

BEFORE THE  
INTERSTATE COMMERCE COMMISSION

-----  
In the Matter of the Application,  
under paragraphs (18) to (21),  
inclusive, of Section 1 of the  
Interstate Commerce Act,

First, of SOUTHERN PACIFIC COMPANY  
for a certificate of public conven-  
ience and necessity authorizing the  
abandonment of its operations between  
Lucin, Utah, and Ogden, Utah, via  
Corinne Junction, Utah, in part via  
Promontory Branch owned by Central  
Pacific Railway Company and in part  
via line of railroad owned by Oregon  
Short Line Railroad Company, and

Second, of CENTRAL PACIFIC RAILWAY  
COMPANY for a certificate of public  
convenience and necessity authoriz-  
ing the abandonment of that portion  
of its said Promontory Branch between  
Lucin, Utah, and Corinne, Utah, com-  
prising a part of the route operated  
by Southern Pacific Company between  
Lucin and Ogden, via Corinne Junction.

Finance Docket

No. 13655

-----  
RETURN TO QUESTIONNAIRE

Question 1. Complete statement of the purpose of the  
application.

Answer 1. This Return to Questionnaire relates to applica-  
tion filed in which, first, Southern Pacific Com-  
pany seeks a certificate of public convenience  
and necessity authorizing the abandonment of its  
operations between Lucin, Utah, and Ogden, Utah,

via Corinne Junction, Utah, in part via Promontory Branch owned by Central Pacific Railway Company and in part via line of railroad owned by Oregon Short Line Railroad Company, and second, Central Pacific Railway Company seeks a certificate of public convenience and necessity authorizing the abandonment of that portion of the Promontory Branch between Milepost 680.288, at or near Lucin, Utah, and Milepost 801.068, at or near Corinne, Utah. The mileage involved in the route operated by Southern Pacific Company between Lucin, Utah, and Ogden, Utah, via Corinne Junction, Utah, is approximately 146.86; the mileage involved in that portion of the Promontory Branch proposed to be abandoned by Central Pacific Railway Company is 120.78, which mileage is included in the mileage operated by Southern Pacific Company as above set forth. The line of railroad so proposed to be abandoned by Central Pacific Railway Company is located entirely in Box Elder County, Utah. The operations so proposed to be abandoned by Southern Pacific Company are partly in Box Elder and partly in Weber Counties, Utah.

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

Answer 2. The line of railroad proposed to be abandoned herein by Central Pacific Railway Company was constructed during the year 1869 as a portion of the first transcontinental railroad. Such line of railroad was not constructed to serve any local transportation purpose in the territory adjacent to the present Promontory Branch but to provide a through transcontinental route. The portion of the line involved west of a point near the present station of Promontory was constructed by Central Pacific Railroad Company of California. That portion of the line involved east of said point near Promontory was constructed by Union Pacific Railroad Company or its predecessor. Shortly after the construction of the line, Central Pacific Railroad Company of California purchased the remainder of the line now forming part of the Promontory Branch (that is, that portion east of point near Promontory) so that the junction point between the two railroads involved could be located at Ogden, Utah.

Central Pacific Railroad Company of California



was consolidated on June 23, 1870 with one other company to form Central Pacific Railroad Company, the first corporation of such name. On August 22, 1870, Central Pacific Railroad Company was consolidated with three other companies to form Central Pacific Railroad Company, the second corporation of that name. On July 29, 1899, Central Pacific Railroad Company conveyed its properties to Central Pacific Railway Company, applicant herein and present owner of that portion of the Promontory Branch which it is proposed to abandon.

As far as known to applicants herein, that portion of Southern Pacific Company's route involved herein between Corinne Junction and Ogden, was constructed and has ever since been owned by Oregon Short Line Railroad Company or Union Pacific Railroad Company or some predecessor or affiliated company of said companies.

Question 3. A copy of the applicants' general balance sheet of the latest date available, and a copy of the applicants' 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 3. A copy of the general balance sheet of applicant, Southern Pacific Company, as of December 31, 1941, together with its profit and loss account as of the same date, is attached hereto and marked Exhibit "A".

A copy of the income account of applicant, Southern Pacific Company, for the five years ended December 31, 1941, is attached hereto and marked Exhibit "B".

A copy of the general balance sheet of applicant, Central Pacific Railway Company, as of December 31, 1941, together with its profit and loss account as of the same date, is attached hereto and marked Exhibit "C".

A copy of the income account of applicant, Central Pacific Railway Company, for the five years ended December 31, 1941, is attached hereto and marked Exhibit "D".

Question 4. The present state of maintenance of the line.

Answer 4.

The state of maintenance of the line proposed to be abandoned by Central Pacific Railway Company is poor. Only light power can be operated over the line in its present condition. The roadbed is not of standard width. The cuts require widening and cleaning. The ballast is of native material, for the most part dirt, and such material does not have the necessary characteristics for drainage. There is considerable deferred maintenance. The rail in the line is too light to handle any substantial traffic.

