

ORIGINAL

Decision No. 57066

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	
CALLISON TRUCK LINES, INC., and)	
CONSOLIDATED FREIGHTWAYS, INC., for)	Application No. 39985
authority to establish additional)	
joint through rates and routes.)	

OPINION AND ORDER

Applicants are highway common carriers of general commodities. Callison Truck Lines, Inc., operates generally between San Francisco and the East Bay, on the one hand, and Garberville to Crescent City and intermediate points on or adjacent to U. S. Highway 101, on the other hand. Consolidated Freightways, Inc., operates, among other places, between Crescent City and the California-Oregon state boundary line and intermediate points on U. S. Highway 101. Applicants currently maintain joint class rates on the level of the minimum rates subject to minimum weights of 20,000 pounds or less.¹

By this application, as amended, authority is sought to establish, on less than statutory notice, through service, through routes and joint rates to points not now covered under applicants' existing joint rate authority as shown in Exhibit "A" of the application as being served by Callison Truck Lines, Inc., and to expand applicants' existing joint rate authority to embrace class rates for all classes to and including Class B.² The sought joint rates are on the same level as the minimum class rates named in Minimum

¹ Decision No. 52505 of January 23, 1956, in Application No. 37574.

² Callison's local truckload class rates are on the same level as Minimum Rate Tariff No. 2 class rates except that rates for Classes C, D and E are maintained on the Class B level. Consolidated's local truckload class rates are on the same level as the minimum 4th class 20,000 pound rates.

Rate Tariff No. 2 except that the rates for Classes C, D and E are proposed to be maintained at the same level as Class B 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.

Service over applicants lines between the points shown in Exhibit "A" is now subject to combinations of their local rates. These combinations 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 transport traffic between points on the lines of Callison Truck Lines, Inc., on the one hand, and points on the lines of Consolidated Freightways, Inc., on the other hand. The freight would be interchanged at Crescent City.

The application shows that on or about April 4, 1958, and June 23, 1958, respectively, copies of the application and amendment were served on competing carriers. No objection to its being granted 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, as amended, and to depart from the long-and-short-haul 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 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 29th day of July, 1958.

E. Lynn Fox
President
John E. Mitchell
Carl W. Waterman
Herbert J. Jensen
Commissioners