

---

---

**Before the  
Interstate Commerce Commission**

\_\_\_\_\_  
**FINANCE DOCKET NO. 15549**  
\_\_\_\_\_

RECEIVED  
FEB - 4 1947

INTERSTATE  
COMMERCE COMMISSION

**In the Matter of the Application of  
The Utah Idaho Central Railroad  
Corporation for a Certificate of Public  
Convenience and Necessity Authorizing  
the abandonment of its entire line of  
railroad and the operation thereof.**

\_\_\_\_\_  
**APPLICANT'S RETURN TO QUESTIONNAIRE**  
\_\_\_\_\_

**RAY, QUINNEY & NEBEKER,  
Attorneys for Applicant**

**921 Kearns Building  
Salt Lake City 1, Utah**

---

---

# Before the Interstate Commerce Commission

---

In the Matter of the Application of The  
Utah Idaho Central Railroad Corporation  
for a Certificate of Public Convenience and  
Necessity authorizing the abandonment of  
its entire line and the operation thereof.

Finance Docket

No. 15549

---

## Applicant's Return to Questionnaire

---

The Utah Idaho Central Railroad Corporation, (hereinafter sometimes called U. I. C.), a corporation organized and existing under and by virtue of the laws of the State of Delaware, having made application to the Interstate Commerce Commission under Paragraph (18), Section 1, of the Interstate Commerce Act, as amended, for a certificate of public convenience and necessity authorizing the abandonment of its entire line of railroad and the operation thereof, extending from Ogden, Utah, to Preston, Idaho, a distance of 94.7 miles, and its branch line extending from Harrisville, Utah, to Warren, Utah, a distance of 8 miles, and its branch line extending from Lewiston, Utah, to Thain, Utah, a distance of 12 miles, which application is filed in the office of the Interstate Commerce Commission, Finance Docket No. 15549, hereby submits the following information required by the Commission:

### Question

1. Complete statement of the purpose of the application.

### Answer

The purpose of the application to abandon is to obtain from the Interstate Commerce Commission a certificate of public convenience and necessity to abandon the entire line of railroad of The Utah Idaho Central Railroad Corporation, and to abandon the operation of such line of railroad pursuant to Paragraph (18), Section 1, of the Interstate Commerce Act.

### Question

2. When, by whom, and for what purpose the line was constructed and its proprietary history.

### Answer

The construction of the line from Ogden, Utah, to Preston, Idaho, was completed in 1917 by the Ogden, Logan, and Idaho Railroad Company, the securities of which were owned by citizens living in the territory served by the line. In 1926, The Utah Idaho Central Railroad Company was incorporated and took over the line and its operation. In 1939, The Utah Idaho Central Railroad Corporation, resulting from a reorganization of its predecessor, Utah Idaho Central Railroad Company, took over the line and its operation. The line was constructed as an electric interurban railroad to engage

in interstate and intrastate commerce between Ogden, Utah, and Preston, Idaho, and intermediate points.

**Question**

3. A copy of the applicant's balance sheet to the latest date available and a copy of the applicant's income account for each of the last five calendar years and for that portion of the current year for which the information is available.

**Answer**

A copy of the applicant's balance sheet as of October 31, 1946, marked Exhibit "A," is attached hereto and made a part hereof.

A copy of the applicant's income account for the calendar years 1941 to 1945, inclusive, and for the first ten months of 1946, marked Exhibit "B," is attached hereto and made a part hereof.

**Question**

4. The present state of maintenance of the line.

**Answer**

The line at the present time is under-maintained. Deferred maintenance is in ties, ballast, rail, drainage, fences, gates, cattle guards, overhead, and motor equipment. A high percentage of the ties are old and decayed. Many rails are surface bent and have battered joints. This condition exists especially in cities and towns and on curves. At many locations the track has sunk to the water level because of inadequate ballast and drainage. It is estimated that it would require the expenditure of approximately \$350,000.00 to catch up deferred maintenance, and thereafter it would require an annual expenditure for maintenance in an amount thirty per cent greater than the annual average over the past five years to bring and keep the line to a proper and safe operating standard. The deferred maintenance has accumulated over several years. The poor condition of the railroad could not be corrected feasibly in one year even if the money were available. The continued movement of heavy loads over the track will result in an accelerated deterioration.

**Question**

5. The estimated salvage value of the line with a general statement of the basis of the estimate.

**Answer**

The estimated net salvage value of the line is \$640,000.00. This estimate is based on the age and obsolescence of the material and equipment which could be sold upon abandonment, less cost of dismantling, plus the estimated value of the real estate. Salvaged rail, copper, aluminum, and other material would have to be sold on classification at prices prevailing at the date of sale. The cars, electric locomotives, and shop equipment are old and obsolete, and are of little, if any, value beyond scrap value. Private right of way will have but little value. The other real estate, including improvements, should be sold at fairly good prices if present real estate values continue.

**Question**

6. The names of all railroads with which the line connects for interchange of traffic and the points of such interchange.

**Answer**

At Ogden, Utah, the line connects with Union Pacific Railroad Company, Southern Pacific Company, The Denver & Rio Grande Western Railroad Company, and the Bamberger Railroad Company. It also connects with the Union Pacific Railroad Com-

pany at Brigham City, Utah, Deweyville, Utah, Hyrum, Utah, Logan, Utah, and Lewiston, Utah.

