

DOCKETED

BEFORE THE PUBLIC SERVICE COMMISSION OF UTAH

Case No. 2089

In the Matter of the Application of the UTAH LIGHT & TRACTION COMPANY to discontinue motor bus transportation service between Bountiful, Davis County, Utah and Fifteenth North and Beck Streets, Salt Lake County, Utah; to institute and operate a motor bus transportation system in Salt Lake City, Utah, between Twenty-seventh South and Thirty-third South on Seventh East and to discontinue street car service on said route; to discontinue service on Route 23 (Capitol Hill Route) after 8:00 p. m.; and to remove its street car tracks and overhead from certain streets in Salt Lake City, Utah.

Submitted: April 29, 1938

Decided: May 20, 1938

Appearances:

Calvin H. Behle

for Applicant

Fisher Harris

" Salt Lake City

REPORT OF THE COMMISSION

By the Commission:

On April 14, 1938 the Utah Light & Traction Company petitioned the Commission to make and enter its order:

1-a. Authorizing petitioner to discontinue its motor bus service between the City of Bountiful, Davis County, and the district north of Fifteenth North and Beck Streets, Salt Lake County, Utah to Salt Lake City, Utah;

b. Authorizing petitioner to include as part of its regular route No. 14 the territory on South Second West Street between Thirteenth and Seventeenth South Streets, conditioned upon the granting of the prayer immediately preceding;

2-a. Granting a certificate of convenience and necessity permitting and authorizing petitioner to operate and maintain a gasoline motor bus service on Seventh East Street between Twenty-seventh South

and Thirty-third South connecting same with the present street car route No. 8.

b. Authorizing petitioner to discontinue the street railway service on Seventh East tween Twenty-seventh South and Thirty-third South, and to remove its overhead, tracks and wiring between said points.

3. Authorizing petitioner to discontinue service on its route No. 23 (Capitol Hill route) after 8:00 p. m.

4. Authorizing petitioner to remove, at its convenience and when reasonably possible in view of weather conditions and the expense involved, its overhead and tracks from the abandoned portions of its street railway system more particularly hereinafter set forth.

The application came on regularly for hearing before the Commission at its office in the State Capitol on April 29, 1938, after due notice given to interested parties by the Commission, and by publication of notice of hearing by the applicant.

The application was protested by citizens residing adjacent to the lines affected.

From the testimony introduced at said hearing and from the records and files in the case, which are made a part hereof by reference, the Commission finds:

That applicant is a corporation of the State of Utah with its principal place of business in Salt Lake City, Utah.

That applicant owns and operates an electric street and inter-urban railway electric coach and motor bus system in Salt Lake City and County and Davis County, all in the State of Utah.

That for some years last past petitioner has operated a gas bus service known as Route No. 22 along and upon U. S. Highway No. 91, between Bountiful, Davis County, Utah and Salt Lake City, Salt Lake County, Utah; and that said gas bus operations have been connected with and are a part of petitioner's route No. 14 which proceeds south on Second West Street in Salt Lake City to Thirteenth South Street, under Public Service Commission Certificate No. 404 dated July 25, 1933, Case No. 1359.

That the territory on said Route No. 22 between Fifteenth North and Beck Streets, Salt Lake County, to the City of Bountiful is sparsely populated and the patronage on said line has been insufficient to pay operating expenses; that petitioner is operating along said route between said points at an approximate loss of \$6,300 per year.

That the system operations of petitioner for many years last past have not shown a reasonable return on the fair value of the property used and useful in serving the public; and that the discontinuance of that portion of said route No. 22 between the City of Bountiful and Fifteenth North and Beck Streets, Salt Lake County, Utah, is necessary as a step in curtailing the losses incurred by petitioner.

That the Bamberger Electric Railroad Company and the Bamberger Transportation Company operates motor coaches through said territory and along said U. S. Highway No. 91, but is not permitted to give passenger service between these points; that said railway also operates an interurban railroad service through said territory and within close proximity of said U. S. Highway No. 91; that said territory can be adequately served by the said Bamberger Electric Railroad Company and Bamberger Transportation Company under its present schedules and with its present interurban railroad and motor coach equipment, if permitted so to do by this Commission; and that said Bamberger Electric Railroad Company and the Bamberger Transportation Company, will, if necessity requires, supplement the present service.

