

REPORT  
of the  
PUBLIC SERVICE  
COMMISSION  
OF UTAH  
to the  
GOVERNOR



For the Period  
July 1, 1943 to June 30, 1944

SE-9  
032

REPORT  
of the  
PUBLIC SERVICE  
COMMISSION  
OF UTAH  
to the  
GOVERNOR



For the Period  
July 1, 1943 to June 30, 1944



**GOVERNOR HERBERT B. MAW**

To His Excellency, HERBERT B. MAW,  
Governor of the State of Utah

Dear Governor Maw:

We have the pleasure to submit herewith the twenty-sixth annual report of the Public Service Commission of Utah covering the fiscal year ended June 30, 1944.

Respectfully submitted,

Signed

DONALD HACKING,  
W. R. McENTIRE,  
OSCAR W. CARLSON,  
**Commissioners**

(SEAL)

Attest:

THEODORE E. THAIN, (Signed)  
**Secretary.**



# PUBLIC SERVICE COMMISSION ROSTER

July 1, 1943 to November 30, 1943

George S. Ballif .....	Chairman
Donald Hacking .....	Commissioner
Oscar W. Carlson .....	Commissioner

December 1, 1943 to June 30, 1944

Donald Hacking .....	Chairman
W. R. McEntire .....	Commissioner
Oscar W. Carlson .....	Commissioner

## CENTRAL OFFICE

Theodore E. Thain* .....	Secretary
Evelyn Jensen .....	Chief Clerk
Elva G. Peterson* .....	Central Cashier
Phyllis Gulbransen* .....	Assistant Cashier
Jacqueline Dansie .....	Stenographer

## ACCOUNTING DIVISION

Theodore E. Thain .....	Chief Accountant
Edwin J. Cowley .....	Accountant
John W. Avery .....	Accountant

## ENGINEERING DIVISION

Wilford A. Robinson .....	Senior Engineer
---------------------------	-----------------

## LEGAL DIVISION

Clinton D. Vernon .....	Counsel
-------------------------	---------

## TRANSPORTATION RATE DIVISION

Charles A. Root .....	Commerce Attorney
George N. Davis .....	Senior Rate Clerk
Charles R. Liston .....	Junior Rate Clerk
Toyoko Hidekawa .....	Stenographer
Edith Taylor .....	File Clerk

## INSPECTION DIVISION

A. M. Thomas* .....	Chief Inspector
Robert N. Slaughter* .....	Railroad Inspector
Ed. W. Vendell* .....	Inspector
Peter Carlston* .....	Inspector
Wilbur F. Just* .....	Inspector
Elmo Loveridge* .....	Inspector
William Bywater* .....	Inspector
Rawlins B. Young* .....	Inspector
Ora Sherwood* .....	Stenographer

\*Note: These employees devote part of their time to the work of other divisions of the Department of Business Regulation.



# CONTENTS

Chapter	Page
Letter of Transmittal to Governor .....	5
Roster .....	6
I SUMMARY OF YEAR'S ACTIVITIES .....	9
Introduction .....	9
Electric and telephone rate investigations.....	10
Utah Power & Light Company rate case.....	10
Telephone toll rate case .....	12
Acquisition Case .....	14
Utah Power & Light Company application to acquire property of Utah Light and Traction Company .....	14
Motor carrier regulation .....	15
Transportation rates .....	17
Special permissions .....	17
Informal dockets .....	17
Joint board hearings .....	17
Court cases involving commission .....	17
Costs of operation of commission .....	18
II FORMAL CASES BEFORE COMMISSION .....	19
Railroad rates .....	19
Water rates .....	21
Grade crossing cases .....	21
Motor transport cases .....	22
Station agency cases .....	24
Miscellaneous cases .....	24
III INTERSTATE TRANSPORTATION RATES .....	25
IV SELECTED DATA ON UTILITY OPERATIONS.....	31
Trend of electric rates and consumption .....	31
Trends in utility operations .....	33
Rate revisions .....	34
<b>TABLES AND CHARTS</b>	
Appendix	
I SUMMARY OF ORDERS ISSUED IN FORMAL CASES	35
II MISCELLANEOUS ORDERS AND COMMISSION FINANCES .....	59
III CHARTS OF UTILITY STATISTICS AND MISCELLANEOUS TABLES .....	69