#### Question

7. A brief description of the present train service on the line and of important changes made in the past five years.

#### Answer

The Utah Idaho Central Railroad Corporation operates one passenger schedule daily each way between Ogden, Utah, and Preston, Idaho. This schedule is available to and does carry mail and express. Carloads and less-car-loads of freight are moved as presented on extra schedule. There is no regular passenger or freight service on the branch lines. In addition to the foregoing rail and passenger service, the applicant operates a bus service between Ogden, Utah, and Preston, Idaho, with four schedules each way daily.

During the past five years, no important changes have been made except the elimination of one stub run between Logan, Utah, and Preston, Idaho, and between Logan, Utah, and Mendon, Utah, and of two school runs between Logan, Utah, and Mendon, Utah, and the elimination of one passenger schedule and the regular freight and less-car-load schedule each day. This latter change has been made since the application for abandonment was filed.

#### Question

8. The names of all stations on the lines, stated in order with mile post numbers, with approximate population of each, and the authority for the information, showing for each place the names of all other railroads by which it is served, or its distance by highway from the nearest other railroad. Distinguish non-agency stations.

#### Answer

Station	Mile-post	Population	Other Railroads Serving	Distance by Highway to Other railroad
Ogden	0.0	44,000	Union Pacific Railroad Company Southern Pacific Company The Denver & Rio Grande Western Railroad Company Bamberger Railroad Company	All railroads have station in city.
Willard	13.8	514	Union Pacific Railroad Company	One-half mile
South Perry	16.8	319	Union Pacific Railroad Company	One-half mile
Brigham City	21.1	5,641	Union Pacific Railroad Company	Station in town
Honeyville	30.2	411	Union Pacific Railroad Company	Station in town
Deweyville	36.0	100	Union Pacific Railroad Company	Road in town
Mendon	50.6	454	Union Pacific Railroad Company	One-fourth mile
Wellsville	56.0	1,402	Union Pacific Railroad Company	Station in town
Hyrum	60.2	1,874	Union Pacific Railroad Company	One-fourth mile
Millville*	63.9	439	Union Pacific Railroad Company	Two miles
Providence*	65.9	1,110	Union Pacific Railroad Company	Two miles
Logan	67.5	11,868	Union Pacific Railroad Company	Station in city
Hyde Park*	72.4	696	Union Pacific Railroad Company	Two miles
Smithfield	75.2	2,461	Union Pacific Railroad Company	Station in city
Richmond	81.3	1,131	Union Pacific Railroad Company	Station in city
Lewiston	86.4	1,804	Union Pacific Railroad Company	Two Miles

Fairview	88.7	100	Union Pacific Railroad Company	One one-half miles
Preston	94.7	4,300	Union Pacific Railroad Company	Station in city
Plain City Branch	8.0	230	Southern Pacific Company	Two miles
Quinney Branch	12.0	none	Union Pacific Railroad Company	Two one-half miles

\*Non-agency stations.  
Population figures taken from 1940 United States Census.

#### Question

9. The approximate population of the territory served by the line, explaining how the limits of this territory are defined.

#### Answer

The approximate population of the territory served by the line is 85,000, based on the 1940 United States Census. Limits of the territory served by the line are Weber County north of the south limits of Ogden Utah; all of Box Elder County east of Great Salt Lake and Bear River; all of Cache County, except approximately the northwest quarter of such county; and that part of Franklin County, Idaho, which is east and south of Bear River.

#### Question

10. A detailed statement of the location and nature of the highways available for movement of the traffic now handled by the line and of the common carrier truck and bus service on such highways, if any.

#### Answer

United States Highways 89 and 91 parallel the entire main line. These highways are the main arterial north and south channels of highway traffic, passing through the State of Utah. United States Highway 89 is a north-south highway, beginning on the north at Shelby, Montana, and passing southward through Montana, Idaho, and Utah, and thence southward to the Mexican border at Nogales, Arizona. United States Highway 91 begins in the north at Helena, Montana, passing through Montana, Idaho, Utah, touching Nevada and Arizona, and ending at Los Angeles, California.

United States Highway 30-S is an east-west highway, beginning at Chicago in the east and terminating at Astoria, Washington, in the west. It coincides with United States Highways 91 and 89 from Ogden northward to British Columbia, and thus parallels the line for the distance between Ogden, Utah, and Brigham City, Utah.

The Plain City Branch is paralleled by Utah State Roads 1, 23, and 29.

The line from Petersboro to Wellsville via Mendon is paralleled by Utah Highway 144, and connects with United States Highway 91 at Wellsville. The line from Hills Junction on United States Highway 91, near Wellsville, to Logan via Hyrum and Nibley is paralleled by Utah State Road 101, which connects with United States Highway 91 at Logan. The area served by the Quinney Branch is also served by Utah State Highways 61, 192, and 218.

All the highways above mentioned are hard surfaced.

Common carrier truck and bus service on the above named highways, according to information supplied by Interstate Commerce Commission, Motor Division, and Public Service Commission of Utah, follows:

**Union Pacific Stages, Incorporated, Omaha, Nebraska.**

MC 39063—September 27, 1937

Passengers and their baggage, and of express, mail, and newspapers, in the same vehicle with passengers, over the regular routes. . . .

Between Salt Lake City, Utah, and Portland, Oregon.

