

DOCKETED

BEFORE THE PUBLIC SERVICE COMMISSION OF UTAH

In the Matter of the Application of)
 UTAH LIGHT & TRACTION COMPANY)
 for a CERTIFICATE OF CONVENIENCE)
 AND NECESSITY to institute motor)
 bus service on First South and)
 Thirteenth East Streets; and to)
 discontinue street car service on)
 said streets; to abandon and)
 remove street car tracks, poles)
 and overhead on Seventh East and)
 Third South; and to consolidate)
 various certificates of conven-)
 ience and necessity heretofore)
 issued into said one certificate.)

Case No. 2449

R E P O R T

Submitted: March 5, 1941

Issued: March 20, 1941

Appearances:

Calvin Behle, Attorney

for Utah Light & Traction Co.

Gerald Irvine, "

" Salt Lake City Corporation

By the Commission:

On the 19th day of February, 1941, the above named applicant made application to this Commission for permission to institute and operate a motor bus transportation service on certain streets in Salt Lake City; to discontinue street car service now operated on said Streets; and to abandon and remove its street car tracks, poles and overhead on certain streets, as shown in the application and an amendment thereto.

The application was set for hearing at the office of the Commission, 311 State Capitol, at 10:00 o'clock a. m. on the 5th day of March, 1941. All interested parties were given due and legal notice thereof by publication in the Salt Lake Tribune.

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

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

That for more than fifty years applicant and its predecessors in interest have owned and operated a mass passenger transportation system in Salt Lake City and vicinity, pursuant to grandfather rights under Title 76, Revised Statutes of Utah, 1933, certificates of convenience and necessity issued by the Public Service Commission, franchises and consents obtained from Salt Lake County, Salt Lake City, Cities of Murray, Midvale, and Sandy.

That in recent years the applicant, with the consent of the Public Service Commission, has been gradually modernizing its transportation system by transforming the street railway operation into an electric coach and gasoline motor bus system, until at the present time only Route No. 5 is served by street railway operation.

That the transportation system operated by the applicant at the present time includes the following:

Route No. 1 - 9th Avenue (Gas Bus)

From Main Street in the business district of Salt Lake City north to South Temple; thence east to State Street; thence north to 1st Avenue; thence east to "B" Street; thence north to 9th Avenue; thence east to a terminus at "M" Street.

Trial service is also being rendered on this Route from "E" Street and 9th Avenue north to 12th North, through the Veterans' Hospital grounds to the Hospital east gate at 13th Avenue and "F" Street; thence east on 13th Avenue to "G" Street; thence south on "G" Street to 11th Avenue; thence west on 11th Avenue to "E" Street and thence south on "E" Street to 9th Avenue and return via 9th Avenue and "B" Street to loop in business district via State Street.

Route No. 2 - 6th Avenue (Gas Bus)

From Main Street in the business district of Salt Lake City north to South Temple; thence east to State Street; thence north to

1st Avenue; thence east to "B" Street; thence north on "B" Street to 6th Avenue; thence east to terminus at "N" Street.

Route No. 3 - 3rd Avenue (Gas Bus)

From the business district of Salt Lake City north on Main Street to South Temple; thence east on South Temple to "E" Street; thence north on "E" Street to 3rd Avenue; thence east on 3rd Avenue to Virginia Street; thence north to 4th Avenue; thence east to Alta Street; thence north to Arlington Drive; and thence to Fairfax Road and 3rd Avenue.

Route No. 4 - South Temple - Fort Douglas (Gas Bus)

From the business district of Salt Lake City north on Main Street to South Temple Street; thence east on South Temple Street to Fort Douglas Military Reservation.

Route No. 5 - East 1st South - 13th East (Gas Bus Supplemented by Street Cars)

From the business district of Salt Lake City north on Main Street to 1st South; thence east on 1st South Street to 13th East and thence south on 13th East to a terminus at 9th South, with branch service to University of Utah Stadium via 5th South.

Route No. 6 - 15th East and 17th East (Gas Bus)

From the business district of Salt Lake City south on Main Street to 9th South; thence east on 9th South to 15th East Street and thence south on 15th East Street to a terminus at 21st South Street, with alternate route east on 9th South to 17th East Street; thence south on 17th East Street to 13th South Street; thence west on 13th South Street to 15th East Street and thence south on 15th East Street to a terminus at 17th South Street.