## CHAPTER I

### SUMMARY OF YEAR'S ACTIVITIES

#### Introduction

The Public Service Commission of Utah is a division of the Department of Business Regulation of the State of Utah. The department is headed by a commission of three members known as the Commission of Business Regulation. The members of the latter-named commission also constitute the membership of the Public Service Commission. The time and efforts of the commissioners, therefore, are divided among the work of the Public Service Commission and the other divisions of the department. Likewise, the work of some of the department's personnel covers more than one division of the department. For example, the inspection division performs field inspection work for other divisions of the department as well as for the Public Service Commission. The commissioners are called upon to devote more time and attention to Public Service Commission matters, however, than to the work of all the other divisions combined.

This report covers a period in our nation's history marked by drastic changes in our economy necessitated by the war in which we are engaged. The field of utility regulation has felt the impact of these changed conditions. The call upon the nation's man power for service in the armed forces and in war industries has seriously depleted the commission's personnel, particularly those trained in technical fields. Likewise, the conditions incident to the war have created regulatory problems never before encountered, especially in the transportation field. It naturally follows that of necessity the over-all program of the commission has been altered to meet the situation. Some important investigations have been delayed. Other work normally considered essential for proper regulation has given way in favor of problems created by the war which had to be handled expeditiously.

In at least one respect the year was a highlight in the history of utility regulation in Utah, namely, the successful completion of an intensive investigation of Utah Power & Light Company. This case and the other principal activities of the commission during the fiscal year under consideration are discussed below.

**Electric and Telephone Rate Investigations**

Case No. 2612

PUBLIC SERVICE COMMISSION OF UTAH, COMP'T.,  
vs.

UTAH POWER &amp; LIGHT COMPANY, DEF'T.

An investigation was instituted by the commission through a complaint filed in August, 1942, alleging that the rates of Utah Power & Light Company for electric service in the State of Utah were unjust and unreasonable, and that said company was and had been earning in excess of a reasonable return on a just and proper rate base. Hearings were concluded in February, 1943, and the commission issued a report and order on September 11, 1943.

Utah Power & Light Company was ordered to decrease its rates to reflect an annual reduction of \$1,504,644 when applied to the 1941 volume of sales to its customers in the State of Utah.

The commission found and concluded that "The just and proper rate base for the Utah Power & Light Company is the amount actually and prudently invested in property used and useful in rendering service in Utah." The undepreciated prudent investment rate base was determined to be as follows:

	Dec. 31, 1941	Dec. 31, 1942
Owned Plant .....	\$50,517,242	\$50,796,206
Leased Plant .....	12,153,012	12,153,296
	<hr/>	<hr/>
Total Plant .....	\$62,670,254	\$62,949,502
Working Capital .....	1,300,000	1,300,000
	<hr/>	<hr/>
Maximum undepreciated investment rate base....	\$63,970,254	\$64,249,502

Included in the above rate base figures is \$2,154,687, representing the amount paid by Electric Bond and Share Company, or associated companies, in excess of the original cost of the properties when first devoted to public service. The commission stated that the inclusion of this amount "... is for the purpose of including all expenditures incurred in assembling the property into an integrated power system and for the purpose of assuring ample and liberal return during the pending reorganization and refinancing of the company and is not to be construed as being properly includable in the rate base for any other reason."

Utah Power & Light Company offered to prove during the hearing the reproduction cost new, less depreciation, of its properties used and useful in serving Utah customers. Counsel for the commission objected to such evidence on the grounds that this type of evidence is unreliable, fallacious, immaterial, irrelevant, incompetent, and of no probative value. The commission sustained the objection and granted a motion to strike the evidence that had been received on this subject.