From Salt Lake City over United States Highway to Ogden, Utah, (also from Salt Lake City over United States Alternate Highway 91—Utah Highway 49—to Farmington, Utah, thence over United States Alternate Highway 91 to junction United States Highway 91, thence over United States Highway 91 to Ogden), thence over United States Highway 30-S to Burley, Idaho, thence over United States Highway 30 via Twin Falls, Idaho, to Bliss, Idaho (also from Twin Falls over United States Highway 93 to Jerome, Idaho, thence over Idaho Highway 25 to Gooding, Idaho, thence over Idaho Highway 24 to Bliss), thence over United States Highway 30 to Fruitland, Idaho, thence over United States Highway 30-N to junction United States Highway 30, and thence over United States Highway 30 to Portland, and return over the same routes.

Between Brigham, Utah, and Saint Anthony, Idaho:

From Brigham over United States Highway 91 to Downey, Idaho, (also from Brigham over United States Highway 30-S to Tremonton, Utah, thence over Utah Highway 41 to the Utah-Idaho State line, thence over Idaho Highway 36 to Downey), thence over United States Highway 91 to Idaho Falls, Idaho, and thence over United States Highway 191 to Saint Anthony, and return over the same routes.

MC 39063 Sub 3—September 17, 1938

Between Brigham City, Utah, and Logan, Utah:

From Brigham City over Utah Highway 69 to Logan, and return over the same route.

Service is not authorized to or from intermediate points.

MC 39063 Sub 5—August 15, 1939

Between Five Points, Utah, and Hot Springs, Utah:

From Five Points over United States Highway 91 to Hot Springs, and return over the same route.

Service is not authorized to or from intermediate points.

**Fuller-Toponce Truck Company, a Corporation, Ogden, Utah.**

MC 15000—December 11, 1945

**REGULAR ROUTES:**

General commodities, except those of unusual value, and except household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M. C. C. 467, commodities requiring special equipment, and those injurious or contaminating to other lading.

Between Salt Lake City, Utah, and Preston, Idaho:

From Salt Lake City over United States Highway 91 via Ogden, Utah, to Preston (also from Salt Lake City over United States Highway 91 to junction Alternate United States Highway 91, thence over Alternate United States Highway 91 to junction United States Highway 91, thence over United States Highway 91 to Ogden), and return over the same routes.

Service is authorized to and from all intermediate points, and the off-route points of Fort Douglas, Hyrum, Millville, Paradise, Providence, Nibley, Benson, Hyde Park, Lewiston, Cornish, Trenton, Clarkson, Newton, Cache Junction, and Mendon, Utah, and Fairview and Weston, Idaho.

**Garrett Freightlines, Inc., Pocatello, Idaho.**

MC 263—August 26, 1943.

**REGULAR ROUTES:**

Household goods, as defined in Practices of Motor Common Carriers of Household Goods, 17 M. C. C. 467, and general commodities, except those of unusual value, and except equipment, and those injurious or contaminating to other lading.

Between Butte, Montana, and San Bernardino, California, as follows:

From Butte over United States Highway 91 to junction unnumbered highway approximately 10 miles south of Downey, Idaho, thence over unnumbered highway via Oxford, Clifton, and Dayton, Idaho, to Preston, Idaho, thence over United States Highway 91 to Logan, Utah, thence over United States Highway 89 to Brigham City, (also from Logan, over United States Highway 91 to Brigham), thence over United States Highway 66 to San Bernardino, and return over these routes.

Service is authorized to and from the off-route points of Moapa, Nevada, La Verkin, Toquerville, Draper, Midvale, Roy, Hyrum, Millville, Providence, and Hyde Park, Utah, and Menan, Idaho.

Service is authorized to and from all intermediate points on the above-specified routes, except those on United States Highway 89 between Logan, and Brigham City, Utah, unrestricted; and farms, ranches, shearing camps, mines, and construction sites, in Idaho, within ten miles of the above-specified routes in Idaho, restricted to pick-up and delivery of potatoes, fresh fruits, and vegetables, poultry, popcorn, wool, honey, and machinery, in truck-load lots only.

**Inland Freight Lines, a Corporation, Salt Lake City, Utah.**

MC 102308 Sub 4—October 12, 1945.

**REGULAR ROUTES:**

Fresh meats, packing-house products, and such commodities as are dealt in by wholesale, retail, and general merchandise and food business houses.

Between Tremonton, Utah, and Ogden, Utah:

From Tremonton over United States Highway 30-S to Brigham City, Utah, thence over United States Highway 91 to Ogden, and return over the same route.

Service is authorized to and from the intermediate point of Brigham City, Utah.

Between Tremonton, Utah, and Brigham City, Utah, as an alternate route for operating convenience only:

From Tremonton over Utah Highway 102 to Deweyville, Utah, and thence over United States Highway 89 to Brigham, and return over the same route.

Service is not authorized to or from intermediate points.

**Charles Rudolph Johnson, d/b/a, Johnson Transfer Co., Logan, Utah.**

MC 10480—February 7, 1941

**IRREGULAR ROUTES:**

Building materials, coke, lime, and contractors' equipment and machinery,

Between points and places in Cache County, Utah, on the one hand, and on the other, points and places in Bannock, Bear Lake, Caribou, Franklin, and Oneida Counties, Idaho.

General commodities, except those of unusual value, and except dangerous explosives, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M. C. C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading,

Between points and places in Cache County, Utah.

