

A twenty minute schedule will be maintained on the Stanford-Mayfield line beginning at 6 A.M. and continuing until 11:40 P.M. except on Sundays and holidays, when schedules will be slightly reduced. Similar schedules on the Stanford-North Palo Alto line are proposed.

The application has been unanimously approved by the City Council of Palo Alto under a resolution adopted February 27, 1933.

This is a matter in which a public hearing is not deemed necessary. The application will be granted.

Floyd Pearson 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 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.

ORDER

Floyd Pearson having made application to establish automotive passenger service between Palo Alto and Mayfield, unincorporated portion of San Mateo County and Stanford University,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity require the establishment of automotive service between Palo Alto and Mayfield and certain unincorporated territory in San Mateo County known as North Palo Alto, over and along the following routes:

Beginning at the intersection of Lomita Drive, Mayfield Avenue and Lausen Street, thence via Lausen Street to Portola Street, thence on Portola Street to Galvez Street, thence on Galvez Street to Serra Street, thence to University Avenue, thence via University Avenue to the intersection of University Avenue and Waverly Street, thence over Waverly Street to California Avenue, on California Avenue to Williams Street, thence on Williams Street to College, thence on College to Yale Street, thence on Yale Street to California Avenue,

