

ORIGINAL

Decision No. 34678

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	
TRONA RAILWAY COMPANY for certificate)	
of public convenience and necessity to)	Application No. 24381
operate a common carrier truck service,)	
as a common carrier, between Trona,)	
California, and Searles, California.)	

WILLIAM GUTERIE, for Applicant.

CRAEMER, Commissioner:

O P I N I O N

A public hearing was conducted in the above-entitled proceeding at Trona, October 9, 1941, at which time the matter was taken under submission and is now ready for decision.

In this proceeding, applicant Trona Railway Company seeks a certificate to operate a highway common carrier truck service between Searles and Trona, a distance of thirty-one miles. The greater volume of the shipments will consist of less-than-carload express and mail.

The proposed service is to be operated in conjunction with applicant's common carrier rail service between Searles and Trona. Practically all the business conducted over this line is carload shipments to and from Trona with two train movements per day in each direction. The proposed plan of operation provides that carload shipments will continue to move over the rail line while the smaller shipments which ordinarily require expedited movement will be transported over the truck line. The route of the truck line is via the paved highway between Searles and Trona which, due to topographic conditions, departs somewhat from the

rail line. The territory between Searles and Trona is an undeveloped desert area which offers little or no business to a common carrier in the way of transportation of property. The only point intermediate to Searles and Trona, now served by the Trona Railway Company, is West End, located about three miles south of Trona. The proposed truck line is to pass through West End and will serve that point. The majority of the property now transported by Trona Railway Company is for the account of the American Potash & Chemical Corporation, parent company of applicant. Except for an occasional shipment, the only other transportation on the railroad is that to and from a chemical plant located at West End.

At Searles, the Trona Railway Company connects with Southern Pacific Company's Mojave-Owens branch and its co-ordinated Pacific Motor Trucking Company service. The proposed truck service is designated to make a direct connection with the Southern Pacific service at Searles. This will permit of materially reducing the time of delivery of less-than-carload express and mail shipments to Trona as compared with the present rail service. To carry out this proposed plan will necessitate some rearrangement of the Pacific Motor Trucking Company service in the Searles area, which is under consideration by applicant and Pacific Motor Trucking Company. Applicant proposes to operate one round-trip per day and will have available two pieces of truck equipment.

With respect to rates, those now applying to the transportation of property on the rail line are to apply to the proposed truck operation. These rates, for the most part, are joint rates with other carriers since practically all shipments to and from Trona involve movements beyond Searles. (1)

(1) The proposed rates are on file with the Commission and are published by Pacific Freight Tariff Bureau, J. P. Haynes, Agent for Trona Railway Company.

No passengers are carried by the Trona Railway Company and applicant does not propose to establish passenger service in connection with the trucking operation. The Trona Railway Company is an interstate carrier, and applicant proposes to secure a certificate from the Interstate Commerce Commission authorizing the proposed truck operation to carry interstate shipments. The record shows that applicant is financially able to conduct the proposed truck operation.

There is no protest of record to the granting of this application.

This record shows that the proposed truck line, with its flexible operation, will provide a needed improvement in the present rail service and at the same time will not deprive the public of any existing freight service.

I find that the granting of this application is in the public interest.

The following order is recommended.

O R D E R

Public hearing having been had in the above-entitled application, the Commission now being fully advised, and it having been found as a fact that public convenience and necessity so require:

IT IS ORDERED that a certificate of public convenience and necessity be and it is hereby granted to Trona Railway Company, a corporation, for the establishment and operation of an automotive service as a highway common carrier, as defined in Section 2-3/4 of

the Public Utilities Act, between Searles and Trona and intermediate points, via West End, subject to the condition:

Trona Railway Company, its successors or assigns, may never claim before this Commission, or any court or other public body, a value for the authority hereby granted in excess of the actual cost thereof.

IT IS FURTHER ORDERED that, in the operation of the highway common carrier service pursuant to the foregoing certificate, the following service regulations shall be observed:

1. Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed thirty (30) days from the effective date hereof.
2. Applicant shall comply with the rules of the Commission's General Order No. 80 and Part IV of General Order No. 93-A by filing, in triplicate, and concurrently making effective tariffs and time schedules satisfactory to the Commission within sixty (60) days from the effective date hereof and on not less than ten (10) days' notice to the Commission and the public.
3. Applicant shall conduct said highway common carrier service over and along the following routes subject to the authority of the Railroad Commission to change or modify them at any time by further order:

Via main highway between termini.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

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

Dated at San Francisco, California, this 21st day of October, 1941.

[Signature]
[Signature]
Justus F. Cravens
Francis J. Havens
[Signature]
 COMMISSIONERS