**Pacific Intermountain Express Company, Salt Lake City, Utah.**

MC 730—August 8, 1946.

General commodities, except livestock, and except household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M. C. C. 467, and commodities requiring special equipment,

Between Salt Lake City, Utah, and Pocatello, Idaho:

From Salt Lake City, Utah, over United States Highway 91 to Pocatello, Idaho, and return over the same route.

Service is authorized to and from all intermediate points and the off-route points of Hyrum and Lewiston, Utah.

Between Brigham City, Utah, and Downey, Idaho:

From Brigham City over United States Highway 30-S to Tremonton, Utah, and thence over United States Highway 191 to Downey, and return over the same route.

Service is authorized to and from all intermediate points.

**Union Pacific Stages, Inc.**

P. S. C. U. Certificate No. 727, issued August 30, 1946 (Canceled Cert. 579)

From Salt Lake City to Brigham City, Utah, via United States Highway 91;  
 From Brigham City to Logan, Utah, via United States Highway 89;  
 From Logan, Utah, to the Utah-Idaho State Line via United States Highway 91;  
 From the Utah-Idaho State Line to Logan, Utah, via United States Highway 91;  
 From Logan to Brigham City, Utah, via United States Highway 89;  
 From Brigham City to Salt Lake City, via United States Highway 91.

Serving all intermediate points from Salt Lake City, to Utah-Idaho State Line and serving all intermediate points from the Utah-Idaho State Line to Salt Lake City, Utah, but excluding local service between Ogden, Utah, and Salt Lake City, and Salt Lake City, and Ogden, Utah.

**J. Vernon Cook, d/b/a Cook Transportation Company.**

1. P. S. C. U Certificate No. 728, issued August 30, 1946.

From Lewiston to Salt Lake City, Utah, via Highway Utah 61, and United States Highway 91, utilizing the Hot Springs-Nye Corner cut-off by-passing Ogden;  
 Salt Lake City to Lewiston, Utah, via Highway Utah 61, and United States Highway 91, utilizing the Hot Springs-Nye Corner cut-off by-passing Ogden;  
 Service being limited to passengers originating north of Hot Springs for destinations south of Hot Springs including Salt Lake City, Utah, likewise in the



reverse direction, service being limited to passengers originating south of Hot Springs for destinations north of Hot Springs including Lewiston, Utah, in through service over the above described route. No local transportation service authorized.

2. Certificate No. 732, issued September 25, 1946 (by stipulation with The Utah Idaho Central Railroad Corporation, and Union Pacific Stages, Inc.)

1. To haul and transport passengers and baggage between Brigham City, Utah, and Lewiston, Utah, and all intermediate points between Brigham City, Utah, and Lewiston, Utah, via highways United States 89, United States 91, and Utah 61.
2. To haul and transport passengers and baggage between Brigham City, Utah, and Garland, Utah, and Logan, Utah, and all intermediate points within said area over United States Highway 30-S, United States Highway 89, and the county highway adjoining the above United States Highways in the vicinity of Tremonton, Utah.
3. To haul and transport passengers and baggage between all points in Cache County, Utah, over all local, state, and government highways, but not including any local intra-city service within the City of Logan, Utah.

3. Certificate No. 599.

To haul defense workers only from points in Cache Valley to the Ogden area. (Temporary).

**Fuller-Toponce Truck Line.**

P. S. C. U. Certificate No. 478, issued December 6, 1937.

Between Salt Lake City and Perry, Mantua and College Ward.

Certificate No. 537.

Between Salt Lake City and Ogden, and intermediate points on the one hand and the Utah-Idaho State Line on the other, via United States Highways 91, 191, and 89, and Utah State Highways 61 and 200, serving all intermediate points north of Ogden, excluding local service between Salt Lake City and Ogden, and intermediate points; and to serve between all points on the following highways:

Utah 41 from Tremonton north to Garland, thence east to junction with said 191;

Utah Highways 101 and 163 from Logan south to Hyrum and Paradise and west from Hyrum to Wellsville;

Utah Highway 102 from Tremonton to Deweyville; and on-call service all points on following highways:

Utah 61 from Lewiston, west to Cornish, thence north to the Utah-Idaho Line, Utah 81 from Junction with United States Highway 191 to Riverside, to Fielding, thence to Junction with Utah State Highway 154,

Utah 142 from Smithfield to Newton, thence south to United States Highway 89,

Utah 154 from Garland to Fielding,

Utah 164 from Wellsville to Mendon,

Utah 170 from Richmond to Clarkston;

Utah 192 from Newton to Cornish, and to render pick-up and delivery service within the local trade areas of the communities on the above named routes.

(The above operating rights quoted from written information supplied by the commissions).

In addition, the following named motor carriers are authorized to provide service in the territory served by The Utah Idaho Central Railroad Corporation:

## Under permits of the Interstate Commerce Commission:

John Wesley Ault, d/b/a J. W. Ault & Sons.  
 Thomas C. Warner, d/b/a Cole Transfer & Storage Company.  
 Kenneth Farley, d/b/a Kaibab Truck Line.  
 Randall Kearl.  
 L. W. Kloppenburg.  
 Browning Freight Lines, Inc.  
 R. J. Marsden.  
 Orange Transportation Company.  
 Damon Rufus Ford, d/b/a Ogden Transfer & Storage Company.  
 Freeman Pack, d/b/a Pack Truck Line.  
 David W. Smith, d/b/a Smith Trading Company.  
 George R. Moss, d/b/a Moss Transportation Company.  
 G. R. Parry and C. W. Parry, d/b/a Parry Brothers.  
 Salt Lake Transportation Company.  
 Lyle B. Nichols, d/b/a Utah Transportation Company.

