

A public hearing was held in Los Angeles on July 16, 1952, before Examiner Syphers, at which time evidence was adduced and the matter submitted.

At the hearing it was developed that the purpose of this application is to enable applicant to transport so-called casing-head or natural gasoline in tanks having a working pressure of not more than 60 pounds per square inch. The evidence disclosed that applicant for many years has hauled casing-head or natural gasoline in its regular tank equipment. However, on October 1, 1951, as a result of a safety recommendation issued by the American Petroleum Institute, the various oil companies refused to ship casing-head or natural gasoline in ordinary tank equipment. They contended that such gasoline has some pressure and should be transported in tanks having a working pressure of 60 pounds per square inch. Accordingly, it is applicant's intention to put into service tanks meeting these requirements. The manager of applicant testified that it did not intend to use these new tanks in the transportation of liquefied petroleum gases, and, in fact, the tanks were not suitable for such transportation.

Applicant amended his application so as to limit the exception to liquified petroleum gases and petroleum products requiring pressurized tanks other than casing-head or natural gasoline. The wording of this proposed exception is as follows:

"... except liquefied petroleum gases and any other petroleum products requiring pressurized tanks, other than casing-head or natural gasoline requiring tanks having a working pressure of not more than 60 pounds per square inch."

All of the other appearances herein stated that with the filing of this amendment they withdrew any and all objections to the application.

After a full consideration of this matter, we hereby find that public convenience and necessity require the transportation by applicant of casing-head or natural gasoline in tanks having a working pressure of not more than 60 pounds per square inch. The certificate of public convenience and necessity granted by Decision No. 42623, supra, will be amended accordingly.

O R D E R

Application as above entitled having been filed, a public hearing having been held thereon, the Commission being fully advised in the premises and hereby finding that public convenience and necessity so require,

IT IS ORDERED:

(1) That the authority granted to Service Tank Line by Decision No. 42623, dated March 15, 1949, on Application No. 29760, be and it hereby is 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 226 of the Public Utilities Code, for the transportation of petroleum products, in bulk, except liquefied petroleum gases and any other petroleum products requiring pressurized tanks, other than casing-head or natural gasoline requiring tanks having a working pressure of not more than 60 pounds per square inch, and except liquid asphalt and

hot road oils and any other petroleum products requiring insulated tanks, be and it hereby is granted to Service Tank Line, along the routes hereinafter specified:

(2) That the routes and points along and between which Service Tank Line may conduct operations shall remain the same as those set out in Decision No. 42623, supra.

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

Dated at San Francisco, California, this 5th day of August, 1952.

A. J. Davidson
President

Justice F. Cooney

Harold Hule

Fernando P. Patten
John E. Mitchell
Commissioners