That contingent upon curtailment of said route No. 22, and the establishment of the terminus of said route at Fifteenth North and Beck Streets, Salt Lake County, Utah, petitioner will be able and willing to render regular service as a part of its existing route No. 14 to Seventeenth South and Second West Streets, Salt Lake City, Utah.

That for many years last past petitioner has operated in Salt Lake City and County, Utah, street railway service known as route No. 8 from the business district of Salt Lake City, Utah, east on Fifth South Street to Seventh East and thence south on Seventh East Street

to a terminus at Thirty-third South Street.

That petitioner proposes to abandon said street railway service between Twenty-seventh South and Thirty-third South and to substitute in lieu thereof a gas bus service on the same schedules as said street railway service is now being operated.

That patrons of the Utah Light & Traction Company who appeared at the hearing in protest testified that the people living in the territory affected would be greatly inconvenienced by the necessity of transferring from street car to bus and vice versa, and that said patrons should not be subjected to this inconvenience.

That by order of the Public Service Commission dated July 22, 1937, in Case No. 1974, petitioner is operating a motor bus service in Salt Lake City, Utah, known as route No. 23, which makes a loop from Second South and Main Street North on Main Street to the State Capitol and thence south on State Street to Second South Street, and west to Main Street.

That for many months last past a check of said service shows that an average of but seventeen people (34 rides) are using this service daily after 8:00 p. m.; that there appears to be no prospect for increasing this number; that the revenue from said operations is totally insufficient to pay the operating expenses and petitioner, therefore, desires to discontinue service after 8:00 p. m.

That although patronage on the Capitol Hill line, route No. 23, after 8:00 p. m. is very slight, nevertheless residents of Salt Lake City residing on Capitol Hill should not be deprived entirely of night service; and that the Company should therefore be required to render service at thirty-minute intervals after 7:00 p. m.

That for many months last past petitioner has abandoned and has not operated, and does not contemplate operating, its street railway tracks and overhead more particularly described as follows:

1. Tracks on Main Street from North Temple to Second North; thence east on Second North to East Capitol Street; thence north on

East Capitol Street to the terminus east of the State Capitol.

2. Tracks and overhead on State Street from North Temple to South Temple.

3. Tracks on Main Street between South Temple and North Temple Streets.

4. Tracks and overhead on South Temple from Main Street to State Street.

5. Tracks and overhead on North Temple from Main Street to State Street.

That petitioner desires at its convenience and when reasonably possible in view of weather conditions and the expense involved to remove said tracks and overhead and wiring as hereinbefore set forth; that said tracks are no longer required to render adequate service to the public for the reason that gas bus service has been substituted for electric tram service. No one appeared to protest the removal of tracks and overhead wiring as hereinabove set forth, but on the contrary representation was made by Salt Lake City approving and recommending these removals.

The Commission being fully advised in all the premises of the application, concludes that the petition of the Utah Light & Traction Company should be granted in all respects, except as follows:

1. (a) To operate and maintain gasoline motor bus service on Seventh East Street between Twenty-seventh South and Thirty-third South Streets.

(b) To discontinue street railway service on Seventh East Street between Twenty-seventh South and Thirty-third South Streets, and to remove its overhead wires and equipment, tracks, and etc., between said points.

2. To discontinue service on its route No. 23 after 8:00 p. m. The Commission further concludes that schedules on route No. 23 should be maintained on a thirty-minute headway after 7:00 p. m.

Case No. 2089

- 6 -

An appropriate order will follow:

Ward B. Holbrook

Chas. W. M. M. M. M.

W. G. G. G.

Commissioners

Attest:

Wendell S. Lason

Secretary

Case No. 2089

- 7 -

O R D E R

At a Session of the PUBLIC SERVICE
COMMISSION OF UTAH, held at its office in
Salt Lake City, Utah, this 20th
day of May, 1938.

Case No. 2089

In the Matter of the Application
of the UTAH LIGHT & TRACTION
COMPANY to discontinue motor bus
transportation service between
Bountiful, Davis County, Utah,
and Fifteenth North and Beck
Streets, Salt Lake County, Utah;
to institute and operate a motor
bus transportation system in Salt
Lake City, Utah, between Twenty-
seventh South and Thirty-third
South on Seventh East and to dis-
continue street car service on
said route; to discontinue service
on Route 23 (Capitol Hill Route)
after 8:00 p. m.; and to remove
its street car tracks and over-
head from certain streets in Salt
Lake City, Utah.