## Under permits of the Public Service Commission of Utah:

J. W. Ault  
 Johnson Transfer Company

## Question

11. The nature of the industries in the tributary territory (such as farming, mining, lumbering, manufacturing, etc.), how long established, and the extent to which each is dependent upon the line for transportation. State location and other facts concerning the most important plants served.

## Answer

The territory tributary to the line is largely agricultural. It produces sugar beets, dairy products, livestock, hay, grain, fruits, vegetables, and row crops. The line carries coal, all of which originates on other carriers. It also carries lime rock from Providence, Utah, to Lewiston, Utah, and Preston, Idaho, where it is used in the manufacture of sugar, and it also carries lime rock to Ogden, Utah, where it is delivered to the Union Pacific Railroad Company, which carries it to ultimate destination. There is no timber industry on the line. The territory is also served by the Union Pacific Railroad Company and the motor carriers named in the answer to Question 10. The industries in the territory could be served by such other carriers although in some instances expense and inconvenience would be involved. A list of the most important plants located on the line and pertinent data concerning them is as follows:

Name and Nature of Industry	Location of Industry	Date Established on line
American Can Company* Tin plate and cans	Ogden, Utah	1925
Anderson Lumber Company* Building materials	Ogden, Utah	1924
Wasatch Northern Oil Company Oil and gas bulk plant	Ogden, Utah	1946
Franklin County Sugar Company Sugar storage warehouse	Ogden, Utah	1938
North Ogden Fruit Exchange Fruits and fruit packages	Browning, Utah	1946
Ogden Pressed Brick & Tile Company* Brick and clay products	Harrisville, Utah	1917
North Ogden Fruit Exchange Fruits and fruit packages	Nerva, Utah	1931

Name and Nature of Industry	Location of Industry	Date Estab- lished on line
Martha V. Wells Coal dealer	Willard, Utah	(Team Tracks)
Harry R. Otsuba Vegetable shipper	Willard, Utah	1943
Olsen Brothers Fruits and fruit packages	South Perry, Utah	1931
Pineview Fruit Co-op Fruits and fruit packages	Perry, Utah	1944
Parsons and Fife Sand and gravel	Bundy Pit, Utah	1933
Utah Concrete Pipe Company Cement and coal	Bundy Pit, Utah	1938
Brigham City Fruit & Produce Co. Fruits and fruit packages	Brigham City, Utah	Prior to 1925
Box Elder Turkey Processing Co. Poultry and packing boxes	Brigham City, Utah	1943
Tri-State Lumber Company Coal, lumber, etc.	Brigham City, Utah	1937
Texas Company Oil, gas, bulk plant	Brigham City, Utah	1937
Merrill Lumber Company Coal, implements and building materials	Brigham City, Utah	1920
Beehive Coal Company Coal dealer	Brigham City, Utah	1944
W. B. Jensen & Sons Coal dealer	Brigham City, Utah	1944
Knudsen Brothers Coal dealer	Brigham City, Utah	1925
Anderson Produce Company Produce shipper fruits and vegetables	Brigham City, Utah	1922
Sterling H. Nelson Company Shipper of green tomatoes, onions and potatoes	Honeyville, Utah	1942
Russell Tanaka Celery and onions	Honeyville, Utah	1945
Box Elder Potato Growers Potato shippers	Madsen, Utah	1940
Olsen & Stratford Onion and potato shippers	Madsen, Utah	1940
Walter Sudbury Coal dealer	Dewey, Utah	1941
T. K. Sorenson Coal dealer	Mendon, Utah	1917
Anderson Lumber Company Building materials	Wellsville, Utah	1917
J. W. Hall Coal Dealer	Wellsville, Utah	1925
California Packing Corporation Canning factory—cans, coal, seed, canned goods	Hyrum, Utah	1926
Sego Milk Products Company Fluid milk and dairy products	Hyrum, Utah	About 1925
Leonard Larson Coal dealer	Hyrum, Utah	1926
Miller Coal Company Coal dealer	Hyrum, Utah	1925
Parley Jessup Coal dealer	Millville, Utah	1931
LeGrande Johnson Lime rock shipper	Providence, Utah	Prior to 1923

