

Case 1974  
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# DOCKETED

- BEFORE THE PUBLIC SERVICE COMMISSION OF UTAH -

Case No. 1974

In the Matter of the Application of the UTAH LIGHT & TRACTION COMPANY to institute and operate a motor bus transportation system on certain streets in Salt Lake City, to discontinue street car and bus service on certain streets therein, and to abandon and remove its street car tracks on certain streets therein.

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Submitted: July 7, 1937

Decided: July 22, 1937

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Appearances:

Calvin Behle	for Utah Light & Traction Co.
Gerald Irvine	" Salt Lake City
Harold Wallace	" Yalecrest Ward

REPORT OF THE COMMISSION

By the Commission:

Application in the above entitled matter was filed with the Public Service Commission of Utah, June 23, 1937. The matter came on regularly for hearing before the Commission at its office in the State Capitol in Salt Lake City, July 7, 1937, after due and legal notice given interested parties. There were no protests either verbal or in writing against the granting of this application.

From the testimony adduced for and in behalf of interested parties 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:

I

That petitioner is a corporation of the State of Utah with its principal place of business therein at Salt Lake City, Salt Lake County in said state; that a copy of the agreement of consolidation by which said corporation was formed has heretofore been filed with this Commission in Case No. 965, which said agreement of consolidation is

hereby referred to and by reference made a part hereof, reference is also made to the office of the Secretary of the State of Utah for an official copy of said agreement of consolidation which is on file in that office.

II

That petitioner owns and operates an electric street and inter-urban railway, electric coach and motor bus system in Salt Lake and Davis Counties and in Salt Lake City, all in the State of Utah, the assessed valuation of which is in excess of \$2,000,000; and that petitioner is possessed of the financial resources required for the purposes of its petition.

III

1. That in recent years there has been considerable extension of residential growth in said Salt Lake City on what is known as the East Bench and particularly between the district bounded by Ninth South and Thirteenth South Streets, and by Fifteenth East and Nineteenth East Streets; that following an extensive survey and study of conditions in said area petitioner is of the opinion that it would be in the interest of the public to institute gasoline bus service into said area.

2. That the route into said area proposed by petitioner is from the business district of Salt Lake City south on Main Street to Ninth South Street; thence east on Ninth South Street to Fifteenth East Street; at this point service would be split and one-half of the buses would proceed south on Fifteenth East Street to Twenty-First South Street as the terminus; the other half would continue east on Ninth South Street to the intersection with Military Drive, and proceed thence south on Military Drive and Seventeenth East Street to Thirteenth South Street; thence west on Thirteenth South Street to Fifteenth East Street; and thence south to a terminus at Seventeenth South Street.

3. That as part of petitioner's system petitioner operates a bus system known as Routes 1 and 2, which Routes come from Ninth and Sixth Avenues in Salt Lake City to the business section and there loop and

return; in the opinion of petitioner it would be desirable to connect Route 1 and 2 with the proposed gasoline bus service hereinbefore set forth; thence the present Routes 1 and 2 would be discontinued on State Street from South Temple to Third South and thence west on Third South to Main Street, and in lieu thereof would proceed west on South Temple from State to Main Street and thence south on Main Street to Ninth South along the proposed route as hereinbefore set forth.

IV

1. That as a part of its street railway system petitioner owns and operates a certain street car line in Salt Lake City, Utah, known as Route 5; that said Route proceeds on First South Street east to Thirteenth East Street; thence south to Ninth South Street; thence east to Fifteenth East Street; and thence south on Fifteenth East Street to Seventeenth South Street as the terminus.

2. Petitioner desires to discontinue the street car and railway service being rendered on said Route on that portion of said Route from Thirteenth East and Ninth South, east on Ninth South to Fifteenth East and thence south to its present terminus at Seventeenth South Street, thus making the terminus of said Route 5 the corner of Ninth South and Thirteenth East Street; that such service will not be needed, since the gasoline bus service hereinbefore set forth will adequately and more efficiently serve this territory over the same route.

3. That upon the termination of said service as set forth in the paragraph next above, the existing tracks, poles and overhead wiring will cease to be useful in service or to be necessary or convenient to the public in any way; that accordingly it is desirable for petitioner at its convenience to remove said street car tracks, poles and overhead wiring when and if the use thereof is discontinued; that Salt Lake City Corporation desires to engage in a street improvement project, particularly on Fifteenth East Street and that the removal of said tracks will facilitate the work on said project.

V

1. That as a part of its said street railway system petitioner



owns and operates street car service known as Route 10 from the business section of Salt Lake City south on State Street to Ninth South Street; thence east on Ninth South Street to Eleventh East Street; and thence south on Eleventh East Street and Highland Drive through Sugar House and to the terminus of said line at Highland Drive and Twenty-Seventh South Streets.

