

Decision No. 56636

**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
SECURITY TRUCK LINE to establish )  
joint rates with CALLISON TRUCK LINES, )  
INC., COAST LINE TRUCK SERVICE, INC., )  
HOWARD TERMINAL, INTERLINES MOTOR )  
EXPRESS, Michael T. McInerney, doing )  
business as M & N TRUCK LINE, OREGON- )  
NEVADA-CALIFORNIA FAST FREIGHT, INC., )  
Myron D. Peters and Walter F. Peters, )  
doing business as PETERS TRUCK LINE, )  
and WILLIG FREIGHT LINES. )

Application No. 39967

OPINION AND ORDER

Applicants are highway common carriers. Security Truck Line operates, among other places, between San Francisco and San Jose, on the one hand, and Gilroy and Hollister and intermediate points, on the other hand, for the transportation of general commodities. The other carriers operate between various points throughout California, generally between Crescent City and Hilt on the north, Sacramento and Stockton on the east, and Bakersfield and Monterey on the south.<sup>1</sup>

By this application, 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 of the State of California and 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 Security Truck Line and transport it under through rates to points on the lines of each of the other applicants, and vice versa. The freight would be interchanged at San Francisco or San Jose.

<sup>1</sup> All of the applicants except Michael T. McInerney, doing business as M & N Truck Line, are authorized to transport general commodities. His operations are limited to certain specified commodities.

Competing carriers have been notified of the filing of the application. No objection has been received.

It appears that the establishment on ten days' notice, of the proposed through service, through routes and joint rates with the limitation provided in the order which follows in connection with those proposed between Security Truck Line and Michael T. McInerney, doing business as M & N Truck Line, 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, except that the through service and joint rates authorized to be established between Security Truck Line and Michael T. McInerney, doing business as M & N Truck Line, shall be limited to the commodities McInerney is authorized to transport.

IT IS FURTHER ORDERED that applicants are hereby authorized 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 ninety 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 6<sup>th</sup> day of May, 1958.

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President  
*Paul W. [unclear]*  
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*[unclear]*  
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*Theodore [unclear]*  
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Commissioners