

Decision No. 44433

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 FIELD TRANSPORTATION COMPANY, a corpo-)
 ration, for a certificate of public)
 convenience and necessity to transport) Application No. 31301
 petroleum products in bulk as a)
 petroleum irregular route carrier)
 under the provisions of Chapter 1399,)
 Statutes of 1949.)

O P I N I O N

Applicant herein requests a certificate of public convenience and necessity to operate as a petroleum irregular route carrier throughout the state for the transportation of petroleum and petroleum products in tank trucks and tank trailers, pursuant to the provisions of Section 50-3/4 of the Public Utilities Act, as amended by Statutes 1949, Chapter 1399.

The amendment referred to provides, among other things, that in the event a petroleum irregular route carrier was on September 1, 1949, and thereafter operating under a permit as a radial highway common carrier, and shall file an application within 180 days after the amendment takes effect, the Commission shall issue a certificate of public convenience and necessity without further proceedings, and such certificate shall authorize the carrier to engage in such operations as it was authorized to conduct on September 1, 1949.

Applicant alleges in its verified application that on September 1, 1949, and continuously thereafter it was a petroleum

irregular route carrier operating under a permit issued by this Commission as a radial highway common carrier. The application was filed within 180 days after said amendment became effective.

By Decision No. 43261, dated August 29, 1949, this applicant was granted a certificate as a highway common carrier for the transportation of petroleum products in bulk, except liquefied petroleum gases and any other products requiring pressurized tanks, and except liquid asphalt and hot road oils and any other petroleum products requiring insulated tanks, 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. Between San Francisco and the United States-Mexico Border, near San Ysidro, via U. S. Highway 101, 101 Alternate and 101 By-Pass;
2. Between Oakland and San Jose, via California State Highway 17;
3. Between Gilroy and Califa, via California State Highway 152;
4. Between Atascadero and Barstow, via U. S. Highway 466;
5. Between San Francisco and the California-Nevada State Line, near Verdi, Nevada, via U. S. Highway 40;
6. Between San Francisco and California-Nevada State Line, near Bijou, via U. S. Highway 50;
7. Between Sacramento and the United States-Mexico Border at Calexico, via U. S. Highway 99;
8. Between Los Angeles and the junction of U. S. Highways 6 and 395, near Brown, via U. S. Highway 6;
9. Between San Diego and the California-Nevada State Line, near Topaz Lake, via U. S. Highway 395;
10. Between Los Angeles and the California-Nevada State Line, near State Line, via U. S. Highway 91;
11. Between Baker and Lone Pine, via California State Highways 127 and 190;
12. Between Los Angeles and the California-Nevada State Line, near Needles, via U.S. Highway 66;
13. Between Los Angeles and California-Nevada State Line, near Blythe, via U. S. Highways 60 and 70;

14. Between San Diego and Winterhaven, via U. S. Highway 80;
15. Between Fresno, Huntington Lake and Big Creek, via U. S. Highway 168.

A public hearing does not appear to be necessary.

Upon the facts set forth hereinabove, we find that public convenience and necessity require that Field Transportation Company, a corporation, establish and operate service as a petroleum irregular route carrier to the extent set forth in the ensuing order.

Field Transportation Company, a corporation, is hereby placed upon notice that operative rights, as such, do not constitute a class of property which may be used as an element of value in rate-fixing, for any amount of money in excess of that originally paid to the state as the consideration for the granting of such rights. Aside from their purely permissive aspect, they extend to the holder a full or partial monopoly of a class of business over a particular route. This monopoly feature may be changed or destroyed at any time by the state, which is not, in any respect, limited to the number of rights which may be given.

O R D E R

Application as above entitled having been filed and the Commission having found that public convenience and necessity so require,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity be and it is hereby granted to Field Transportation Company, a corporation, authorizing the establishment and operation of a service as a petroleum irregular route carrier, as defined in

Section 2-3/4 of the Public Utilities Act, for the transportation of (a) liquefied petroleum gases and any other petroleum products requiring pressurized tanks and liquid asphalt and hot road oils and any other petroleum products requiring insulated tanks, between all points and places within the State of California, and (b) all other petroleum and petroleum products in tank trucks and tank trailers between all points and places within the State of California, except the points and places now authorized to be served by it as a highway common carrier pursuant to Decision No. 43261, dated August 29, 1949.

(2) That in providing service pursuant to the certificate herein granted, applicant shall comply with and observe the following service regulations:

- (a) Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed thirty (30) days after the effective date hereof.
- (b) Within sixty (60) days after the effective date hereof and on not less than five (5) days' notice to the Commission and the public, applicant shall establish the service herein authorized and comply with the provisions of General Order No. 80 and Part IV of General Order No. 93-A, by filing in triplicate and concurrently making effective appropriate tariffs and time tables.

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

Dated at San Francisco, California, this 20th
day of June, 1950.

R. E. Anderson

Ernest Powell

Harold Hills

Kenneth Patton

COMMISSIONERS