

Decision No. 78454**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. 629
 (Filed February 10, 1971)

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. It also operates as a common carrier by railroad between Yreka and Montague. By Decision No. 76949, dated March 17, 1970, in Case No. 5432 (Petition for Modification No. 574), it was authorized to publish less than minimum rates for the transportation of lumber, ties, veneer and timbers, from Happy Camp to Yreka and Montague. The authorized rate is 11-1/2 cents per 100 pounds subject to a minimum weight of 50,000 pounds for each unit of equipment. This rate is scheduled to expire March 31, 1971. By this petition it seeks a one-year extension of the authority and to increase the rate to 12 cents to offset increased costs.

Petitioner 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 February 5, 1971. The petition was listed on the Commission's Daily Calendar of February 16, 1971. 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, and that the proposed increase is justified. A public hearing is not necessary. The Commission concludes that the petition should be granted.

IT IS ORDERED that:

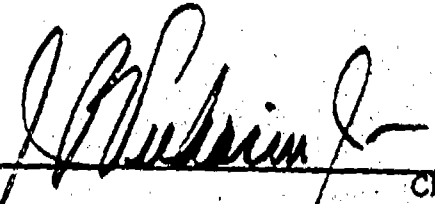
1. Yreka Western Railroad Company, a corporation, is hereby authorized to publish and file, to expire with March 31, 1972 the rate and other provisions for the transportation of lumber, timbers, ties and veneer as set forth in Appendix A attached hereto and made a part hereof.

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.

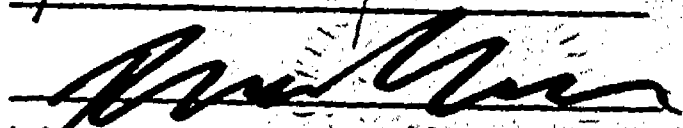
3. The authority granted in paragraph 1 of this order shall supersede the authority granted by Decision No. 76949, which authority is revoked effective concurrently with the effective date of the tariff filings required by paragraph 2 hereof.

The effective date of this order shall be the date hereof.

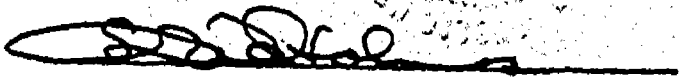
Dated at San Francisco, California, this 23rd
day of MARCH, 1971.



Chairman



Yuan L. Sturgeon



Commissioners

Commissioner William Symons, Jr., 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, Ties,
Timbers, Veneer.

Straight or mixed shipments. Minimum weight 50,000
pounds 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 pounds: 12 cents (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 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. At carrier's convenience truck and trailer
equipment may be loaded by consignor with driver in
attendance.

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 Cal. 263, thence via Cal. 263
to Yreka, thence via Cal. 3 to either destination and
will be intermediate at points located on that route.