Trial service is also being rendered on this Route east on 9th South Street to 19th East Street; thence south to 13th South Street and thence east to loop on 13th South Street at approximately 20th East Streets.

Route No. 7 - East 3rd South and 9th East (Electric Coach)

From the business district of Salt Lake City south on State Street to 3rd South; thence east on 3rd South to 9th East and thence south on 9th East to a terminus on Parkway Avenue, with trial service being rendered to Hudson Avenue.

Route No. 8 - East 5th South and 7th East (Gas Bus)

From the business district of Salt Lake City south on Main Street to 5th South; thence east on 5th South Street to 7th East Street and thence south on 7th East Street to a terminus at 33rd South Street, with trial service extending on 33rd South Street to 11th East Street.

Trial service is also operated from 7th East Street west on Driggs Avenue to 5th East Street; thence south on 5th East Street to 27th South Street and thence east on 27th South Street to 7th East Street.

Route No. 9 - - - East 21st South (Gas Bus)

From the business district of Salt Lake City south on Main Street to 21st South Street; thence east on 21st South Street to 13th East Street; thence north on 13th East Street to 9th South Street and thence east on 9th South Street to 21st East Street, operated as trial service.

Route No. 10 - East 2nd South and Highland Drive (Gas Bus)

From the business district of Salt Lake City east on 2nd South Street to 10th East Street; thence south on 10th East Street to 5th South Street; thence east on 5th South Street to 11th East Street and thence south on 11th East Street and Highland Drive to 33rd South Street.

Trial service on this Route is being operated west on 33rd South Street to common terminus with Route No. 8 at 11th East

Street, and a second trial service is being rendered east on Stratford Avenue from Highland Drive to 17th East Street.

Route No. 11 - 4th East (Electric Coach)

From the business district of Salt Lake City south on Main Street to 7th South Street; thence east on 7th South Street to 4th East Street; thence south on 4th East Street to a terminus at Redondo Avenue.

Route No. 12 - State Street, Murray, Midvale, and Sandy (Gas Bus)

From the business district of Salt Lake City south on State Street through Murray to Midvale and Sandy with alternate loop from Midvale to 48th South Street on 6th West Street.

Route No. 13 - South West Temple (Electric Coach)

From the business district of Salt Lake City south on Main Street to 4th South Street; thence west on 4th South Street to West Temple and thence south on West Temple to a terminus at 21st South Street.

Route No. 14 - South 2nd West (Gas Bus)

From the business district of Salt Lake City south on Main Street to 5th South; thence west on 5th South Street to 2nd West Street; thence south on 2nd West Street to a terminus at 17th South Street.

Route No. 15 - South 8th West (Gas Bus)

West on 2nd South Street to 8th West Street; thence south on 8th West Street to a terminus at 13th South Street.

Route No. 16 - Poplar Grove (Gas Bus)

From the business district of Salt Lake City south to 3rd South Street; thence west on 3rd South Street to Rio Grande Avenue; thence south on Rio Grande Avenue to 4th South Street; thence west on 4th South Street to 8th West Street; thence south on 8th West Street to 7th South Street; thence west on 7th South Street to 11th West Street; thence south on 11th West Street to Indiana Avenue; thence west on Indiana Avenue to Pueblo Street; thence north to 8th South

Street; thence west to Cheyenne Street; and thence south to Indiana Avenue.

Route No. 17 - West 2nd South Street (Gas Bus)

From the business district of Salt Lake City west on 2nd South Street to Concord Street; thence south on Concord Street on trial basis to Arapahoe Street and thence west on Arapahoe Street to a terminus at Cheyenne Street with temporary intermittent service north on Cheyenne Street to 5th South Street; thence west on 5th South Street to Redwood Road; thence north on Redwood Road to 2nd South Street and thence east on 2nd South Street.

Route No. 18 - Airport (Gas Bus)

From the business district of Salt Lake City west on South Temple to 3rd West Street; thence north on 3rd West Street to North Temple; thence west on North Temple to 9th West Street; and thence west to the Salt Lake Municipal Airport.

