

Decision No. 75434

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the investigation into the rates, rules and regulations, charges, allowances and practices of all common 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. 529
(Filed January 30, 1969)

O P I N I O N

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. It also operates as a common carrier by railroad between Yreka and Montague. By Decision No. 74300, dated June 25, 1968, in Case No. 5432 (Petition For Modification No. 504), it was authorized to publish less than minimum rates for the transportation of lumber and timbers from Happy Camp to Yreka and Montague. The authorized rate is 10 cents per 100 pounds subject to a minimum weight of 52,000 pounds for each unit of equipment. This rate is scheduled to expire July 13, 1969. By this petition it seeks to increase the rate to 11-1/2 cents per 100 pounds.

Petitioner alleges that since the time Decision No. 74300 was issued its labor costs have increased approximately one cent per mile. Petitioner further alleges that the circumstances which justified the granting of the current authority continue to exist and require that the sought rate be authorized for one year.

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

The certificate of service discloses that a copy of the petition was mailed to California Trucking Association, Inc. on January 28, 1969. The petition was listed on the Commission's Daily Calendar of January 31, 1969. No objection to the granting of the petition has been received.

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

O R D E R

IT IS ORDERED that:

1. Yreka Western Railroad Company, a corporation, is hereby authorized to publish and file, to expire with March 31, 1970, the rate and other provisions for the transportation of lumber and timbers as set forth in Appendix A attached hereto and made a part hereof.

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

3. The authority granted in paragraph 1 of this order shall supersede the authority granted by Decision No. 74300 which authority is revoked effective concurrently with the effective date of the tariff filings required by paragraph 2 hereof.

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

Dated at San Francisco, California, this 18th day of MARCH, 1969.

William L. ...
President
Augustus ...
Sted P. ...
U.P. ...
Commissioners

Commissioner Thomas Moran, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A

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

Commodity: Lumber and Forest Products, viz.:
Lumber
Timbers

Straight or mixed shipments. Minimum weight 52,000 lbs.
for each unit of equipment.

From: Happy Camp and points and places within 3 miles thereof.

To: Yreka and Montague and points located within 3 miles of
these points.

Rates in
cents per
100 lbs.: $11\frac{1}{2}$ ¢ (Subject to Notes 1, 2 and 3)

Note 1: Applies only on intrastate traffic.

Note 2: Applies only where empty trailers without tractors
are spotted in advance at point of origin by car-
rier for loading by consignor; where consignor loads
trailers from 8 a.m. to 12 midnight on all days ex-
clusive 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.

Note 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)