

Decision No. 18410

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
JOE M. CORREIA to sell, and )  
ALBERT T. SPENCER TO purchase an )  
automobile freight line, operated ) Application No.13769  
between Hynes, Clearwater, Artesia, )  
Norwalk and Los Angeles, California. )

BY THE COMMISSION -

OPINION and ORDER

J. M. Correia has petitioned the Railroad Commission for an order approving the sale and transfer by him to Albert T. Spencer of an operating right for an automobile service for the transportation of milk, cream and dairy products between Norwalk and other points and Los Angeles, and Albert T. Spencer has asked for authority to purchase and acquire said operating right and to hereafter operate thereunder, the sale and transfer to be in accordance with an agreement attached to the application herein and made a part thereof.

The consideration to be paid for the property herein proposed to be transferred is given as \$10,000. Of this sum \$7500 is said to be the value of certain equipment, the balance, \$2500, representing, according to the applicants, the value of intangibles.

The operating right herein proposed to be transferred was granted to J. M. Correia (called Joe. M. Correia in the instant application), by the Railroad Commission in its Decision No.15726, dated December 7, 1925, and issued on Application No.11279. In said decision Correia is authorized to operate a service for the transportation of

\*\*\*\*milk, cream and dairy products between Norwalk, Artesia, Hynes, Clearwater and Los Angeles, and a return movement of dairy feed and supplies, over and along the following routes:

ROUTE NO.1:

Leaves the station of applicant and proceeds west to Ocean Avenue, north on Ocean Avenue to Center, west on Center to Maple, thence east on Center to Michigan, thence north on Michigan to Washington, thence on East Washington to Ocean Avenue, thence south on Ocean Avenue to Jefferson, thence east on Jefferson about two blocks and return to Ocean, thence south on Ocean to Jackson, thence west on Jackson about one mile and return to Ocean, thence south on Ocean about one mile south of Artesia Street, and then returning by way of Ocean Avenue to Station.

ROUTE NO.2:

Leaves station and proceeds east on Artesia to Galina, thence north on Galina to Lamirada Road, thence east on Lamirada Road to Palm Avenue, thence west on Lamirada Road to Bloomfield, thence south on Bloomfield to Center, thence west on Center to Donk Road, thence south on Donk Road to Artesia Street, thence west on Artesia Street to Station.

ROUTE NO.3:

Leaves Station and proceeds east on Artesia to Galina Street, thence north on Galina to Center, thence east on Center to Main Street of Artesia, thence south on Main Street of Artesia to Apple, thence west on Apple to Cypress, thence south on Cypress to Artesia Street, thence west on Artesia Street to Station.

ROUTE NO.4:

Leaves Station and proceeds east on Artesia to Main Street of Artesia, thence south on Main Street of Artesia to Anaheim Road, thence east on Anaheim road to Bloomfield, thence north on Bloomfield to Anaheim Street, thence east on Anaheim Street about one mile from Bloomfield and return back to Bloomfield, thence north on Bloomfield to First Street of Artesia, thence west on First Street to Main Street of Artesia, thence north on Main Street to Artesia Boulevard, thence west on Artesia Boulevard to Station.

ROUTE NO.5:

Leaves station and proceeds east on Artesia Boulevard to Main Street of Artesia, thence south on Main Street to First Street of Artesia, thence west on First Street to Cypress, thence north on Cypress to Orange, thence west on Orange about one mile and return to Cypress, thence south on Cypress to First Street, thence west on First Street to Palos Verdes, thence north on Palos Verdes to Artesia Boulevard, thence west on Artesia Boulevard to New York Avenue, thence north on New York Avenue  $1\frac{1}{2}$  miles and return to Artesia Boulevard, thence west on Artesia Boulevard to Station, and from said Station via Downey Road into Los Angeles;

PROVIDED, however, that applicant may assume no additional service at any point north of one-half mile south of the town of Norwalk."

We are of the opinion that this is a matter in which a public hearing is not necessary and that the application should be granted.

IT IS HEREBY ORDERED that the above entitled application be and the same hereby is granted, subject to the following conditions:

1- The consideration to be paid for the property herein authorized to be transferred shall never be urged before this Commission or any other rate fixing body as a measure of value of said property for rate fixing, or any purpose other than the transfer herein-authorized.

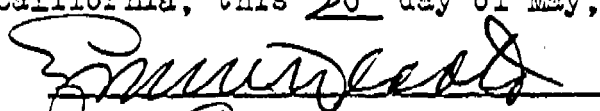
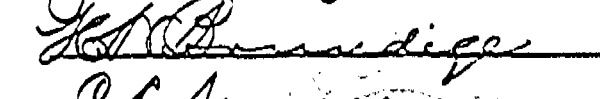
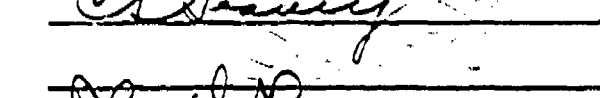

2- Applicant J. M. Correia shall immediately unite with applicant Albert T. Spencer in common supplement to the tariffs on file with the Commission, applicant Correia on the one hand withdrawing, and applicant Spencer on the other hand accepting and establishing such tariffs and all effective supplements thereto.

3- Applicant J. M. Correia shall immediately withdraw time schedules filed in his name with the Railroad Commission and applicant Albert T. Spencer shall immediately file, in duplicate, in his own name, time schedules covering service heretofore given by applicant Correia, which time schedules shall be identical with the time schedules now on file with the Railroad Commission in the name of applicant Correia, or time schedules satisfactory to the Railroad Commission.

4- The rights and privileges herein authorized may not be sold, leased, transferred nor assigned, nor service thereunder discontinued, unless the written consent of the Railroad Commission to such sale, lease, transfer, assignment or discontinuance has first been secured.

5- No vehicle may be operated by applicant Spencer unless such vehicle is owned by said applicant or is leased by him under a contract or agreement on a basis satisfactory to the Railroad Commission.

Dated at San Francisco, California, this 25<sup>th</sup> day of May, 1927.

  
  
  
  
COMMISSIONERS.