

# ORIGINAL

Decision No. 40125

## BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Establishment of rates, rules and regulations for the transportation of property by common carriers as defined in the Public Utilities Act and highway carriers as defined in the Highway Carriers' Act.	)	
	)	
	)	Case No. 4246
	)	
	)	
	)	

In the Matter of the Investigation into rates, rules, regulations, charges, allowances, and practices of common, highway and city carriers relating to the transportation of property.	)	
	)	
	)	Case No. 4808
	)	
	)	
	)	

and

Applications of Delivery Service Company and Humboldt Motor Stages, Inc. for authority to deviate from prescribed minimum rates.	)	
	)	
	)	Applications Nos.
	)	28240 and 28293
	)	

### SUPPLEMENTAL OPINION AND ORDER

Decision No. 39945 established a \$1 per-shipment minimum charge state-wide in application for the transportation of commodities generally. Various petitions seeking authority to observe a lesser minimum per-shipment charge have been filed. Those considered here may, it appears, be disposed of without the necessity of a formal hearing.

Humboldt Motor Stages, Inc. and O.C. & N. Stages, Inc., passenger stage corporations, and Glen Scholl, doing business as Maiposa Express, and Walter Earl Mendenhall, highway common carriers, seek authority to observe minimum per-shipment charges previously established in Decision No. 39004. Their verified petitions state that a large number of the shipments transported weigh less than

100 pounds; that granting of the authority requested will not adversely affect any other carriers; and that the \$1 minimum charge exceeds the value of the service and will divert shipments to proprietary or other means of transportation with an over-all loss of revenue to petitioners.

The transportation involved is surrounded by conditions similar to those prevailing in other rural areas where carriers have been authorized to deviate from the prescribed minimum rates on shipments of 100 pounds and less. Like action here is justified. The petitions will be granted.

C. R. Becker, doing business as Delivery Service Company, and Max H. Green, doing business as Mountain Auto Line, common carriers by motor vehicle, also seek authority to charge less than the \$1 per-shipment minimum charge. They already have the relief they seek under authorities heretofore granted. Accordingly, the instant petitions will be dismissed.

Paul C. Adams, Jr. requested in writing that his petition seeking authority to deviate from the prescribed minimum rates be dismissed.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that Humboldt Motor Stages, Inc., O.C. & N. Stages, Inc. Glen Scholl, doing business as Mariposa Express and Walter Earl Mendenhall, be and they are, and each of them is, hereby authorized to establish on not less than one (1) day's

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Humboldt Motor Stages operates between Redding, Weaverville, Scotia, Forks of the Salmon and intermediate points; O.C. & N. Stages, serves points in Lassen, Modoc and Siskiyou Counties; Scholl operates between Merced and Midpines and intermediate points; and Mendenhall serves points in Humboldt, Trinity and Shasta Counties.

notice to the Commission and to the public, and not later than April 15, 1947, minimum per-shipment charges lower than those established by Decision No. 39945, dated February 4, 1947, in Case No. 4808, but no lower than those established by Decision No. 39004, dated May 21, 1946, in Case No: 4808.

IT IS HEREBY FURTHER ORDERED that the petitions of C.R. Becker, doing business as Delivery Service Company, filed February 27, 1947, Max H. Green, doing business as Mountain Auto Line, filed March 14, 1947 and Paul C. Adams, Jr., filed February 27, 1947, be and they are hereby dismissed.

This order shall become effective on the date hereof.

Dated at San Francisco, California, this 1st day of April, 1947.

Harold F. Kulo  
Justin F. Cooney  
Frank J. Powell  
R. J. Driscoll  
Herbert J. Tatter  
Commissioners