The commission found that a fair and reasonable rate of return for the company is six per cent per annum. Full Federal income tax based on normal tax rate of 24 per cent was allowed in determining fair and reasonable earnings. In dealing with the tax feature of the case the commission found that under reasonable rates and earnings the company will not have to pay Federal surtaxes or excess profits taxes under the Revenue Act of 1942.

The annual allowance for depreciation expense was computed on a six per cent sinking fund depreciation method. Under this method no deduction is made from the rate base for accrued depreciation when the sinking fund interest rate is the same at the rate of return.

As a final step in completing this investigation the commission conducted a further hearing on October 6, 1943, to afford interested parties an opportunity to be heard and to offer evidence on the question of determining what new schedules of rates and charges should be prescribed or approved by the commission to carry into effect the ordered rate reduction of \$1,504,644. Oral and documentary evidence was introduced at this hearing by the commission's staff, the United States War Department, an intervenor in the case, and other interested parties. Counsel for the company appeared and participated in the hearing. The United States War Department requested the commission to prescribe and approve a special military rate schedule to cover electric energy supplied by the company to military camps or establishments in the State of Utah. The commission did not consider it necessary or advisable to prescribe or approve a special military schedule of rates. A supplemental report and order was issued on October 7, 1943, in which a complete set of new rates was prescribed which rates were calculated to effect an annual reduction of \$1,504,644 when applied to the 1941 volume of sales in the State of Utah.

Following denial of an application for rehearing Utah Power & Light Company petitioned the Supreme Court of

Utah to review the commission's orders. The court stayed the commission's orders pending determination of the matter and required the company to impound each month in a Salt Lake City bank the amount representing the difference between the charges under the old rates of the company and those under the rates prescribed by the commission. In the event the commission's orders are upheld by the court the impounded money will be refunded to the company's customers. A total of \$1,081,018.01 had been impounded at June 30, 1944. The case in the Supreme Court had been argued and submitted at the closing date of this report and the commission was awaiting the court's decision on the matter.

This case places squarely before the court the question of whether under existing statutes and judicial decisions this commission may determine a rate base for a public utility without hearing evidence on and taking into consideration the reproduction cost of the property involved.

Case No. 2503

PUBLIC SERVICE COMMISSION OF UTAH, COMP'T.,

vs.

THE MOUNTAIN STATES TELEPHONE AND  
TELEGRAPH CO., DEF'T.

This case had its origin in a complaint filed by the commission upon its own motion in October, 1941. The inquiry was directed into the differences between rates charged by The Mountain States Telephone and Telegraph Company for intrastate message toll telephone service and the rates charged by it for interstate service interchanged between said company and its parent, the American Telephone and Telegraph Company.

The commission undertook to determine, for example, whether it is reasonable for the telephone company to:

Charge 95¢ for an intrastate toll call from Richfield to Salt Lake City and 85¢ for an interstate toll call from Richfield to Elko, Nevada. (The interstate message travels from Richfield to Salt Lake City and thence to Elko, Nevada.)

Charge \$1.15 for an intrastate toll call between two points 176 airline miles apart (Salt Lake City and Beaver), and 75¢ for an interstate toll message between two points 180 airline miles apart (Salt Lake City and McGill, Nevada).

Charge the same amount, \$1.55, for an intrastate call between Ogden and Kanab, 291 airline miles apart, and an interstate toll call between Ogden and Portland, Oregon, 620 airline miles apart.

A hearing was held on the complaint and under date of September 18, 1942, the company was ordered to reduce such of its Utah intrastate message toll telephone rates for all rate-mile distances over 16 miles as exceed the rates charged and collected by it for corresponding interstate toll service, rendered jointly by it and the American Telephone and Telegraph Company from and to points within the State of Utah, to the level of such interstate rates. The commission also ordered the company to discontinue the making and collection of report charges on uncompleted intrastate message toll telephone calls.

The case was taken to the Supreme Court of Utah by the company on a petition for a review of the commission's order following denial of an application for rehearing by the commission. The court stayed the commission's order and required the company to post a bond and impound in a Salt Lake City bank the amounts of money collected in excess of that which would have been collected under the level of rates prescribed by the commission until final decision in the case.