Name and Nature of Industry	Location of Industry	Date Established on line
Theurer Brothers Coal dealer	Providence, Utah	1919
Utah Oil Refining Company Oil and gas bulk plant	Logan, Utah	1926
Olof Nelson Construction Company Contractors' materials	Logan, Utah	1936
Utah Poultry Co-op Association Poultry products and supplies, feed, etc.	Logan, Utah	1943
Wangsgaard Coal & Stoker Company Furnaces, electrical appliances, tin shop supplies	Logan, Utah	1936
R. Owen Yeates Coal Company Coal dealer	Logan, Utah	1932
Royal Coal & Lumber Company Coal dealer	Logan, Utah	1932
Pacific Fruit & Produce Company Wholesale produce and grocery supplies	Logan, Utah	1936
Superior Feed* Grain and feeds	Logan, Utah	1917
Anderson Lumber Company Building materials	Logan, Utah	1917
Logan City Light Plant Diesel plant for Municipal Light Department	Logan, Utah	1927
Borden Western Company* Milk condensory and factory supplies	Logan, Utah	1916
Carl W. Sanders Coal dealer	Logan, Utah	1923
Mountain Oil Company Oil & Gas bulk plant	Logan, Utah	1929
Jack's Tire and Oil Company Oil & Gas bulk plant	Logan, Utah	1945
Texas Company Oil & Gas bulk plant	Logan, Utah	1923
Standard Oil of California Oil & Gas bulk plant	Logan, Utah	1934
Everton Coal Company Coal dealer	Logan, Utah	1938
Logan Consumers Co-op Coal dealer	Logan, Utah	1937
Mortarless Block Company Cinder block plant	Logan, Utah	1946
Cache Valley Builders Building materials, cement, lumber, etc.	Logan, Utah	1946
C. C. Lee & Sons Coal dealer	Hyde Park, Utah	(Team Track)
Anderson Lumber Company Lumber and coal yard, building materials	Smithfield, Utah	1916
California Packing Corporation Canning factory, coal and factory supplies	Smithfield, Utah	1918
Victor Mortensen Coal dealer	Smithfield, Utah	1944
Lloyd Bair & Sons Coal dealer	Richmond, Utah	1939
Sego Milk Products Company* Milk condensory, and can factory, tin plate, coal and factory supplies	Richmond, Utah	1922
Amalgamated Sugar Company* Sugar factory, coal, beets, lime rock, etc. Beet dumps on line as follows: Plain City Branch:	Sugarton, Utah Farr West, Utah Plain City, Utah Warren, Utah	1915 1917 1917 1917

Name and Nature of Industry	Location of Industry	Date Established on line
<b>Main Line:</b>		
	Hot Springs, Utah	1931
	Glenn, Utah	1917
	Greenville, Utah	1918
	Tangent, Utah	1917
	Winn, Utah	1925
<b>Quinney Branch:</b>		
	Litz, Utah	1927
	Hurren, Utah	1931
	Quinney, Utah	1927
	Thain, Utah	1927
Anderson Lumber Company Coal, lumber, and building materials	Lewiston, Utah	1916
Cache Valley Tomato Growers Green tomato shippers, packing boxes, etc.	Lewiston, Utah	1935
Kent Coal & Hardware Company Coal dealer	Lewiston, Utah	1937
E. O. Muir Company Potato shipper	Cunningham, Utah	1945
Northern Utah Potato Growers Asso. Potato shippers	Cunningham, Utah	1945
West Cache Farmers Co-op Asso. Green tomato shippers, packing boxes, etc.	Quinney, Utah	1943
Cache Valley Dairy Asso. Dairy products, cheese and dairy supplies	Quinney, Utah	1942
B. J. Larsen Coal dealer	Fairview, Idaho	(Team Track)
Franklin County Sugar Company* Sugar factory, coal, beets, factory supplies	Whitney, Idaho	1922
Beet dumps on line as follows:		
<b>Quinney Branch:</b>		
	Mills, Utah	1923
<b>Main Line:</b>		
	Fairview, Idaho	1922
City Coal & Feed Company Coal dealer	Preston, Idaho	1938
Continental Oil Company Oil & Gas bulk plant	Preston, Idaho	1931
Franklin County Grain Growers, Inc.* Grain elevator and coal dealer	Preston, Idaho	1923
Gasav of Preston Coal dealer	Preston, Idaho	1936
J. L. Jenkins & Son Coal dealer	Preston, Idaho	1919
Preston Lumber Company Coal, lumber, and building materials	Preston, Idaho	1941
Sego Milk Products Company Milk condensory and powdered milk plant	Preston, Idaho	1928
Standard Oil of California Oil & Gas bulk plant	Preston, Idaho	1939
Texas Company Oil & Gas bulk plant	Preston, Idaho	1931
Sinclair Oil Refining Company Oil & Gas bulk plant	Preston, Idaho	1937
<b>Plain City Branch:</b>		
John Maw & Sons Coal, lumber, and implement dealer	Plain City, Utah	Prior to 1925
North Ogden Canning Company Canning factory, cans, boxes, canned goods	Plain City, Utah	1925
A. B. Wayment Produce shipper, onions, and potatoes	Warren, Utah	1945
The plants marked with an asterisk are served by other railroads as well as by The Utah Idaho Central Railway Corporation.		

The industries located on the tracks of The Utah Idaho Central Railroad Corporation at Ogden, Utah, could be served over existing trackage from present interchange connections, by either the Bamberger Railroad Company, the Union Pacific Railroad Company, or the Denver & Rio Grande Western Railroad Company.

At Brigham City, Utah, there is an interchange track connecting The Utah Idaho Central Railroad Corporation and the Union Pacific Railroad Company. All industries located in this area could be reached by the Union Pacific Railroad Company.

At Honeyville, Utah, the industries located on The Utah Idaho Central Railroad Corporation could be served by the construction of a short connecting track from the Union Pacific Team Track to The Utah Idaho Central Railroad Corporation.

This is also true of the two industries located at Madsen, Utah.

At Hyrum, Utah, an interchange track is presently available over which the California Packing Corporation, the Sego Milk Products Company, and the Miller Coal Company could be served by the Union Pacific Railroad Company.

