



## DOCKETED

- BEFORE THE PUBLIC SERVICE COMMISSION OF UTAH -

Case No. 1783

In the Matter of the Application of  
UTAH LIGHT & TRACTION COMPANY to  
substitute automobile bus service  
for street car service on certain  
of its lines, and to remove certain  
of its street car tracks in Salt Lake  
City, Utah. (Routes 1, 2, and 3.)

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Submitted: July 10, 1935.Decided: August 3, 1935.

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## Appearances:

A. C. Inman, Attorney,  
Major Chas. McGarrigl,

for Applicant  
" Commanding General of  
Fort Douglas  
" Himself.

Wallace M. Bransford,

REPORT OF THE COMMISSION

By the Commission:

The above entitled application was filed with the Commission on June 24, 1935. The matter came on regularly for hearing before the Commission on July 10, 1935, after due and legal notice given to interested parties. Proof of publication of Notice of Hearing was filed and made a part of the record. From the record and files in the case, and the testimony introduced on behalf of the respective parties, the Commission now finds:

That applicant, Utah Light & Traction Company, is a corporation organized and existing under and by virtue of the laws of the State of Utah with its principal place of business at Salt Lake City, Utah. A copy of the Articles of Incorporation of applicant is on file with the Commission. Applicant owns and operates an electric street railway, trolley coach, motor bus system in Salt Lake City, Salt Lake County, and Davis County in the State of Utah, and is engaged in business as a common carrier of passengers.

As a part of applicant's street railway, trolley, and bus system in Salt Lake City, applicant operates what is commonly known as its Ninth Avenue Line, (Route No. 1); its Sixth Avenue Line, (Route No. 2); and its

Third Avenue-Fort Douglas Line, (Route No. 3.) The present route of each of these lines is as follows:

NINTH AVENUE LINE

The Ninth Avenue Line, which is operated in conjunction with the South Seventh East Street car line is furnished service by regular street railway cars, the route of which extends North on Main Street to South Temple Street; thence East to State Street; thence North to First Avenue; thence East to B Street; thence North to Ninth Avenue; thence East to the terminus of said line at K Street; returning over the same route to First Avenue and State Street; thence North to North Temple Street; thence West to Main Street; thence South on Main Street, where the said line continues as a part of the South Seventh East Street Car Line.

SIXTH AVENUE LINE

The Sixth Avenue Line, which is also a street railway service, extends North on Main Street from Third South to South Temple Street; thence East to State Street; thence North to First Avenue; thence East to B Street; thence North to Sixth Avenue; thence East to the terminus of said line at N Street, returning over the same route to First Avenue and State Street; thence North to North Temple Street; thence West to Main Street; thence South to Third South Street, the point of beginning.

THIRD AVENUE-FORT DOUGLAS LINE

The Third Avenue-Fort Douglas Line is also a street railway service, which line extends North on Main Street from Third South to South Temple Street; thence East to E Street; thence North to Third Avenue; thence East to Virginia Street; thence North to Fourth Avenue; thence East to Alta Street; thence in a South-Easterly direction to the terminus of said line at Fort Douglas, returning over the same route to South Temple and State Street; thence South on State Street to Third South Street; thence West to Main Street, the point of beginning.

Applicant proposes and seeks authority to institute, maintain, and operate in lieu of the above described service over its Ninth Avenue, Sixth Avenue, and Third Avenue-Fort Douglas Lines, the following described service:



NINTH AVENUE LINE

Applicant proposes to substitute gasoline motor bus service in lieu of street car service on its Ninth Avenue Line, the route of which bus line will be North on Main Street from Third South to South Temple Street; thence East to State Street; thence North to First Avenue; thence East to B street; thence North to Ninth Avenue; thence East to the terminus of said line at K Street, returning over the same route to First Avenue and State Street; thence South on State Street to Third South Street; thence West to Main Street. No change in the routing of applicant's Seventh East Street car line (No. 8) will be required by reason of the change herein proposed, except that the Number Eight line will be "looped" in the down-town district of Salt Lake City.

