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hereto attached contains a true copy of the notice as published in said newspaper.

The applicant also submits the following information required by the Commission:

1. When the line in question was constructed, for what purpose or purposes, and its history as an operating unit from the time of construction up to the date of this return.

ANSWER. The line from Milford to Frisco was constructed in 1879-1880 by Utah Southern Railroad Extension. The line from Frisco to Newhouse was constructed in 1904 by San Pedro, Los Angeles & Salt Lake Railroad Company. The line was constructed to Frisco and extended to Newhouse to serve mining interests at those points.

The line between Milford and Frisco was operated as a part of a main line between Salt Lake City and Frisco by the following predecessors of the applicant:

Utah Southern Railroad Extension, June 23, 1880 to June 30, 1881.  
Utah Central Railway Company, July 1, 1881 to July 31, 1889.  
Oregon Short Line & Utah Northern Railway Company, August 1, 1889 to October 12, 1893.  
Receivers of last above, October 13, 1893 to March 17, 1897.  
Oregon Short Line Railroad Company, March 17, 1897 to July 7, 1903.

The line between Milford and Frisco and subsequent extensions to Newhouse (turned over to operation in September 1904) has been operated as a branch line since July 7, 1903 as follows:

San Pedro, Los Angeles & Salt Lake Railroad Company, July 7, 1903 to August 16, 1916.  
Los Angeles & Salt Lake Railroad Company, August 17, 1916 to December 31, 1917.

United States Railroad Administration, January 1,  
 1918 to February 29, 1920.  
 Los Angeles & Salt Lake Railroad Company, March 1,  
 1920 to date.

2. The general history of any past or existing receivership covering the line.

ANSWER. 16.41 miles of main track or that portion extending from mile post 1.00 at Milford, Utah, to mile post 17.41 at Frisco, Utah, were in receivership from October 13, 1893, to March 17, 1897. On the latter date the receivership was terminated following foreclosure sale and organization of a new company to acquire the property.

3. The investment cost of the line as shown by the applicant's books, stated as nearly as possible according to the primary accounts prescribed in the Interstate Commerce Commission classification of investment in road and equipment.

ANSWER. The investment cost of the portion of line proposed for abandonment, as shown by the applicant's books, stated as nearly as possible according to the primary accounts prescribed in the Interstate Commerce Commission's classification of investment in road and equipment, follows:

<u>Account No.</u>	<u>Title</u>	<u>Amount</u>
1	Engineering	\$ 15,285.03
2	Land for transportation purposes	64.04
3	Grading	140,376.49
6	Bridges, trestles and culverts	35,567.23
8	Ties	68,151.66
9	Rails	77,132.71
10	Other track material	18,938.28
12	Tracklaying and surfacing	29,703.78
15	Crossings and signs	497.44
16	Station and office buildings	8,359.57
17	Roadway buildings	1,417.09
18	Water stations	433.92
26	Telegraph and telephone lines	2,297.19
27	Signals and interlockers	95.50
38	Roadway small tools	115.19
	Total investment	\$398,435.12



4. Whether any aid, gift, grant or donation of anything of value was contributed in consideration of its construction.

ANSWER. Right of way comprising 571.27 acres was donated by individuals or granted by United States (Reported by applicant in return to Valuation Order No. 16). The value at time acquired cannot now be ascertained. There is no record of any other aid, gift, grant, or donations in consideration of construction. \$194.34 was donated by Moscow Mining and Milling Company toward construction of spur track No. 2, at Moscow, in 1915.

5. The amount and description of any bonds, notes or other evidences of indebtedness resting in whole or in part upon the line in question, or upon the earnings thereof, or upon the earnings of any other line or lines of the applicant not covered by the application, and of any evidences of indebtedness not resting specifically upon the line in question, but which may be affected by the proposed abandonment.

