

**ORIGINAL**

Decision No. 71053

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of Western Motor Tariff)	
Bureau, Inc. under the Shortened )	
Procedure Tariff Docket to publish )	Shortened Procedure
for and on behalf of Bay Freight )	Tariff Docket
Lines tariff provisions resulting )	Application No. 48460
in increases because of cancella- )	(Filed May 9, 1966)
tion of joint rate provisions on )	
certain commodities. )	

OPINION AND ORDER

By this application, Western Motor Tariff Bureau, Inc., Agent, seeks authority to cancel certain joint rates currently in effect between points served by Bay Freight Lines, on the one hand, and points served by the following named carriers, on the other hand:<sup>1</sup>

Alfred F. Antoni, dba Antoni Truck Lines,  
 Associated Freight Lines,  
 Certified Freight Lines, Inc.,  
 Coast Drayage,  
 Delta Lines, Inc.,  
 Hills Transportation Co.,  
 Interlines-Blankenship Motor Express,  
 Oertly Bros. Trucking Company,  
 Pacific Intermountain Express Co.,  
 Ringsby-Pacific, Ltd.,  
 Salinas Valley-Santa Cruz Motor Express,  
 Shippers Express Company,  
 Southern California Freight Forwarders and  
 Southern California Freight Lines, Ltd.

Applicant proposes to cancel joint rates between Bay Freight Lines and the other carriers involved on shipments of iron and steel

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<sup>1</sup> The joint rates are published in Western Motor Tariff Bureau, Inc., Agent, Local, Joint and Proportional Freight and Express Tariff No. 111, Cal.P.U.C. No. 15, hereinafter referred to as Tariff No. 111.

articles, plywood, sander dust and woodpulp weighing 20,000 pounds or greater or subject to rates based on minimum weights of 20,000 pounds or greater.

Applicant states that, when Bay Freight Lines first established joint rates between northern and southern California, it envisioned through movements of a wide range of commodities. Applicant avers that experience has shown that the joint class rates published in Tariff No. 111 are at a level which precludes Bay Freight Lines from competing with highway common carriers publishing local rail-competitive rates and with permitted carriers which can meet rail-competitive rates at will. Applicant declares that, due to this non-competitive situation, Bay Freight Lines has not handled any shipments of iron and steel articles, plywood, sander dust or woodpulp between northern and southern California since publication of the aforementioned joint rates.

Applicant asserts that increases resulting from the proposed cancellation of joint rates would not increase the California intrastate gross revenue of Bay Freight Lines by as much as one percent.

The application was listed on the Commission's Daily Calendar of May 10, 1966. No objection to the granting of the application has been received.

In the circumstances, it appears, and the Commission finds, that increases resulting from the cancellation of joint rates as proposed in the application are justified. A public hearing is not necessary. The Commission concludes that the application should be granted.

IT IS ORDERED that:

1. Western Motor Tariff Bureau, Inc., Agent, is hereby authorized to cancel joint rates on behalf of the carriers named herein as proposed in the application.

2. Tariff publications authorized to be made as a result of the order herein may be made effective not earlier than thirty days after the effective date of this order on not less than thirty days' notice to the Commission and to the public.

3. The authority herein granted shall expire unless exercised 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 26<sup>th</sup> day of July, 1966

*John E. North*  
President  
*George C. Hoover*  
*Fredrick B. Holbrook*  
*Augustin*  
*William G. Bennett*  
Commissioners