The court's opinion was handed down on October 25, 1943. In effect the court held that the commission was justified in finding that the present differentials between the two levels of rates were unreasonable but that on the basis of the evidence the commission was arbitrary in finding that no differentials were justified or that the Long Lines rates of the American Telephone and Telegraph Company should be the measure for Utah rates. The court set aside the commission's order and the matter was ". . . remanded to the commission for a determination as to what would be a reasonable and just rate for intrastate toll service."

The court denied a petition of the commission for rehearing on March 17, 1944, with one justice dissenting. In the course of its opinion the court stated "The evidence adduced at the hearing not only fails to show that both rate schedules should have been the same, but it affirmatively shows that apparently some differential between the two rates would be justified."

The commission next held several informal conferences with officials of the telephone company in an attempt to arrive at a settlement of the case without further hearings. The company's best proposal was unsatisfactory to the commission and the discussions were discontinued. The com-

mission concluded, therefore, on May 17, 1944, to reopen the matter to ascertain, pursuant to the decisions of the Supreme Court, what would be just and reasonable rates for intrastate telephone toll service in Utah.

After the Supreme Court had denied the commission's petition for rehearing The Mountain States Telephone and Telegraph Company discontinued the impounding of any additional monies. The company took the position that the entire case was closed and that the money that had been impounded should be released to the company. A request to this effect was made to the commission. After due consideration of the matter the company was informed that the commission was not disposed to grant the request. The commission stated its position to be that it did not consider the case closed, and that pursuant to the Supreme Court's decisions further hearings in the case were necessary. The company thereupon filed a petition with the Supreme Court for a writ of mandate to compel the commission to allow the company to obtain the impounded fund. The fund contained \$249,802.48 after the last payment into the fund.

At the closing date of this report the matter had not been argued before the Supreme Court.

### Acquisition Case

Case No. 2652

#### THE APPLICATION OF UTAH POWER & LIGHT COMPANY TO ACQUIRE ALL THE PROPERTY OF UTAH LIGHT AND TRACTION COMPANY.

A case of considerable importance and interest involved the application of Utah Power & Light Company for consent and approval of the commission to acquire all the property of its subsidiary, Utah Light and Traction Company. At the time the application was under consideration Utah Light and Traction Company owned certain electric generating plants, transmission lines, distribution systems, and other electric property in the State of Utah, all of which was leased to Utah Power & Light Company under a 99-year lease. Traction Company also owned and operated a mass transportation system in and contiguous to Salt Lake City. The electric properties of Traction Company form an integral part of the interconnected power system of Utah Power & Light Company.

In a report and order dated July 17, 1943, the commission found and concluded that the proposed acquisition of the properties of Traction Company by Utah Power & Light

Company would be in the public interest provided that at the time of recording the final entries on the books of the constituent companies and the surviving company the following principles and conditions would be observed:

a. In order to properly merge or consolidate two or more companies the accounts of the individual companies must be stated on a common and uniform basis of cost.

b. The consolidated balance sheet must reflect the actual financial condition of the surviving company after consolidation or merger.

c. The books of both the Utah Light and Traction Company and the Utah Power & Light Company shall be adjusted to comply with the applicable and effective Uniform System of Accounts.

d. Intercompany transactions shall be eliminated.

e. The Utah Power & Light Company shall file with this commission a plan for disposition of the write-ups in Account 107, Utility Plant Adjustments.

Utah Power & Light Company and Utah Light and Traction Company filed an application for rehearing alleging that the commission had imposed requirements in its order which could not lawfully be complied with and which were in excess and beyond the jurisdiction of the commission.

Subsequent to the filing of the application for rehearing Utah Power & Light Company changed its plans and the matter was not pursued further.

### **Motor Carrier Regulation**

A continuing field inspection is made of motor carriers operating for hire in the State of Utah. The purpose of this work may be described briefly as twofold, (1) to determine if licensed motor carriers are observing the requirements of the law and the rules and regulations of the commission and, (2) to apprehend any one operating without authority from the commission in violation of law.