In the event authority is granted for the substitution of gasoline motor bus service on its Ninth Avenue Line, applicant seeks authority to remove its tracks, poles, overhead wires, and other equipment from that portion of its Ninth Avenue route from B street to the terminus of said track at K street. Such authority is sought for the reason that if gasoline motor bus service is instituted over this route, the track and other equipment from B Street to K Street on Ninth Avenue will no longer be necessary or useful in rendering service to the public, and for the further reason that certain improvements are contemplated on Ninth Avenue, including the re-surfacing of said street, and the lowering of the crown, or surface thereof.

SIXTH AVENUE LINE

In lieu of street car service on its Sixth Avenue Line, applicant proposes to substitute gasoline motor bus service, the route of which line will be North on Main Street from Third South to South Temple Street; thence East to State Street; thence North to First Avenue; thence East to B Street; thence North to Sixth Avenue; thence East to the terminus of said line at N Street, returning over the same route to First Avenue and State Street; thence South on State Street to Third South Street; thence West to Main Street, the point of beginning.

Applicant does not propose to remove its tracks, poles, wires, and other equipment at this time from its Sixth Avenue Line.

THIRD AVENUE-FORT DOUGLAS LINE

In lieu of the present street car service on the Third Avenue-Fort Douglas Line, applicant proposes to operate a gasoline motor bus service, the route of which line will be North on Main Street from Third South to South Temple Street; thence East to E Street; thence North to Third Avenue; thence East to Penrose Street; thence Northeast to Fairfax Street; thence Northeast to Arlington Drive; thence West to Alta Street; thence South to Third Avenue; thence West to E Street; thence South to South Temple Street; thence West to State Street; thence South to Third South Street; thence West to Main Street, the point of beginning.

Applicant proposes further to extend its present South Temple Street gasoline bus line through Federal Heights along Federal Way to a new terminus of said South Temple bus line at Fort Douglas, returning over the same route, and via Wolcott Street to South Temple Street. If the above described changes are permitted, Fort Douglas will be served by the South Temple Bus Line as extended instead of by a bus line or street car line, operating via Third Avenue.

Applicant does not propose at this time to remove its tracks, poles, overhead wires, and other equipment forming a part of the present Third Avenue-Fort Douglas Street Car line.

If applicant is permitted to make the changes herein described, and substitute gasoline motor bus service for the present street car service on its Ninth Avenue Line, Sixth Avenue Line, and Third Avenue-Fort Douglas Line, it proposes to continue to have street car service available if and when such service is required, except from B Street to K Street on its 9th Avenue Line, between which points applicant seeks authority to remove its tracks and other equipment.

Applicant alleges the following three reasons for its desire to make the changes covered in the instant application:



1. It is shown that Salt Lake City contemplates improving and resurfacing Ninth Avenue between B and K Streets in Salt Lake City, included in which will be the lowering of the crown or surface of said street. It is necessary that applicant's tracks be removed to permit of the street improvements, which will eliminate the necessity of having a street railway track located on said improved street. Salt Lake City Corporation has requested applicant to remove its track on Ninth Avenue from B to K Streets for this reason.

2. In the event the Commission grants authority to applicant to operate gasoline motor bus service as hereinabove described, the street railway tracks and equipment which applicant desires to remove will no longer be necessary or useful in rendering service to the public.

3. The proposed gasoline motor bus service will satisfy the needs of the public, and public convenience and necessity will be as well served with a gasoline motor bus service as by the present street car service.

There were no protests entered against granting of the application; but on the contrary, a Representative of the Commanding General of Fort Douglas testified that Fort Douglas officials were in favor of the changes. An owner of certain apartment houses testified that he favored the changes which would eliminate the noise of street railway cars, and confusion in connection with the operation of the same.

Upon the foregoing findings, and the record and files in the case, all of which are hereby expressly referred to and made a part hereof, the Commission finds that public convenience and necessity will be as well served through the operation of gasoline motor bus service as proposed by applicant; that the removal of its tracks and other equipment on 9th avenue from B Street to K Street will not jeopardize the interests of the public, and that the application herein should be granted.

