

from practically all portions of Southern California. A substantial number of guests visiting the Club use their own automobiles but there is also, applicant declares, a demand for transportation to and from the Club by means of a common carrier or public transportation service.

The city of Corona is the nearest point to the Club which can be reached at present. The Atchison, Topeka & Santa Fe Railroad operates into and through Corona, as well as the Pacific Electric Railway, also the stage lines of the Motor Transit Company, but there is no service between Corona and Lake Norconian Club.

For some time applicant, for the purpose of accommodating the public, has operated a free bus or stage service between Corona and the Lake Norconian Club, and now desires to make the service permanent.

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.

Rex B. Clark is hereby placed upon notice that "operative rights" do not constitute a class of property which should be capitalized or used as an element of value in determining reasonable rates. 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.

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA
HEREBY DECLARES that public convenience and necessity require the operation by Rex B. Clark of an automotive passenger stage service for the transportation of passengers, baggage and express between Corona and Lake Norconian Club and intermediate points over and along the following route:

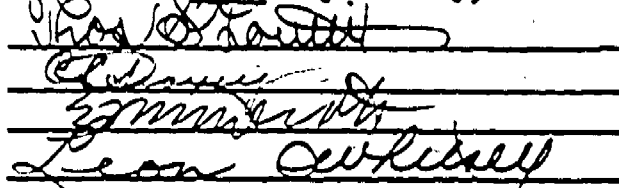
Leaving the Motor Transit Company's depot at the intersection of Main and Seventh Streets in the City of Corona and proceeding northerly on Main Street to Ramona Street, and thence to Hammer Avenue and thence on Hammer Avenue in a northerly direction to its intersection with Fifth Avenue, and thence in a general northeasterly direction on Fifth Avenue to its intersection with the private road leading into the grounds of the Lake Norconian Club, and thence in a general southerly direction to the Lake Norconian Club House.

IT IS HEREBY ORDERED that a certificate of public convenience and necessity for such a service be, and the same hereby is granted to Rex B. Clark, subject to the following conditions:

1. Applicant shall file his written acceptance of the certificate herein granted within a period of not to exceed ten (10) days from date hereof.
2. Applicant shall file, in duplicate, within a period of not to exceed twenty (20) days from the date hereof, tariff of rates and time schedules, such tariffs of rates and time schedules to be identical with those attached to the application herein, or rates and time schedules satisfactory to the Railroad Commission, and shall commence operation of said service within a period of not to exceed thirty (30) days from the date hereof.
3. The rights and privileges herein authorized may not be discontinued, sold, leased, transferred nor assigned unless the written consent of the Railroad Commission to such discontinuance, sale, lease, transfer or assignment has first been secured.
4. No vehicle may be operated by applicant herein 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.
5. The authority to transport express and baggage herein granted shall not be construed as authority to establish a separate trucking service. Only such express as can be transported on passenger vehicles operated by applicant may be transported, and such express shall be limited to packages weighing not more than 100 pounds each.

For all other purposes the effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this ¹⁰ day of May, 1929.



Leon Whitehall