Thirty blockades were conducted in conjunction with the Interstate Commerce Commission, the Utah State Highway Patrol, and the Office of Defense Transportation. These blockades covered periods ranging from eight to forty-eight hours and were conducted at the following places: North Salt Lake, Murray, Heber City, Lehi, Thistle, Price, Jensen, Santa Clara, Echo, Lake Point, Tremonton, Logan, and Garden City. All commercial vehicles operating



past these checking stations during the blockades were checked for compliance with State and Federal regulations.

The commission's inspectors made safety inspections of 1,236 motor vehicles operated by intercity carriers, of which number 836 units were found to be defective in one respect or another. Inspections also were made at the terminals of carriers rendering intracity passenger service of 329 vehicles. These inspections disclosed 78 defective units. The owner of a piece of equipment found to be defective is required to remedy the condition within ten days after notification to him.

A revised set of motor carrier safety regulations was adopted by the commission on March 3, 1944, applicable to common and contract motor carriers operating in Utah. These regulations are in harmony with those prescribed by the Interstate Commerce Commission except in specific instances where the requirements of Utah law indicate different standards.

A total of 541 investigations of motor carriers was made by the commission's inspectors. In 57 instances operators were warned to discontinue operating for hire in the absence of the proper authority from the commission. Six complaints were filed in the courts against individuals allegedly operating for hire without authority. In each case the defendant either pleaded or was found guilty and aggregate fines of \$72.50 were imposed by the courts.

Telegrams were sent to 24 motor carriers directing such carriers to suspend operations until they had placed on file with the commission the insurance required by law. It became necessary to cancel the operating rights of two carriers for failure to maintain the required insurance on file.

150 temporary permits were issued to carriers granting authority to make specific hauls. The period of time covered by these permits is indicated in the following summary:

10 days or less .....	55
15 days .....	2
20 days .....	1
30 days .....	23
60 days .....	69
Total .....	150

A summary of the reported accidents in which motor carriers were involved during the calendar year 1943 is contained in Table No. 23, Appendix III.

## **Transportation Rates**

The commission through its Transportation Rate Division handled numerous formal matters and a great many informal matters relating to intrastate and interstate transportation rates. The formal rate matters are discussed at some length in subsequent chapters. The matters disposed of informally are too numerous to describe in this report, but it should be stated that many differences between shippers and carriers were adjusted satisfactorily.

## **Special Permissions**

There were 124 special permissions issued to carriers and other public utilities. Eighty-three of these special permissions authorized the publication of reduced freight rates or passenger fares of carriers by rail or by motor vehicle. A summary of these orders may be found in Table No. 17, Appendix II.

## **Informal Dockets**

Orders were issued in eighteen informal dockets. These dockets cover such matters as reparation claims and applications for modification of the commission's clearance regulations. The commission authorized specific reparation claims totalling \$7,873.35 in these dockets.

A summary of the informal dockets may be found in Table No. 18, Appendix II.

## **Joint Board Hearings**

A member of the commission participated as a member of an Interstate Commerce Commission joint board in eight hearings involving applications of motor carriers for interstate operating rights. These hearings were conducted at Salt Lake City, Utah; Boise, Idaho; Wells, Nevada; and Rock Springs, Wyoming.

## **Court Cases Involving Commission**

Three cases were before the Supreme Court of Utah involving orders of the commission. Two of these cases, the one instituted by Utah Power & Light Company, and the other by The Mountain States Telephone and Telegraph Company, were discussed above and will not be elaborated on at this point.

The third case referred to concerned an order issued by the commission granting Carbon Freight Line, Inc., the

right to operate in intrastate commerce as a common carrier of general commodities by motor vehicle between Salt Lake City and Spanish Fork; between Spanish Fork and Price; and between Pleasant Grove and Provo, Utah. The application was strongly opposed by rail and motor carriers operating in this area. Following denial by the commission of motions for rehearing The Salt Lake & Utah Railroad Corporation, Utah Central Truck Line, and The Denver & Rio Grande Western Railroad Company and the trustees of said company applied to the Supreme Court of Utah for a review of the commission's order. The court sustained the commission's order in an opinion handed down June 16, 1944.