At Logan, Utah, The Utah Idaho Central Railroad Corporation has a physical connection with the Union Pacific Railroad Company. The industries located on the tracks of The Utah Idaho Central Railroad Corporation in Logan could be reached by the Union Pacific Railroad Company over the existing trackage.

At Smithfield, the California Packing Corporation canning factory is the major industry. This plant could be served by the Union Pacific Railroad Company by the construction of approximately 3200 feet of spur track from their present Smithfield trackage to the plant of the industry.

At Richmond there is already existing a physical connection between the Union Pacific Railroad Company and The Utah Idaho Central Railroad Corporation. Sego Milk Products Company is already served by the Union Pacific Railroad Company on the west side of their plant, and could also be served on the east side by utilizing the existing trackage of The Utah Idaho Central Railroad Corporation. Lloyd Bair & Sons coal high line at Richmond could be served from the Union Pacific Railroad Company tracks over existing trackage of The Utah Idaho Central Railroad Corporation.

At Sugarton, the Amalgamated Sugar Company is served by both The Union Pacific Railroad Company and The Utah Idaho Central Railroad Corporation by the medium of connecting trackage at the factory.

At Whitney, Idaho, the Franklin County Sugar Company is served by both The Utah Idaho Central Railroad Corporation and the Union Pacific Railroad Company. With the exception of two beet dumps, one at Fairview, Idaho, and one at Mills, Utah, all traffic for this industry could be handled readily by the Union Pacific Railroad Company.

At Preston, Idaho, the Franklin County Grain Growers, Incorporated, is served by both The Utah Idaho Central Railroad Corporation and the Union Pacific Railroad Company. The Sego Milk Products Company and other industries listed in the detailed list herewith could all be served over existing Utah Idaho Central Railroad trackage, by construction of a short track connecting the two lines at Preston.

### Question

12. The passenger traffic handled on the line in each of the last two calendar years and for that part of the current year for which the information is available, giving separately the number of local and connecting-line passengers (if the latter designation is applicable) and the revenue from each class.

## Answer

	1941	1942	1943	1944	1945	10 months 1946
Revenue passengers handled..	158,290	183,108	229,633	229,084	235,542	112,998
Free passengers handled..	4,913	5,005	4,986	4,683	3,160	2,324
Total all passengers handled..	163,203	188,113	234,619	233,767	238,702	115,322
Total revenue....	\$27,017.00	\$46,521.00	\$78,989.00	\$80,587.00	\$89,061.00	\$34,742.00
<b>Auto Coaches</b>						
<b>Main Line</b>						
Revenue passengers handled..	54,910	91,264	114,762	127,669	136,272	133,913
<b>Logan City</b>						
Revenue passengers handled..	183,626	306,690	395,436	324,345	386,977	396,115
Free passengers handled						
All bus lines ..	2,093	2,050	1,547	1,703	1,867	1,355
Total all passengers handled..	240,629	400,004	511,745	453,717	525,116	531,383
Revenue main line.....	\$23,091.00	\$46,012.00	\$56,632.00	\$55,521.00	\$66,038.00	\$73,704
Revenue Logan City .....	8,923.00	15,524.00	18,803.00	16,390.00	19,126.00	21,522.00
Total revenue....	\$32,014.00	\$61,536.00	\$75,435.00	\$71,911.00	\$85,164.00	\$95,226.00

## Question

13. The freight tonnage handled by the line for each of the last two calendar years, and for that part of the current year for which the information is available, showing the number of cars and the tonnage of carload freight, classified by principal commodities, and the tonnage of less-than-carload freight. Show in separate statements (a) local freight originated at and destined to points on the line, (b) freight moved between points on the line and points beyond it, and (c) freight neither originated at nor destined to points on the line (over head or bridge traffic).

## Answer

Year	Commodity	Tons	Cars
1940	Products of Agriculture .....	79,211	
	Animals and Products .....	2,467	
	Products of Mines .....	171,836	
	Products of Forests .....	19,696	
	Manufacturing and Miscellaneous .....	97,071	
	All L. C. L. Freight .....	4,213	
	Total .....	374,494	10,115

1942	Products of Agriculture .....	81,442	
	Animals and Products .....	11,753	
	Products of Mines .....	265,535	
	Products of Forests .....	28,214	
	Manufacturing and Miscellaneous .....	86,676	
	All L. C. L. Freight .....	4,866	
	<b>Total</b> .....	<b>478,486</b>	<b>10,746</b>
1943	Products of Agriculture .....	87,750	
	Animals and Products .....	13,272	
	Products of Mines .....	141,735	
	Products of Forests .....	20,476	
	Manufacturing and Miscellaneous .....	65,876	
	All L. C. L. Freight .....	5,544	
	<b>Total</b> .....	<b>334,653</b>	<b>8,844</b>
1944	Products of Agriculture .....	79,600	
	Animals and Products .....	15,316	
	Products of Mines .....	125,288	
	Products of Forests .....	18,131	
	Manufacturing and Miscellaneous .....	77,860	
	All L. C. L. Freight .....	5,128	
	<b>Total</b> .....	<b>321,323</b>	<b>8,405</b>
1945	Products of Agriculture .....	61,060	
	Animals and Products .....	14,919	
	Products of Mines .....	138,102	
	Products of Forests .....	14,689	
	Manufacturing and Miscellaneous .....	76,914	
	All L. C. L. Freight .....	6,715	
	<b>Total</b> .....	<b>312,399</b>	<b>8,293</b>
10 months			
1946	Products of Agriculture .....	37,263	
	Animals and Products .....	11,013	
	Products of Mines .....	129,276	
	Products of Forests .....	9,471	
	Manufacturing and Miscellaneous .....	61,011	
	All L. C. L. Freight .....	6,412	
	<b>Total</b> .....	<b>254,446</b>	<b>7,208</b>