Route No. 19 - West 4th North (Gas Bus)

From the business district of Salt Lake City north on Main Street to South Temple; thence west on South Temple to 3rd West Street; thence north on 3rd West Street to North Temple; thence west on North Temple to 5th West Street; thence north on 5th West Street to 4th North Street and thence west on 4th North Street to 12th West Street.

Route No. 20 - West 2nd South-North Redwood Road (Gas Bus)

From the business district of Salt Lake City west on 2nd South Street to Orange Street, and under trial service north on Orange Street to North Temple; thence east on North Temple to Redwood Road and thence north on Redwood Road to a terminus at 550 North Redwood Road.

Route No. 21 - Wasatch Springs (Electric Coach)

From the business district of Salt Lake City north on Main Street to North Temple; thence West on North Temple to 2nd West Street; thence north on 2nd West Street to Wasatch Springs.

Route No. 22 - Center Street (Gas Bus)

From the business district of Salt Lake City north on Main Street to Center Street and thence northwest via Center Street, Wall Street and Beck Street to a terminus at 15th North Street.

Route No. 23 - State Capitol (Gas Bus)

Loop from business district of Salt Lake City north on Main Street to rear of State Capitol and return via State Street and 2nd South Street.

On trial basis service after 8:00 p. m. is operated on North Main Street to 4th North Street instead of through the rear of the Capitol grounds.

Route No. 26 - Holladay (Gas Bus)

South on Main Street to 33rd South Street; thence east on 33rd South Street to Highland Drive; thence south to Holladay via Highland Drive and 48th South Street; and thence south on Holladay Boulevard to Casto Lane.

Mill Creek (Gas Bus)

From the business district of Salt Lake City to East Mill Creek. (Service has been suspended temporarily by an order of the Commission in Case No. 2085 and the territory is now being served by the Airway Motor Coach Lines, Inc.).

That at the present time service on Route No. 5 is rendered by electric street railway operations with the exception of Sundays, holidays, evenings after 7 p. m., and in the early morning hours until 7:00 a. m., during which times gasoline busses are substituted.

That applicant now desires to discontinue street railway service on Route No. 5 and to substitute gasoline motor bus service on said Route on regular schedules at more frequent headway than is at present afforded by the street railway service; the

new service to be substituted on or about July 1, 1941.

That in 1940 pursuant to an order of this Commission in Case No. 2363, applicant abandoned street railway operations on Route No. 8 and removed that portion of its tracks on Seventh East Street from Thirty-third South to Twenty-first South Street, substituting in lieu thereof motor gas bus service; that that portion of the track formerly operated in connection with Route No. 8 on Seventh East from Twenty-first South Street to Fifth South Street is no longer in service or necessary or convenient to the public in any way; that in 1929, pursuant to an order of the Commission in Case No. 1112, applicant abandoned street railway service on its Route No. 7 on Third South and Ninth East Streets, substituting in lieu thereof electric trolley coach service; that the track theretofore used on said Route No. 7 has previously been removed with the exception of that portion on Third South Street between Tenth East and State Street, and that said portion of track is no longer in service and is not necessary or convenient to the public in any way; that it is in the best public interest for applicant at its convenience to remove the balance of said street car tracks, poles and overhead insofar as same are no longer useful in service and to cooperate with Salt Lake City Corporation in street improvements in the territory affected; that in cooperation with said Salt Lake City applicant has agreed and believes that it will be financially able during 1941 to undertake the expense of removing said street car tracks together with such poles and overhead wiring as are no longer useful in service, and to make the incidental street repairs on said Seventh East Street between Twenty-first South and Fifth South Streets, on Third South Street between State Street and Tenth East Streets, on Fifth South Street between West Temple and First West Streets, on South Temple between Main

Street and West Temple, on Main Street between South Temple and First South, and on Second South between Main Street and West Temple.

