

ORIGINAL

Decision No. 57412

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
GARMENT CARRIERS, INC., a corporation;)
EDWARD T. MOLITOR, doing business as)
STANDARD TRUCK LINE; and A & B GARMENT)
DELIVERY OF SAN FRANCISCO, a corpora-)
tion, for permission to establish and)
maintain joint through routes and rates)
between Los Angeles, San Diego, San)
Francisco Bay Area points.)

Application No. 40388

OPINION AND ORDER

Applicants are highway common carriers specializing in the transportation of wearing apparel on garment hangers. Garment Carriers, Inc., operates between Los Angeles, Bakersfield, Fresno and San Francisco. Edward T. Molitor, doing business as Standard Truck Line, operates between Los Angeles and San Diego and points in the vicinity of San Diego. A & B Garment Delivery of San Francisco operates between points in the San Francisco Bay area, and between points in that area and other northern California points north to and including Napa and Sacramento and south to and including Modesto and Carmel.

By this application authority is sought to extend existing joint through rate arrangements to include additional points north of the San Francisco Bay area to and including Napa and south to and including Modesto and Carmel which A & B Garment Delivery of San Francisco has recently been authorized to serve (Decision No. 56997 of July 15, 1958, in Application No. 40031). 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 rates proposed would be lower than through rates made by combining applicants' local 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 A & B Garment Delivery of San Francisco on the one hand, and points on the lines of the other applicants, on the other hand. Freight would be interchanged at San Francisco and Los Angeles.

It appears that the establishment of the proposed through service, through routes and joint rates is not adverse to the public interest and should be authorized, subject to the condition that applicants shall search out and avoid publishing or thereafter maintaining any joint through rate in excess of the combination of applicants' local rates for the transportation of a like kind of property between the same points. A public hearing is not necessary.

Therefore, good cause appearing,

IT IS ORDERED:

(1) That applicants are hereby authorized to establish, the through service, through routes and joint rates proposed in the above-entitled application.

(2) That applicants are hereby authorized 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.


(3) That applicants shall search out and avoid publishing or thereafter maintaining any joint through rate in excess of the combination of applicants' local rates for the

transportation of a like kind of property between the same points. In the event any combination of applicants' published local rates is found to make a lower rate than the joint through rate published pursuant to the authority herein granted, applicants shall immediately adjust the higher through rate in accordance with Rule 7 of General Order No. 80.

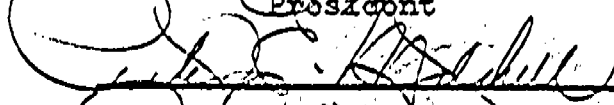
(4) That the authority herein granted shall expire unless the authorized rates are made effective within ninety days after the effective date of this order.

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


Dated at San Francisco, California, this 29th day of September, 1958.



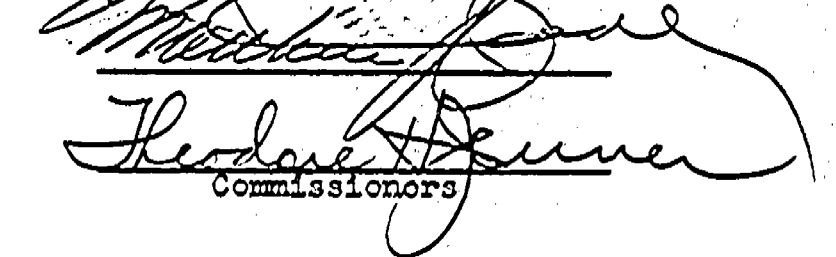
President



Paul H. Turner



Mitchell



Theodore Turner
Commissioners