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

Answer 5.

The net estimated salvage value of the line which Central Pacific Railway Company proposes to abandon herein is \$321,479. This is based upon the recovery of 10,913.3 gross tons of second-hand rail and other track material, and 4,667 gross tons of scrap rail and other track material. The present market value of these items is estimated to be \$397,545. The estimated cost of removal is \$76,066.

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

Answer 6.

The line proposed to be abandoned herein by Central Pacific Railway Company connects with other portions of the Promontory Branch at both termini and does not connect with any other line of railroad.

As to the operations conducted by Southern Pacific Company between Lucin and Ogden, via Corinne Junction:

These operations connect with the main line of Southern Pacific Company at Lucin, Utah; with the Union Pacific Railroad Company at Corinne and Brigham City; and with the Union Pacific Railroad Company, Denver & Rio Grande Western Railroad Company, Bamberger Electric Railroad Company and Utah Idaho Central Railroad Company at Ogden, as well as main line of Southern Pacific Company.

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



Answer 7.

The answer to this question relates to the operations of Southern Pacific Company between Lucin and Ogden, via Corinne Junction.

During the last five years, and prior to December 30, 1937, on-call service only was given.

From December 30, 1937, to June 30, 1938, mixed train was operated from Ogden to Lucin on Wednesdays, and on Mondays and Fridays from Ogden to Kelton and return.

From June 30, 1938, to June 8, 1939, mixed train was operated on Wednesdays from Ogden to Lucin and on-call freight service was operated for carload freight between Corinne and Kelton.

From June 8, 1939, to March 7, 1940, mixed train was operated from Corinne to Kelton and return on Wednesdays. On-call service for carload freight was given on Wednesdays only between Lucin and Kelton. On-call freight service was given for carload freight between Kelton and Corinne.

Since March 7, 1940, the train service has been and still is restricted to on-call service for carload freight only, with a further provision that this service is given only on Wednesdays.

Question 8.

The names of all stations on the line, stated in order with milepost numbers, with the 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 nonagency stations.

Answer 8.

The following named stations are on that portion of the Promontory branch which Central Pacific Railway Company proposes to abandon, and over which operations of Southern Pacific Company are proposed to be abandoned:

Watercress, Milepost 699.8, population none, non-agency station. This station is not served by any other line of railroad. It is approximately 35 miles by highway from the nearest other railroad, which would be your applicants' main line at Lucin.

*Connected 22.7 miles*

Matlin, Milepost 712.8, population none, non-agency station. This station is not served by any other line of railroad. To the best knowledge of your applicants, there is no highway to Matlin station.

Ombey, Milepost 722.6, population none, non-agency station. This station is not served by any other line of railroad. To the best knowledge of your applicants, there is no highway to Ombey station.

Peplin, Milepost 727.3, population none, non-agency station. This station is not served by any other line of railroad. To the best knowledge of your applicants, there is no highway to Peplin station.

Kelton, Milepost 734.1, population 50 (based upon observation of railroad officials), non-agency station. Kelton is not on any other line of railroad and the distance by highway to the nearest other railroad would be approximately ~~59~~ <sup>66.2</sup> miles. *to Tremonton*

Nella, Milepost 743.9, population none, non-agency station. This station is not on any other line of railroad. Distance by highway to the nearest other railroad is approximately ~~50~~ <sup>55.5</sup> miles. *to Tremonton*

Monument, Milepost 748.6, population none, non-agency station. This station is not on any other line of railroad. The highway distance to the nearest other railroad is approximately 45 miles.

Kosmo, Milepost 751.6, population none, non-agency station. This station is not on any other line of railroad. Highway distance to the nearest other railroad is approximately ~~48~~ <sup>51.3</sup> miles.

Lake, Milepost 755.6, population none, non-agency station. This station is not on any other line of railroad. Highway distance to the nearest other railroad is approximately 42 miles. *None*

Rozel, Milepost 765.0, population none, non-agency station. This station is not on any other line of railroad. Highway distance to the nearest other railroad is approximately ~~38~~ <sup>34.2</sup> miles.

Promontory, Milepost 772.9, population 40 (based upon observation of railroad officials), non-

*Corrected in  
Testimony of  
Mr. Grimes*



agency station. This station is not on any other line of railroad. Highway distance to the nearest other railroad is approximately 24 miles.

Lampo, Milepost 782.0, population none, non-agency station. This station is not on any other line of railroad. Highway distance to nearest other railroad is approximately 19 miles.

Blue Creek, Milepost 784.4, population none, non-agency station. This station is not on any other line of railroad. Highway distance to nearest other railroad is approximately 17 miles.