(a)  
Local freight originated  
at and destined to points  
on the line

(b)  
Freight moved between  
points on the line and  
points beyond it

(c)  
Freight neither origi-  
nated at or destined to  
points on the line

Year	Tons	Tons	Tons
1941	Detail not available		
1942	Detail not available		
1943	75,328	259,325	None
1944	70,865	250,458	None
1945	66,665	245,734	None
1946 (10 mo.)	36,350	218,096	None



**Question**

14. If the line to be abandoned is less than the entire mileage operated by the applicant, a statement showing the effect of the proposed abandonment on the net railway operating income of the applicant. The statement should include for each of the last two calendar years and for that part of the current year for which the information is available.

**Answer**

Not applicable because the entire line of railroad is to be abandoned.

**Question**

15. If the volume of freight or passenger traffic of the line has decreased during recent years, any reasons therefor.

**Answer**

In 1946 there was a drop in the movement of rail passengers handled, because over-the-highway equipment and private automobiles, the use of which had been restricted during the war, were permitted to operate again without restriction in the territory served by the railroad. The railroad in its present state of repair does not offer quick nor safe transportation, and cannot compete with busses and private automobiles in the territory. The bus line of the company has had considerable business in the past, but will suffer a decrease, it is anticipated, because the Public Service Commission of Utah during the year 1946 granted certificates of convenience and necessity to two competing motor bus operations. The bus operation in Logan City will continue to carry approximately the same number of passengers as in the past. It offers an intra-city bus service to a population of approximately 11,000 people. Its business will fluctuate with the student body of the Utah State Agricultural College which is located in Logan.

**Question**

16. If the line is operated as a joint facility, and abandonment of the applicants operation only is proposed, state fully the facts as to operation by others and the extent to which it will supply the place of the operation it is proposed to abandon.

**Answer**

Not applicable because entire line and operation is to be abandoned.

**Question**

17. State what effort has been made to dispose of the line so as to insure its continued operation, and what, if any, transportation service will remain or may be substituted for that proposed to be discontinued.

**Answer**

Applicant has been informed and believes that none of its connecting rail carriers desire to acquire the railroad line and operate it. The transportation service which will remain or may be substituted for that proposed to be discontinued is set forth in the answers to questions 8, 10, and 11.

**Question**

18. A summary statement of the reasons for the application.

**Answer**

The operating statement attached hereto as Exhibit "B" shows that the revenues derived from all sources are insufficient to pay the costs of operating and maintaining the line. Since 1942, operating revenues from rail lines have remained almost constant. Auto coach line revenue has increased, but in view of the recent certificates of conveni-

ence and necessity granted to competing bus lines, will show a drastic reduction in the future. Rent of equipment will fall off, because during the year most of the applicant's interchange equipment has been retired and sold. The past experience of this property and its future prospects warrant the assumption there will be no increase in tonnage and none in revenue, except as freight rates may be increased.

During the past five years, operating costs have advanced considerably with further wage increases in prospect. Within recent months a substantial wage increase was demanded and obtained by the Machinists' Union. Other employees will demand comparable increases. It is estimated that such additional wage burden will more than absorb any augmented revenue derived by applicant by reason of the recent rate increase.

All facts and probabilities indicate that in the future there will be increased costs without a corresponding increase in revenues.

The current position of the applicant as shown on Exhibit "A" does not permit of continued operation. The applicant has no further borrowing capacity. It is financially unable to catch up deferred maintenance and thereafter to maintain and improve its track and rolling stock to a fair and safe operating standard. Its continued existence is not necessary to serve the territory in which it operates.

Respectfully submitted,

THE UTAH IDAHO CENTRAL RAILROAD CORPORATION

By H. A. BENNING,  
President.

*H. A. Benning*  
Receiver

RAY, QUINNEY & NEBEKER  
Attorneys for Applicant  
921 Kearns Building  
Salt Lake City 1, Utah

STATE OF UTAH                    )  
                                          : ss.  
COUNTY OF SALT LAKE        )

S. J. QUINNEY, makes oath and says, that he is the Receiver of The Utah Idaho Central Railroad Corporation, that he has been authorized by the United States District Court in and for the District of Utah, Northern Division, to join with said railroad corporation, or be substituted therefor, as party applicant in the above named matter, and as such Receiver to verify and file with the Interstate Commerce Commission the foregoing Return to Questionnaire of said Commission in respect of the Application in Finance Docket No. 15549; that he has carefully examined all of the statements referred to in said Return and the exhibits attached thereto and made a part thereof; that he has knowledge of the matters set forth in said Return and that all statements made and matters set forth therein are true and correct to the best of his knowledge, information and belief.

*S. J. Quinney*  
\_\_\_\_\_  
S. J. QUINNEY

Subscribed and sworn to before me a Notary Public in and for the State and County above named, this 31st day of January, 1947.

*Maxine Lundell*  
\_\_\_\_\_  
MAXINE LUNDELL  
Notary Public

Residing at Salt Lake City, Utah

My Commission Expires:  
December 9, 1950

