

Decision No. 79839

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation )  
into the rates, rules and regula- )  
tions, 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 (includ- )  
ing, but not limited to, transpor- )  
tation for which rates are pro- )  
vided in Minimum Rate Tariff No. 2). )

Case No. 5432  
Petition for Modification  
No. 690  
(Filed March 3, 1972)

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. 78454, dated March 23, 1971, in Case No. 5432 (Petition for Modification No. 629), 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 12 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, 1972. By this petition it seeks a one-year extension of the current authority.

Petitioner alleges that the circumstances which justified the granting of the current authority continue to exist and require that the current rate be continued in effect for another 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 on March 2, 1972. The petition was listed on the Commission's Daily Calendar of March 6, 1972. 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.

IT IS ORDERED that:


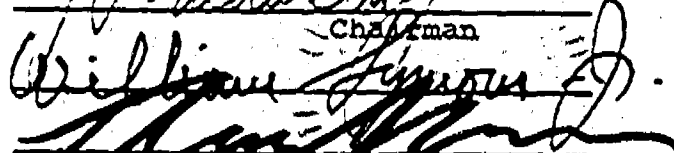
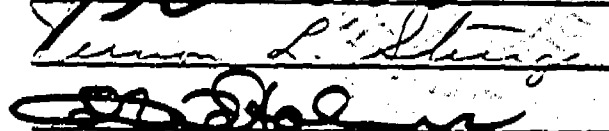
1. Yreka Western Railroad Company, a corporation, is hereby authorized to publish and file, to expire with March 31, 1973: the rate and other provisions for the transportation of lumber, ties, veneer and timbers as set forth in Appendix A attached hereto and made a part hereof.

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 to the public.

3. The authority granted in paragraph 1 of this order shall supersede the authority granted by Decision No. 78454, 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 21<sup>st</sup> day of March, 1972.

  
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Chairman  
  
\_\_\_\_\_  
William L. Stinger  
  
\_\_\_\_\_  
Commissioners

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, Veneer and Timbers.

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 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.

(END OF APPENDIX A)