### **Costs of Operation of Commission**

The 1943 legislature appropriated \$149,490 for the use of the commission during the biennium July 1, 1943, to June 30, 1945. One-fourth of this amount comes from the general fund of the state and three-fourths is raised by an assessment against the public utilities under the jurisdiction of the commission.

As noted above, the Public Service Commission is a division of the Department of Business Regulation. In order to apportion the compensation received by the three commissioners, the executive secretary, the central cashier, and the assistant cashier of the department on an equitable basis among the several divisions of the department an account known as "Central Administration" was set up in the books of account of the Commission of Finance. Allotments were made to the "Central Administration" account from the appropriations of the several divisions on a basis commensurate with the time spent on the work of each of the divisions by the persons enumerated above. The salaries of these individuals are charged to the account thus set up for this purpose.

The expenditures of the Public Service Commission for the fiscal year ended June 30, 1944, total \$57,677. 56 which figure includes \$8,124.85 allocated to central administration.

An additional \$11,262.09 (including \$1,772.70 allocated to central administration) was expended in administering the laws governing the operations of common and contract motor carriers. This work is performed by the inspection division of the Department of Business Regulation under the supervision of the Public Service Commission. The biennial appropriation of \$25,216.00 for this division is from the Motor Vehicle Registration Fund.

Table No. 21, Appendix II contains further details of these figures.

**CHAPTER II**  
**FORMAL CASES BEFORE THE COMMISSION**

A summary of the formal cases which came before the commission is presented in the following table.

TABLE NO. 1  
**FORMAL CASES BEFORE THE COMMISSION**  
**JULY 1, 1943 to JUNE 30, 1944**

	Cases Pending July 1, 1943	Cases Filled 7-1-43 to 6-30-44	Total	Cases Dis- posed of	Cases Pending June 30, 1944
Electric Power and Light Rates	3	1	4	1	3
Railroad Rates .....	..	4	4	4	..
Water Rates .....	1	..	1	..	1
Grade Crossing .....	6	9	15	7	8
Urban Passenger Carrier .....	..	1	1	..	1
Motor Transport .....	54	64	118	77	41
Station Agency .....	1	2	3	2	1
Miscellaneous .....	6	7	13	4	9
<b>Total .....</b>	<b>71</b>	<b>88</b>	<b>159</b>	<b>95</b>	<b>64</b>

The case brought by the commission against Utah Power & Light Company (Case No. 2612) was discussed in Chapter I and further reference to this case will not be made at this point. Other cases covered by the above table are discussed briefly below.

### **Railroad Rates**

IN THE MATTER OF THE APPLICATION  
OF RAILROADS OPERATING IN THE STATE  
OF UTAH FOR AUTHORITY TO INCREASE  
THEIR RATES, FARES AND CHARGES WITH-  
IN THE STATE OF UTAH.

A report and order issued by the commission in the above entitled case on April 16, 1942, authorized the railroads operating in Utah to increase their freight rates and charges intrastate in Utah to the same extent and for the some period of time as authorized by the Interstate Com-

merce Commission in Ex Parte 148, except that no increases were allowed in the intrastate freight rates on sugar beets, beet pulp, lime rock, molasses, ores and concentrates of value not exceeding \$25.00 per ton of 2,000 pounds, and coking coal, and coke. The increases which had been authorized by the Interstate Commerce Commission, generally speaking, ranged from 3 per cent to 6 per cent. The Interstate Commerce Commission, after a separate hearing, subsequently found that the exclusion of increases on coking coal and coke produced a discriminatory situation prejudicial to interstate commerce, and that the intrastate rates on coking coal and coke should be increased in accordance with that commission's findings in Ex Parte 148. Accordingly, the commission permitted the carriers by rail to increase their rates on coking coal and coke in conformity with the findings of the Interstate Commerce Commission. The steam and electric railroads also were permitted to increase their railroad passenger fares and charges by 10 per cent on intrastate traffic in Utah.

