

**ORIGINAL ORIGINAL**

Decision No. 72547

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into )  
the rates, rules, regulations, charges, )  
allowances and practices of all common )  
carriers, highway carriers and city )  
carriers relating to the transportation )  
of any and all commodities between and )  
within all points and places in the )  
State of California (including, but not )  
limited to, transportation for which )  
rates are provided in Minimum Rate )  
Tariff No. 2).

Case No. 5432  
Petition for Modification  
No. 457  
(Filed May 11, 1967)

OPINION AND ORDER

Yreka Western Railroad Company, a corporation, operates as a highway common carrier of general commodities between Montague, Yreka and Etna and intermediate points and between Yreka and Orleans and intermediate points.<sup>1</sup> By Decision No. 70912 dated June 28, 1966, in Case No. 5432 (Petition for Modification No. 422), it was authorized to publish less-than-minimum rates on lumber and timbers of 12 cents per 100 pounds from Indian Creek to Yreka and 11½ cents per 100 pounds from Happy Camp to Yreka and Montague. These rates are subject to a minimum weight of 50,000 pounds for each unit of equipment and are published to expire with July 13, 1967. By this petition, it seeks an extension of the current authority for a further one-year period. It also requests that the authority be modified by reducing the 12-cent rate to 10½ cents and the 11½-cent rate to 10 cents.

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<sup>1</sup> It also operates as a common carrier by railroad between Yreka and Montague.

Petitioner avers that the facts of the actual operation which it experienced during the past year justify these rates as reasonable minimum rates. According to petitioner, the load factors were superior to those anticipated and the highways over which this operation is conducted have been substantially improved so that maintenance and breakdown costs have been reduced.

As indicated in the original decision which initially granted applicant such authority,<sup>2</sup> the shippers involved are aware of the cost of handling this traffic and of its desirable characteristics and have advised petitioner that, unless the proposed rates are established, they will acquire their own equipment and haul their own lumber. Petitioner alleges that the circumstances which justified granting of the current authority continue to exist and require that the sought rates be authorized for a one-year period.

Revenue and expense data submitted by petitioner indicate that the transportation involved has been profitable and reasonably may be expected to be profitable in the ensuing year.

The certificate of service shows that a copy of the petition was mailed to California Trucking Association on May 10, 1967. The petition was listed on the Commission's Daily Calendar of May 12, 1967. No objection to the granting of the petition has been received.

In the circumstances, it appears, and the Commission finds, that the proposed rates are reasonable and justified by transportation conditions. A public hearing is not necessary. The Commission concludes that the petition should be granted.

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See Decision No. 67432 dated June 23, 1964, in Case No. 5432 (Petition for Modification No. 337).


IT IS ORDERED that:

1. Yreka Western Railroad Company, a corporation, is hereby authorized to publish and file, to expire with July 13, 1968, rates and other provisions for the transportation of lumber and timbers as set forth in Appendix A attached hereto and by this reference made a part hereof.

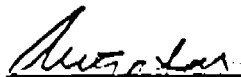
2. Tariff filings shall be made effective not earlier than ten days after the effective date of this order on not less than ten days' notice to the Commission and to the public.

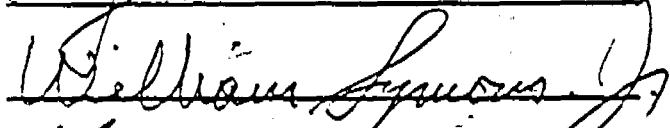
The effective date of this order shall be twenty days after the date hereof.

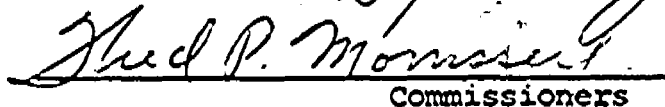
Dated at San Francisco, California, this 6<sup>th</sup> day of June, 1967.

  
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President

  
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Commissioners

APPENDIX A TO DECISION NO. ~~72547~~

YREKA WESTERN RAILROAD COMPANY, HIGHWAY SERVICE,  
FREIGHT TARIFF 6-A, CAL.P.U.C. 2, ITEM 517

| COMMODITY   | FROM  | TO   | RATES IN CENTS PER 100 LBS. | ITEM |
|---|---|--|-----------------------------|------|
| Lumber and Forest Products, viz.:<br>Lumber,<br>Timbers,<br>..... Straight or mixed shipments. Minimum weight 50,000 lbs. for each unit of equipment. | Indian Creek and points and places within 3 miles thereof | Yreka and points and places within 3 miles thereof                       | +(1) (2) 10 $\frac{3}{4}$   | 517  |
|   | Happy Camp and points and places within 3 miles thereof   | Yreka and points located on California Highway 3 within 4 miles of Yreka | +(1) (3) 10                 |      |
|   |   | Montague   |                             |      |

+ Applies only on intrastate traffic.

- (1) Applies only where empty trailers without tractors are spotted in advance at point of origin by carrier for loading by consignor; where consignor loads trailers from 8 A.M. to 12 midnight on all days exclusive of Saturdays, Sundays and holidays so that loaded trailers can be pulled at any time between said hours; and where loaded trailers are uncoupled from tractors and left at point of destination for unloading by consignee; and where consignee unloads (from 8 A.M. to 12 midnight) on all days exclusive of Saturdays, Sundays and holidays so that unloaded equipment can be recovered at any time between said hours.
- (2) Rates to apply only to shipments moving between points indicated via unnumbered highway between point of origin and California Highway 96 and along California Highway 96 to junction with U.S. 99, thence via U.S. 99 to junction with Fairground Road south of Yreka, thence via Fairground Road to point of destination and will be intermediate at points located on that route.
- (3) Rate to apply only to shipments moving between points indicated via unnumbered road to Cal. 96, thence via Cal. 96 to junction with U.S. 99, thence via U.S. 99 to Yreka, thence via Cal. 3 to either destination and will be intermediate at points located on that route.

(END OF APPENDIX A)