This case being at issue upon application on file, and having
been duly heard and submitted by the parties, and full investigation
of the matters and things involved having been had, and the Commission
having, on the date hereof, made and filed a report containing its
findings and conclusions, which said report is hereby referred to and
made a part hereof,

IT IS ORDERED, That the application herein of the Utah Light
and Traction Company to discontinue motor bus transportation service
between Bountiful, Davis County, Utah and the district north of Fif-
teenth North and Beck Streets, Salt Lake County, Utah to Salt Lake
City; to institute and operate permanent service on Second West be-
tween Thirteenth and Seventeenth South Streets; to institute and oper-
ate a motor bus transportation system in Salt Lake City, Utah, between
Twenty-Seventh South and Thirty-third South on Seventh East and to
discontinue street car service on said route; to discontinue service

on Route 23 (Capitol Hill Route) after 8:00 p. m.; and to remove its street car tracks and overhead from certain streets in Salt Lake City, Utah, be, and the same is hereby granted in part and denied in part as hereinafter set forth:

1. (a) That authority to discontinue motor bus service from the City of Bountiful, Davis County, and from the district north of Fifteenth North and Beck Streets in Salt Lake County, Utah to Salt Lake City, Utah is granted.

(b) That authority to include as a part of a regular route No. 14, the territory on South Second West Street between Thirteenth and Seventeenth South Streets is granted.

2. (a) That authority to operate and maintain gasoline motor bus service on Seventh East Street between Twenty-seventh South and Thirty-third South Streets is denied.

(b) That authority to discontinue street railway service on Seventh East Street between Twenty-seventh South and Thirty-third South Streets, and to remove overhead wires and equipment, tracks and etc., between said points is denied.

3. That authority to discontinue service on its route No. 23 after 8:00 p. m. is denied, but that authority to operate schedules on route No. 23 on a thirty-minute headway after 7:00 p. m. is granted and ordered.

4. That authority to remove its tracks, overhead wires, and equipment over the following routes is granted:

(a) Tracks on Main Street from North Temple to Second North; thence east on Second North to East Capitol Street; thence north on East Capitol Street to the terminus east of the State Capitol.

(b) Tracks and overhead on State Street from North Temple to South Temple.

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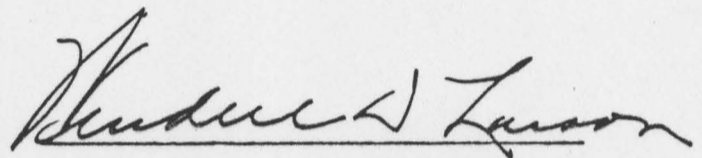
(c) Tracks on Main Street between South Temple and North Temple Streets.

(d) Tracks and overhead on South Temple from Main Street to State Street.

(e) Tracks and overhead on North Temple from Main Street to State Street.


ORDERED FURTHER, That the provisions of this order shall become effective June 1, 1938.

By the Commission.

A handwritten signature in cursive script, reading "Andrew D. Larson". The signature is written in dark ink and is positioned above the printed name of the Secretary.

Secretary

6-4-38



M E M O R A N D U M

June 4, 1938

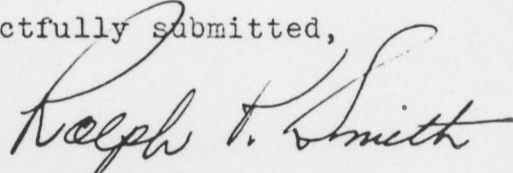
TO THE COMMISSION:

Referring to the complaint of Mr. Fritz Brunisholz, regarding the extension of the Utah Light and Traction Company bus service between Fifteenth North and Beck Street to include the remainder of Salt Lake City limits.

Investigation shows that from the top of White's hill, located approximately one-half mile north of the Salt Lake County Line in Davis County, south to the territory now being served at Fifteenth North and Beck Street by the Utah Light and Traction Company, there are eleven homes, two cream stands, Beck's Hot Springs, and one filling station and beer parlor.

It appears that if all these residents of this territory were to use street car transportation, additional service would not be justified from a monetary standpoint. Therefore, I recommend to the Commission that the above mentioned petition be denied.

Respectfully submitted,


Chief Inspector