An order was issued by the commission on May 6, 1943, in which the increased rates, fares, and charges previously authorized on intrastate traffic in Utah were suspended from May 15, 1943, to and including December 31, 1943. The increased rates, fares, and charges were further suspended on intrastate traffic in Utah from January 1, 1944, to and including June 30, 1944, by an order dated December 23, 1943. A further order was issued on May 26, 1944, suspending the increases to December 31, 1944.

Cases Nos. 2698, 2699, 2719 and 2720

#### THE AMALGAMATED SUGAR COMPANY COMPLAINTS

Four separate complaints were filed with the commission by The Amalgamated Sugar Company against certain carriers by rail, in which the rates charged on shipments of wet beet pulp were attacked and reparation was sought on a total of 333 carloads of this commodity. The commission concluded the evidence submitted did not justify the relief sought in the complaints, and reparation was denied and the complaints dismissed.

Investigation and Suspension Docket No. 36

#### FREE PICK-UP AND DELIVERY SERVICE AT AMERICAN FORK, UTAH

This order suspended a tariff of the Union Pacific Railroad Company published to become effective September 1, 1943, which would have the effect of discontinuing the

free pick-up and delivery service of less than carload freight at the Union Pacific Railroad Company station at American Fork, Utah.

Subsequent to the suspension, the Union Pacific Railroad Company arranged with The Salt Lake & Utah Railroad Corporation to perform the pick-up and delivery service at American Fork, Utah, for all rail carriers at that station. Accordingly, no hearing was held on this matter and the suspension expired by statutory limitation on December 31, 1943.

#### Investigation and Suspension Docket No. 37

### REFRIGERATION CHARGES—PERISHABLE FREIGHT

This order suspended the effectiveness of a rule of the National Perishable Protective Tariff which would have the effect of increasing the refrigeration charges intrastate in Utah in cases where more than one carload shipment of perishables would be loaded in one car. The charges on refrigeration heretofore have been on the basis of a single shipment being loaded in a single car. Due to the war pressure on transportation, shippers are now authorized to load as many as three carload shipments of perishables in one freight car. By reason of this new rule, the rail carriers published a rule which would make their refrigeration charge apply to each carload shipment contained within a car instead of one charge for the entire car itself. This rule met considerable opposition from shippers and this commission suspended said rule effective June 15, 1944. The carriers cancelled out the objectionable rule effective July 15, 1944, and no hearing was necessary on this suspension order.

### Water Rates

The only case before the commission in which a utility sought to increase its rates was an application of Pleasant Green Water Company (Case No. 2696) where in this company requested permission to publish increased rates for culinary water service in Magna, Utah. The case had been submitted at the closing date of this report but a report and order had not been released.

### Grade Crossing Cases

The public utilities act of Utah confers exclusive power upon the commission to determine and prescribe the manner, point of crossing, the terms of installation, operation,

maintenance, use and protection of each crossing of one railroad by another railroad or street railroad, and of each crossing of a public road or highway by a railroad or street railroad. Seven cases involving grade crossings were disposed of during the fiscal year.

The State Road Commission of Utah was the applicant in three of these cases. This applicant was authorized to reconstruct and improve a crossing at grade of The Utah Idaho Central Railroad Corporation on Highway U 203, West Second Street in Ogden; to relocate a crossing of the main line track of the Los Angeles and Salt Lake Railroad Company on Highway U 112 in Tooele City; and to construct a grade crossing of the Sunnyside Branch of The Denver and Rio Grande Western Railroad Company on Highway U 124 at Columbia Junction, Utah. The Denver and Rio Grande Western Railroad Company was authorized to construct a standard gauge railroad track over Highway U 114 and seven county highways in Utah County, and to construct a spur track over Fourth West Street in Salt Lake City at a point approximately 480 feet south of Ninth South Street. Authority was granted Union Pacific Railroad Company to construct an industry track over and across Highway U 114 in the vicinity of Geneva, Utah County, Utah. Springville, a municipal corporation applied for and received authority to construct a road across the tracks and right-of-way of Union Pacific Railroad Company and of The Denver and Rio Grande Western Railroad Company at a point just south and west of Springville, Utah.