2. That petitioner desires to discontinue said street car railway service, and to substitute therefor gasoline bus service as hereinafter set forth, with the exception of possible rush-hour trippers; the route of said rush-hour trippers, however, would be from the Sugar House District via Highland Drive and Eleventh East to Ninth South, and thence west on Ninth South to Seventh East instead of State Street; thence north on Seventh East to Fifth South Street; thence west on Fifth South Street to Main Street; and thence north on Main Street through the business section of said Salt Lake City.

#### VI

1. That as a part of its existing system petitioner operates a gasoline motor bus route known as Route No.6 which proceeds from the business district of Salt Lake City east on Second South Street to Tenth East Street; thence south on Tenth East Street to Fifth South Street; thence east on Fifth South Street to Eleventh East Street; thence south on Eleventh East Street to Seventh South Street; and thence east on Seventh South Street to its present terminus at Seventh South and Thirteenth East Streets.

2. That in connection with the proposed discontinuance of regular street railway service on present Route 10 as hereinbefore set forth, it would be in the public convenience to change the routing of present Route 6 and proceed from Seventh South Street and Eleventh East directly south to Sugar House and thence south on Highland Drive to a terminus at Thirty- Third South and Highland Drive, returning on the same route and looping in the business district of Salt Lake City.

#### VII

The changes in the routing of present Route 6, and the installation of said new motor bus system into the East Bench area, as hereinbefore

particularly described would, in petitioner's opinion, not only continue to render the service now given by the street railway routes which petitioner proposes to discontinue, but in addition would substitute quicker and more efficient service on said existing routes; petitioner is prepared to supply and have available the necessary equipment to service the proposed new routes and to supplement existing routes in order to furnish efficient service.

VIII

1. That as a part of its system petitioner owns and operates a certain supplemental bus route extending from the terminus of said street railway Route 5 at Seventeenth South and Fifteenth East Street South on Fifteenth East to Twenty-First South; thence west on Twenty-First South to Sugar House; and thence south on Highland Drive to Thirty-Third South and Highland Drive as the terminus. As a part of said supplement bus route, service has been extended on Twenty-First South Street east from Fifteenth East to Twenty-First East Street. That said supplemental service has been continued from time to time for trial periods beginning April 4, 1934, the last trial period expiring June 30, 1937. Reference, in connection with this supplemental route, is made to Case No. 1476.

2. That the installation of the gasoline bus service as hereinbefore set forth, will render service to a substantial portion of that territory now covered by this supplemental route; that petitioner accordingly desires to discontinue said supplemental route which as set forth has been operated on a temporary trial basis. That the patronage on that portion of said temporary route on Twenty-First South Street, which petitioner desires to discontinue, is wholly inadequate and insufficient to justify the continuance of the same; that on that portion of said temporary route to be retained, service will be made during rush-hours on an eight-minute headway instead of on a fifteen minute headway as at the present time.

IX

1. That as a part of its system petitioner owns and operates a



certain street railway route known as present Route 8; that said route runs from Thirty-Third South and Seventh East Street north on Seventh East Street to Fifth South Street; thence west on Fifth South Street to Main Street; thence north on Main Street to South Temple Street; thence east on South Temple Street to State Street; thence south on State Street to First South Street; thence west on First South Street to Main Street; and thence south on Main Street on the same route to the terminus at Thirty-Third South and Seventh East Streets.

2. That more efficient service can be rendered by discontinuing the loop portions on present Route 8 as hereinbefore set forth, and connecting same with the street cars on present Route 5, the routing of which has hereinbefore been set forth; that for reasons hereinafter set forth in paragraph XI of this petition, it will be impossible to return said route on State Street.

X

1. That as a part of its system petitioner owns and operates a gasoline bus service known as Route 23 serving what is known as the Capitol Hill District; that said system was instituted by authority of this Commission in Case No. 1883, reference to which is hereby made; that the present route of said service is as follows: North on Main Street to the State Capitol; thence east and around the rear entrance of said State Capitol; thence south to Second North Street; thence west on Second North Street to Main Street; thence south on Main Street to Second South Street; thence east on Second South Street as Route 6.

2. That petitioner desires to change the routing of said service by proceeding south on State street instead of Main Street, to Second South Street; thence west on Second South Street to Main Street and thence north, and to operate said Route as a separate line not connected with present Route 6.

3. That petitioner believes that said change of routing would enable petitioner to render more efficient service to the public for the reason that the changes in present Route 6 as hereinbefore set forth will necessitate more frequent service than is justified on said Route 23,