ANSWER. The stockholders of the San Pedro, Los Angeles & Salt Lake Railroad Company on March 4, 1912, authorized an issue of \$70,000,000 par value of first mortgage, 4 per cent, 50 year gold bonds, which when issued became a lien on the entire road property in the States of Utah, Nevada, and California, equipment and all income, subject, however, as to that portion of main line between Lynndyl and Milford and as to the Provo, Mammoth and Silver City Branches, Lehi Junction (now Cutler) to Boulter Branch, and as to that portion of the Newhouse Branch between Milford and the former terminus at Frisco, all in the State of Utah, to three existing mortgages of the Oregon Short Line Railroad Company. The bonds were dated July 1, 1911, and of the amount

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11. The approximate population of the whole territory tributary to the line in question, with explanation of the method by which the limits of such territory were defined.

ANSWER. The approximate population of the whole territory tributary to line to be abandoned, being the approximate population of that portion of Beaver County, Utah, lying westerly of the main line of the applicant, is 300.

12. The distance in miles from another line of railroad of each city or village named in question 10.

ANSWER. See answer to question 10.

13. The names of all railroads with which the line in question connects for interchange of traffic and the points of such connection and interchange.

ANSWER. Applicant's railroad is the only one in this territory.

14. The tonnage handled by the line in question, classified by principal commodities, for each of the five years next preceding the current year, stating separately the tonnage (a) originating and destined to points on the line and (b) interchanged with connecting carriers and moving over other lines.

ANSWER. The information called for is contained in the statement attached hereto identified as Exhibit E.

15. The nature of industries located in the territory tributary to the line, such as farming, mining, lumbering, manufacturing, etc., how long established and the extent to which each such industry is dependent upon the line in question for transportation.

ANSWER. The territory tributary to the Frisco Branch is a high, semiarid desert country. There is no farming or agricultural production, lumbering or manufacturing, the only industries being mining and the grazing of sheep and a small number of cattle.

Silver and lead ore was discovered in the district, now



known as Frisco, on the branch line, in 1875. The first mining company was incorporated in 1879 and for years the Horn Silver Mining Company was a large producer. This property was acquired in 1928 by the Tintic Lead Company and from then until 1931 was in continuous operation but has been closed down since 1931 and the Tintic Lead Company since that time have been developing the King David and Plumbic Mines on the opposite side of the mountain from the old Horn Silver Mine, between stations Frisco and Newhouse, being about two miles from Newhouse. These two mines are still in the development stage and at the present time are employing about twenty men. No shipments of ore have been made from points on the Frisco Branch since 1931.

A good graveled highway practically parallels the Frisco Branch from Milford to Newhouse, connecting at Newhouse with highway through Utah into Nevada. Shipments of ore could be trucked from the Frisco Branch territory to Milford, Utah, a distance of seventeen miles and from the Tintic Lead Company's mines King David and Plumbic, a distance of twenty-two miles, at small expense over a good graveled highway with a down grade all the way.

The conditions governing the grazing of sheep have not been favorable in the territory of the Frisco Branch for several years. Sheep have been shipped from both Newhouse and Frisco but they could be easily and economically trailed into Milford for shipment. Very few cattle have ever been grazed in the territory tributary to the Frisco Branch and

the few cars that have been shipped were loaded at Frisco and could have been easily trailed to Milford, a distance of seventeen miles.

16. The passenger traffic handled on the line in question for each of the five years next preceding the current year, giving separately the number of local and connecting line passengers (if the latter designation is applicable) and the revenue derived from each class.

ANSWER. The information called for is contained in attached statement identified as Exhibit F.

17. If the volume of traffic, freight or passenger, or both, has diminished during recent years, any reasons which may be assigned for such decrease.

ANSWER. The volume of freight and passenger traffic has greatly diminished during recent years, the decrease being due to the discontinuance of mining and decrease in grazing of sheep and cattle.

Frisco and Newhouse were the only towns established on the Frisco Branch. During the mining boom Frisco had quite a population but it has been known for years as a ghost city. The Town of Newhouse never had much population and practically all of the buildings were dismantled several years ago, the only building in the town at the present time being applicant's freight and passenger station.

18. What effort, if any, has been made to dispose of the line in question so as to insure continued operation.

ANSWER. No effort has been made, as it is considered futile to do so.

19. Opinion of counsel that the proposed abandonment is within the charter powers of the applicant.

ANSWER. The opinion called for is attached hereto identified as Exhibit G.