is now subject to combinations of their local rates and that these combination rates are higher than the proposed joint rates. Applicants therefore 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 served by Griley

Security Freight Lines and transport it under through rates to points served by Scott Transportation Company, and vice versa. The freight would be interchanged at Los Angeles and San Bernardino.

The application, as amended, states that "the joint through rates imposed (sic) herein are the minimum class rates contained in this Commission's Minimum Rate Tariffs Nos. 2, 4A, 5 and 8." This statement of the proposed rates appears to be in error. Applicants are not authorized to transport commodities covered by Minimum Rate Tariff No. 4A (used household goods) nor Minimum Rate Tariff No. 8 (fresh fruits and vegetables), and propose no joint service that would be subject to rates in Minimum Rate Tariff No. 5 (Los Angeles drayage rates).

It appears that the establishment of the proposed through service and through routes with joint rates on the same level as the minimum class rates in Minimum Rate Tariff No. 2, 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:

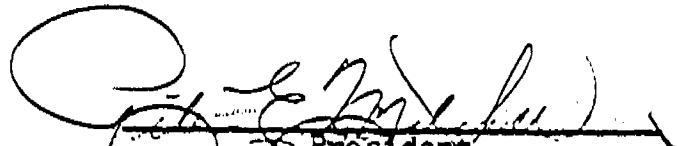
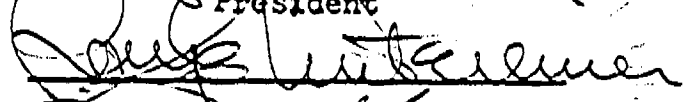

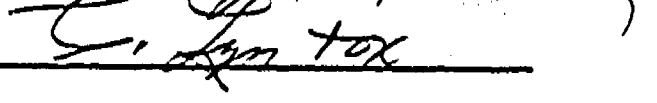
(1) That applicants are hereby authorized to establish, on not less than ten days' notice to the Commission and the public, through service, through routes and joint rates between all points presently served by each applicant at rates based upon the minimum class rates named in Minimum Rate Tariff No. 2; 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.

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

(3) That, except as authorized herein, Application No. 39786, as amended, is denied.

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

Dated at San Francisco, California, this 8<sup>th</sup> day of April, 1958.

  
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President  
  
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Commissioners