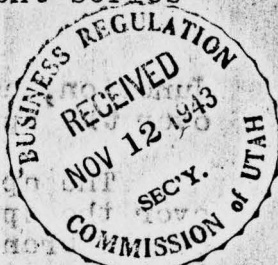


This report will not be printed in full in the permanent series of Interstate Commerce Commission Reports.

INTERSTATE COMMERCE COMMISSION



Finance Docket No. 14342

DENVER & RIO GRANDE WESTERN RAILROAD COMPANY
TRUSTEES ABANDONMENT

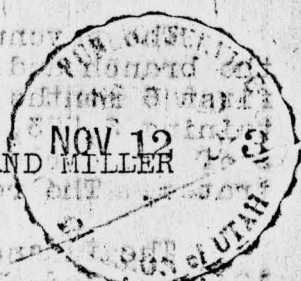
Submitted October 22, 1943. Decided November 4, 1943.

Certificate issued permitting abandonment by Wilson McCarthy and Henry Swan, trustees of the Denver & Rio Grande Western Railroad Company, of a portion of a branch line of railroad, and abandonment of operation by them of another line of railroad, in Juab County, Utah.

T. R. Woodrow for applicants.

REPORT OF THE COMMISSION

DIVISION 4, COMMISSIONERS PORTER, MAHAFFIE, AND MILLER



BY DIVISION 4:

Wilson McCarthy and Henry Swan, trustees in reorganization proceedings of The Denver and Rio Grande Western Railroad Company, debtor, on September 11, 1943, applied for permission (1) to abandon that portion of the tintic branch line of railroad, hereinafter called the branch, extending from Eureka to the end of the track at Silver City, approximately 3.49 miles, and (2) to abandon operation of the line of railroad known as the Mammoth Mill Spur, hereinafter referred to as the spur, from a connection with the branch near Mammoth Junction to the end of the track, approximately 0.85 mile, all in Juab County, Utah. No representations have been made by State authorities, and no objection to granting the application has been presented. All points hereinafter mentioned are in Utah.

The branch was constructed by a previous owner during their silver boom of 1891-92 for the purpose of serving silver mines in the tributary territory. It was acquired by a predecessor of the debtor company in 1908. The branch is laid with 85-pound rail, surfaced on native soil, and is in a fair state of maintenance. Approximately 90 percent of the ties are treated, and about 60 percent are salvageable for reuse. The branch connects for the interchange of traffic with the Union Pacific Railroad at Silver City. The net salvage value of the recoverable material in the branch is estimated at \$16,200.

The spur was built in 1894 by the Oregon Short Line and Utah Northern Railway, predecessor in interest of the Union Pacific Railroad. In 1893 the Rio Grande Western Railway, a predecessor in interest of the debtor company, became a joint owner of the spur and acquired the right to operate its own trains thereon. The spur is laid with 60-pound rail on natural earth with some gravel ballast, and is in fair physical condition. It connects with the Union Pacific Railroad at Mammoth

This micrograph shows a cross-section of a cell. A large, dark, oval nucleus is visible, containing a smaller, denser nucleolus. The surrounding cytoplasm is granular and lighter in color.

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

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CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 4,
held at its office in Washington, D. C., on the 4th day
of November, A. D. 1943.

Finance Docket No. 14342

DENVER & RIO GRANDE WESTERN RAILROAD COMPANY
TRUSTEES ABANDONMENT

Investigation of the matters and things involved in this proceeding having been made, and said division having, on the date hereof, made and filed a report containing its findings of fact and conclusions thereon, which report is hereby referred to and made a part thereof:

It is hereby certified, That the present and future public convenience and necessity permit abandonment by Wilson McCarthy and Henry Swan, trustees in reorganization proceedings of The Denver and Rio Grande Western Railroad Company of the portion of a branch line of railroad and abandonment of operation by them of another line of railroad in Juab County, Utah, described in the report aforesaid.

It is ordered, That this certificate shall take effect and be in force from and after 15 days from its date. Tariffs applicable to the lines in question may be canceled upon notice to this Commission and to the general public by not less than 5 days' filing and posting in the manner proscribed in section 6 of the Interstate Commerce Act.

It is further ordered, That, when filing schedules canceling such tariffs, the said trustees shall in such schedules refer to this certificate by title, date, and docket number.

And it is further ordered, That the said trustees shall report to this Commission as required by valuation order No. 24, effective May 15, 1928.

By the Commission, division 4.

W. P. BARTEL
Secretary.

(SEAL)