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UTAH LIGHT & TRACTION COMPANY to sub-  
stitute automobile bus service for  
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lines, and to remove certain of its  
street car tracks in Salt Lake City,  
Utah. (Routes 1, 2, and 3) Supple-  
mental application to remove over-  
head wiring and tracks on its former  
route from State Street and South  
Temple, east on South Temple to E  
Street; thence north on E Street to  
Third Avenue; and thence east on  
Third Avenue to and through the Fort  
Douglas Reservation.

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Submitted: July 7, 1937

Decided: July 22, 1937

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Appearances:

Calvin Behle	for Utah Light & Traction Co.
J. M. Rhodes	" U.S. Army, War Department
Gerald Irvine	" Salt Lake City
John Berry	" The People
Harold E. Wallace	" Yalecrest Ward

SUPPLEMENTAL REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of July 16, 1937, petition for supplemental report and order in the above entitled case was filed with the Commission by the Utah Light and Traction Company, praying for authority to remove and dismantle its overhead wiring and tracks on its former route from State Street and South Temple, east on South Temple to E Street; thence north on E Street to Third Avenue; and thence east on Third Avenue to and through the Fort Douglas Reservation. The matter came on regularly for hearing before the Commission at its office in the State Capitol, July 7, 1937, after due and legal notice given interested parties.

There were no protests filed, either verbal or in writing, against the granting of this application. From the testimony adduced for and in behalf of interested parties at said hearing and from the records and files in the case, all of which are referred to and by this reference



made a part hereof, the Commission finds and reports as follows:

That on August 3, 1935, the Commission issued its order herein, authorizing the petitioner, among other things, to substitute gasoline motor bus service in lieu of street car service on its Third Avenue Fort Douglas Line, and to extend its present South Temple Street gasoline motor bus line through Federal Heights along Federal Way to a new terminus at Fort Douglas; that by order of the Commission gasoline bus service has heretofore been substituted for this service and is still in operation; that the orders of this Commission in this case heretofore made, do not authorize the removal of the tracks and overhead wiring which the Utah Light and Traction Company now requests authority to remove and which are not now used.

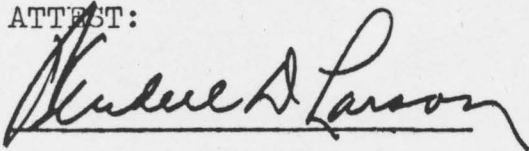
That the Commanding Officer of Fort Douglas, Utah, has consented to the removal of said tracks over the said Reservation; that it is no longer in the public interest or convenience to maintain said unused tracks and overhead wiring.

That this petition does not contemplate or involve any change whatsoever in the present street railway or bus service rendered by petitioner on any of its existing routes in Salt Lake City.

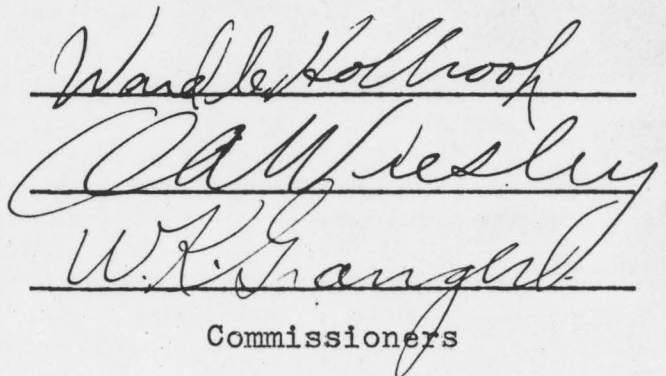
IT IS THEREFORE ORDERED, That petitioner, Utah Light and Traction Company, be, and is hereby authorized to remove and dismantle its overhead wiring and tracks on its former route from State Street and South Temple east on South Temple to E Street; thence north on E Street to Third Avenue; and thence east on Third Avenue and through the Fort Douglas Reservation.

Dated at Salt Lake City, Utah, this 22nd day of July, 1937.

ATTEST:



Secretary



Commissioners