That in the course of the abandonment of applicant's street railway system and the substitution in lieu thereof of gas motor bus and electric trolley coach service, the Public Service Commission has issued to applicant various certificates of convenience and necessity, as follows:

No. 443 (1783)	No. 404 (1359)	No. 390 (1254)
No. 327 (966)	No. 321 (1038)	No. 400 (1298)
No. 458 (1883)	No. 409 (1432)	No. 306 (981)
No. 338 (1112)	No. 305 (983)	No. 536 (2363)
	No. 458-A (1974)	

That the abandonment of street railway service on Route No. 5 contemplated by the application, and the substitution in lieu thereof of gas motor bus service will complete the abandonment by applicant of its street railway operations insofar as the transportation of passengers is concerned. That as a matter of convenience for all concerned applicant requests the Commission to consolidate said various certificates of convenience and necessity, together with the certificate requested herein, into a single certificate of convenience and necessity to cover operations of applicant as a common motor carrier of passengers within the city limits of Salt Lake City and territory immediately adjacent thereto, to Murray, Midvale, and Sandy via State Street on applicant's Route No. 12, and to Holladay on applicant's present Route No. 26-B via Thirty-third South and Highland Drive, including the suspended East Mill Creek operation.

That the changes proposed by the applicant herein are desirable to meet the needs and convenience of the public and in accordance with the program of said Company in its transition from street car to bus service, and will not be in any way ^{be} detrimental to the best interests of the people of Salt Lake City or the State of Utah.

That the request of applicant for consolidation of certificates of convenience and necessity is reasonable and that it will facilitate accounting and prevent confusion resulting from a multiplicity of certificate numbers.

That applicant is financially able to carry out the purposes of this application.

From the foregoing facts, the Commission concludes that the application should be granted as prayed.

An appropriate order will follow.

Ward L. Holbrook

W. T. Whiskey
Commissioners

Attest:

Viola Dressing
Acting Secretary

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- BEFORE THE PUBLIC SERVICE COMMISSION OF UTAH -

In the Matter of the Application of)
UTAH LIGHT & TRACTION COMPANY) Case No. 2449
for a CERTIFICATE OF CONVENIENCE)
AND NECESSITY to institute motor)
bus service on First South and) O R D E R
Thirteenth East Streets; and to)
discontinue street car service on)
said streets; to abandon and)
remove street car tracks, poles)
and overhead on Seventh East and)
Third South; and to consolidate) Certificate of Convenience and
various certificates of conven-)
ience and necessity heretofore) Necessity No. 554
issued into said one certificate.)

This case being at issue upon application on file, and having been duly heard and submitted by the parties hereto, 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 report is hereby referred to and made a part hereof,

IT IS ORDERED, That applicant, Utah Light & Traction Company, is hereby permitted to institute and operate gasoline motor bus service on its present Route No. 5 in lieu of electric railway service now in operation on said Route.

IT IS FURTHER ORDERED, That permission is hereby given to abandon and remove street railway tracks, together with such poles and overhead as are no longer in service, as follows:

- (a) On Seventh East Street from Fifth South to Twenty-first South Street;
- (b) On Third South Street from State Street to Tenth East Streets;
- (c) On South Temple between Main Street and West Temple Street, and on Fifth South Street between West Temple and First West Streets, and
- (d) On Main Street from South Temple to First South; on Second South between Main Street and West Temple.

IT IS FURTHER ORDERED, That all the operating rights possessed by applicant by virtue of grandfather rights under Title

76, Revised Statutes of Utah, 1933; franchises and consents from Salt Lake County, Salt Lake City, Murray, Midvale, Sandy, and Certificates of Convenience and Necessity Nos. 443, 327, 458, 458-A, 338, 404, 321, 409, 305, 390, 400, 306, and 536 are hereby consolidated under Certificate of Convenience and Necessity No. 554, that is to say, applicant is authorized to conduct a mass transportation service by electric coach and gasoline motor bus in Salt Lake City and territory immediately adjacent thereto and over its present routes to Murray, Midvale, Sandy, and Holladay; also including the right to conduct transportation service from Salt Lake City to East Mill Creek in the event the Commission should authorize the resumption of that service which was suspended by an order of the Commission in Case No. 2085, which territory is now being served by the Airway Motor Coach Lines, Inc.

IT IS FURTHER ORDERED, That applicant shall maintain on file with the Commission the necessary insurance required by law; and that said Company shall operate at all times in accordance with the statutes of the State of Utah, and the rules and regulations which now exist, or which hereafter may be prescribed by the Public Service Commission of Utah, governing the operation of common motor carriers over the public highways of the State of Utah.

Dated at Salt Lake City, Utah, this 20th day of March, 1941.

Attest:

Viola Dennis
Acting Secretary

Ward C. Holbrook
Chas. W. Husley
Commissioners