Connor, Milepost 788.4, population none, non-agency station. This station is not served by any other line of railroad. Highway distance to nearest other railroad is approximately 13 miles.

Balfour, Milepost 793.8, population none, non-agency station. This station is not served by any other line of railroad. Highway distance to nearest other railroad is approximately  $7\frac{1}{2}$  miles.

Dathol, Milepost 796.5, population none, non-agency station. This station is not on any other line of railroad. Highway distance to nearest other railroad is approximately 5 miles.

Stokes, Milepost 798.1, population none, non-agency station. This station is not on any other line of railroad. Highway distance to nearest other railroad is approximately 3 miles.

The following stations are on that portion of the Promontory Branch which Central Pacific Railway Company does not propose to abandon, but over which Southern Pacific Company proposes to abandon its operations:

Lucin, Milepost 679.2, population 25 (based upon observation of railroad officials), agency station. This station is also on Southern Pacific Company's main line.

Corinne, Milepost 801.3, population 411, according to Federal Census, agency station. This station will continue to have railroad service given by Union Pacific Railroad Company.

Corinne Junction, Milepost 802.9, population none, non-agency station. This station will continue to have service of Union Pacific Railroad Company.

The following stations are on that portion of the line of railroad of Oregon Short Line over which Southern Pacific Company proposes to abandon operations:

Question 10.

Brigham City, Milepost 807.3, population 5,641, according to Federal Census, agency station. This stations is on the line owned by Oregon Short Line Railroad Company and operated by Union Pacific Railroad Company.

Answer 10.

Willard, Milepost 812.0, population 541, according to Federal Census, non-agency station. This station is on the line of railroad owned by Oregon Short Line Railroad Company and operated by Union Pacific Railroad Company.

Hot Springs, Milepost 817.0, population none, non-agency station. This station is on the line of railroad owned by Oregon Short Line Railroad Company and operated by Union Pacific Railroad Company.

Harrisville, Milepost 821.0, population 400 (based on observation of railroad officials), non-agency station. This station is on the line of Oregon Short Line Railroad Company and operated by Union Pacific Railroad Company.

Ogden, Milepost 826.0, population 43,688, according to Federal Census. This is an agency station. Ogden is on the main line of the following railroads:

Southern Pacific Company  
Union Pacific Railroad Company  
Denver & Rio Grande Western  
Railroad Company  
Bamberger Electric Railroad Company  
Utah Idaho Central Railroad Company.

Question 9.

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

Answer 9.

The territory served by the line of railroad which Central Pacific Railway Company proposes to abandon is difficult to define, but probably would be considered as being that portion of Box Elder County lying north of such line. No figures are available as to population, because

Answer 11.



the country is very sparsely settled. There are a few farms in the territory, but most of the country is barren desert. Southern Pacific Co. serves no intermediate station between Brigham City and Ogden.

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 10. Between Corinne Junction and Promontory and between Kosmo and Kelton, Utah State Highway No. 83 closely follows the railroad. Between Promontory and Kosmo, Utah State Highway No. 83 is substantially parallel with the railroad, but at some points as much as approximately 4 miles therefrom. Between Kelton and Watercress, highways are at considerable distance from the railroad, and between Watercress and Lucin, a highway closely parallels the railroad. It is assumed that the highway situation east of Corinne is immaterial, due to the fact that the Union Pacific Railroad Company operates over the trackage involved between such points, although it may be stated that the track between Corinne and Ogden is substantially paralleled by a highway the entire distance.

There is no common carrier bus service in the territory served by the Promontory Branch, but this is probably immaterial due to the fact that no regular passenger service is now being given by Southern Pacific Company between Lucin and Ogden via Corinne.

The only licensed motor carrier operating in this territory west of Corinne that is known to your applicants is the firm of Olague and Carter, who give service once a week into Kelton from Ogden.

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 11. The only industry in the territory between Kelton and Lucin is the livestock industry. The live-

stock industry in this territory is not a fixed industry, but the fact is that flocks of sheep which move over a wide area in western territory graze close to the Promontory Branch at certain seasons of the year. This is an old established industry.

Between Kelton and Corinne, there are grain farming, livestock, sugar beet raising and asphalt mines. The grain shipments are handled from the stations of Kosmo, Promontory and Lampo. The livestock is shipped from Lampo, Balfour and Connor. The sugar beets are shipped from Dathol and Stokes. Asphalt is shipped from Rozel. All these industries are long established except the asphalt industry which has been established within the last two years.

The sugar beet industry is located only a short distance from Corinne, Dathol and Stokes, being only 5 and 3 miles from Corinne, respectively. Of all the traffic handled on the line, sugar beets account for over 70% thereof. Due to the proximity of railroad at Corinne, it is not considered that the sugar beet industry is in any way dependent upon the line for transportation.

