

ORIGINAL

Decision No. 42807

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 OILFIELDS TRUCKING COMPANY for a)
 certificate of public convenience)
 and necessity to operate as a high-)
 way common carrier for the trans-)
 portation of liquid petroleum)
 products, in bulk, in tanks, trucks)
 and trailers over described routes)
 and to all points and places lat-)
 erally within fifty miles thereof.)

Application No. 29547

Edward M. Berol for Fortier Transportation Company,
Pacific Truck Service, Inc., Ransome Transportation Co.,
 and Empire Transportation Company, Lloyd D. Guerra for
Allyn Tank Line, Inc., petitioners; Phil Jacobson for
Oilfields Trucking Company, respondent; Louis M. Welsh
 for The Atchison, Topeka & Santa Fe Railway Co., interested
 party.

O P I N I O N

By Decision No. 42623, dated March 15, 1949, on
 Applications Nos. 29416, et al, Oilfields Trucking Company was
 granted "a certificate of public convenience and necessity authoriz-
 ing the establishment and operation of a service as a highway
 common carrier, as defined in Section 2 3/4 of the Public Utilities
 Act, for the transportation of petroleum products, in bulk, except
 liquid asphalts and hot road oils, and any other petroleum products
 requiring insulated tanks . . .", over specified routes. An addi-
 tional route was added by Decision No. 43049, dated June 28, 1949,
 on Applications Nos. 29629, et al.

Petitioners herein contend that the above authority should

contain an additional restriction inasmuch as they allege that Oilfields Trucking Company, in the prior hearings, did not present sufficient evidence to warrant a certificate authorizing the transportation of liquefied petroleum gases.

A public hearing was held in this matter in Los Angeles, before Examiner Syphers, on November 14, 1949, at which time it was developed that the parties were not prepared to proceed and, therefore, the matter was continued to January 9, 1950. However, prior to this last-named date, counsel for Oilfields Trucking Company advised that that company was willing to consent to the elimination from its certificate of the authority to transport liquefied petroleum gases. This advice was confirmed by letter to this Commission dated January 10, 1950.

Inasmuch as the position of Oilfields Trucking Company is now in accord with that of petitioners, it appears that a further hearing is not necessary and that the petitions should be granted.

O R D E R

Petitions having been filed, the Commission being fully advised in the matter, and good cause appearing,

IT IS HEREBY ORDERED that the certificate of public convenience and necessity heretofore granted to Oilfields Trucking Company under Decisions Nos. 42623 and 43049, supra, be amended to read as follows:

That a certificate of public convenience and necessity authorizing the establishment and operation of a service as a highway common carrier, as defined in Section 2 3/4 of the Public

Utilities Act, for the transportation of petroleum products, in bulk, except liquefied petroleum gases and any other petroleum products requiring pressurized tanks, and except liquid asphalts and hot road oils and any other petroleum products requiring insulated tanks, be, and it hereby is, granted to Oilfields Trucking Company upon and along the following described routes, including all intermediate points, with the right to make lateral departures therefrom within a radius of fifty (50) miles of said routes:

1. U. S. 101 and U. S. 101 By-Pass between Oregon-California State Line and California-Mexico Line;
2. U. S. 99, 99-E, and 99-W between Oregon-California State Line and the Mexican Border;
3. U. S. 299 between Rodding and Alturas;
4. U. S. 395 between the Oregon-California State Line and the California-Nevada State Line, via Alturas and Johnstonville;
5. State Highway 36 between Junction 99-E near Red Bluff, California, and Junction U. S. 395 at Johnstonville;
6. State Highway 20 between Marysville, California, and Junction U. S. 40;
7. U. S. 40 between San Francisco and California-Nevada State Line;
8. U. S. 50 between Sacramento, California, and California-Nevada State Line;
9. U. S. 395 between California-Nevada State Line at Topaz Lake and Junction U. S. 66;
10. U. S. 66 between Los Angeles and Needles, California;
11. U. S. 60 between Los Angeles, California, and California-Arizona State Line;
12. U. S. 91 and U. S. 466 between Barstow and Nevada-California State Line;
13. State Highway 127 between Baker, California, and Nevada-California State Line;
14. U. S. Highway 80 between San Diego, California, and the California-Arizona State Line.

The effective date of this order shall be twenty (20) days after the date hereof.

Dated at San Francisco, California, this 14th day of February, 1950.

R. J. Dindman
Justice J. C. Cullen
Walter L. Lowell
Harold P. Hule
Kenneth Patten
COMMISSIONERS