As to shipments handled at other stations, such as grain, livestock and asphalt, there may be a certain amount of dependence upon the line for transportation. The amount of traffic offered is so meager that the service is not justified.

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 12. Attached hereto and marked Exhibit "E" is a statement of the passenger traffic handled by Southern Pacific Company on the route involved herein during the years 1940 and 1941. It is to be noted that the only passengers carried were special excursion movements.

Question 13. The freight tonnage handled by the line for each of the last two calendar years, and for that part



Question 16.

(e) Railway tax accruals with method of apportionment;

(f) Other items entering into the applicants' income account and assignable to the line proposed to be abandoned, with methods of assignment; and

Answer 16.

(g) The costs of moving the traffic on the line proposed to be abandoned beyond the limits of said line on other parts of the applicants' lines, with method of determination.

Revenues from freight, passenger, and other service should be shown separately.

(2) If the applicants' line is operated as part of a system under common control and management, a statement for the same period as required in paragraph (1) showing the effect of the proposed abandonment on the net railway operating income of the system and the unit members thereof. This statement should show the revenues accruing to the system and its unit members from traffic moving to and from the line proposed to be abandoned and the costs of handling such traffic. The method of determining such costs also should be shown.

Answer 14.

Attached hereto and marked Exhibit "G" is statement in form required by the Commission.

Answer 17.

The effect of the proposed abandonment on the net operating income of your applicants would be the saving of the losses indicated on Exhibit "G", as similar losses are anticipated in the future if operations are continued.

Question 15.

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

Answer 15.

There has been no passenger traffic handled during recent years except special excursion movements.

The volume of freight traffic has not changed to any great extent in recent years, although there have been fluctuations.

SOUTHERN PACIFIC COMPANY

EXHIBIT "EE"

PASSENGER TRAFFIC AND REVENUE ORIGINATED AND DESTINED  
TO THE LINE BETWEEN LUCIN AND OGDEN  
FOR CALENDAR YEARS 1937 TO 1939

YEAR	ORIGINATED AND DESTINED TO POINTS ON LINE BETWEEN LUCIN AND OGDEN		ORIGINATED AT POINTS BETWEEN LUCIN AND OGDEN AND DESTINED TO POINTS BEYOND AND VICE VERSA	
	PASSENGERS	REVENUE ACCRUING 100% TO THE LINE	PASSENGERS	S.P. CO. GROSS SYSTEM REVENUE
1937	(A) 431	(A) \$349	4	\$17
1938	(B) 397	(B) \$1 305	-	-
1939	(C) 483	(C) \$648	-	-

NOTES:

- (A) Includes 238 passengers and \$146 revenue account rabbit hunters special train, Ogden to Monument, January 31, 1937.
- (B) Includes 306 passengers and \$1,089 revenue account Civilian Conservation Corps special trains, Ogden to Kelton, July 15, 1938, and Kelton to Ogden, December 21, 1938.
- (C) Includes 137 passengers and \$432 revenue account Civilian Conservation Corps special train, Ogden to Kelton, January 24, 1939, and 346 passengers and \$216 revenue account rabbit hunters special train, Ogden to Kelton, January 29, 1939.

Animal or  
Asphalt  
Cattle  
Coal

LOSS

6,124



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 16. That portion of the line involved herein between Lucin and Corinne is not operated as a joint facility.

Between Corinne and Ogden, Union Pacific Railroad Company operations are carried on in addition to those of Southern Pacific Company. Southern Pacific Company does not serve any station intermediate between Brigham and Ogden, it having merely a bridge trackage right. Consequently service to points between Brigham and Ogden is not involved in any way. However, it may be stated that Union Pacific Railroad Company gives complete freight and passenger service on this line.

Union Pacific Railroad Company operates over the line between Brigham and Corinne as part of its Malad Branch and gives a complete freight and passenger service thereover.

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 17. No effort has been made to dispose of the line proposed to be abandoned by Central Pacific Railway Company so as to insure its continued operation because it is believed that public convenience and necessity does not require its continued operation.

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

Answer 18. The operations involved herein have been conducted at a loss for many years. The amount of traffic which is offered is so meager that even with the very limited operations now being given, large losses are incurred. The operations are a burden on interstate commerce.

The abandonment proposed will enable the recovery of large quantities of metal urgently needed at the present time by the United States Government. The use to which the rail and other metal in the line proposed to be abandoned might be put upon removal is far more vital and necessary than the present use being made of such rail and metal in the trackage involved herein.

Respectfully submitted,

SOUTHERN PACIFIC COMPANY

By Jay D. Bacon  
Assistant Secretary

CENTRAL PACIFIC RAILWAY COMPANY

By Jay D. Bacon  
Assistant Secretary

E. J. Foulds

R. S. Myers

65 Market Street,  
San Francisco, California..

Attorneys for Applicants.