### **Motor Transport Cases**

The commission disposed of 77 cases during the period involving applications of motor carriers for authority to operate in Utah as motor carriers for hire. These cases include applications for intrastate and interstate rights, both on a common and contract basis, of property, passengers, or both property and passengers. Thirty-three supplemental orders also were issued in cases previously closed.

A summary of the cases disposed of is contained in the accompanying Table No. 2.

**TABLE No. 2**  
**MOTOR TRANSPORT APPLICATIONS DISPOSED OF**  
**JULY 1, 1943 to JUNE 30, 1944**

Nature of Rights Applied For	Number of Applications			
	Granted	Denied	Dismissed	Total
Certificates of Convenience and Necessity .....	26	2	6	34
Contract Carrier Permits.....	4	..	23	27
Interstate Carrier Licenses..	16	..	1	17
Temporary Interstate Carrier License .....	1	..	..	1
<b>Total .....</b>	<b>47</b>	<b>2</b>	<b>30</b>	<b>79</b>

The cases covered by Table No. 2 include one in which a temporary interstate license was issued. Cases of this nature are not considered closed until a regular interstate license is issued and this type of license is granted only after the carrier has received the necessary operating authority from the Interstate Commerce Commission. The table also includes one case previously closed in which upon a supplemental application, the carrier was denied a certificate of convenience and necessity for additional operating rights.

Table No. 3 shows a summary of the nature of operating rights granted by the commission under the certificates of convenience and necessity, contract carrier permits, and interstate carrier licenses issued during the period.

**TABLE NO. 3**  
**SUMMARY OF OPERATING RIGHTS GRANTED TO**  
**MOTOR CARRIERS**  
**JULY 1, 1943 to JUNE 30, 1944**

	Number of Certificates Issued	Number of Permits Issued	Number of Licenses Issued	Number of Temporary Licenses Issued
Freight Service Only..... (General Commodities)	5	1	5	..
Freight Service Only .....	7	3	11	1
(Specified Commodities)				
Passenger Service Only .....	13	..	..	..
Passenger, Express and Mail	1	..	..	..
<b>Total .....</b>	<b>26</b>	<b>4</b>	<b>16</b>	<b>1</b>



The operating rights of some motor carriers are cancelled each year. In certain cases the rights are cancelled at the request of the carrier. In other cases the rights are revoked because of the failure of the carrier to observe the requirements of the law or the commission's rules and regulations. The following figures show the number of operating rights cancelled during the period:

Certificates of convenience and necessity.....	19
Contract carrier permits .....	21
Interstate carrier licenses .....	15
Temporary interstate carrier licenses.....	3

Summaries of the orders issued in motor transport cases are contained in Tables Nos. 8 to 15, Appendix I.

### Station Agency Cases

Two cases were disposed of involving station agencies. Railway Express Agency was permitted to discontinue express service at Clear Creek (Case No. 2676) and The Denver and Rio Grande Western Railroad Company was authorized in Case No. 2757 to discontinue temporarily its agency stations at Park City and Payson, Utah.

### Miscellaneous Cases

Table No. 16, Appendix I contains a summary of orders in miscellaneous cases. One of these cases, the application of Utah Power & Light Company to acquire the properties of Utah Light and Traction Company was discussed in Chapter I.

The other three cases in this group involved applications of Utah Power & Light Company for certificates of convenience and necessity to exercise the rights and privileges conferred by franchise granted by the towns of Clinton, Laytona, and Fruit Heights, respectively. The application was granted in each case.

## CHAPTER III

### INTERSTATE TRANSPORTATION RATES

The commission is charged by law with the duty of investigating “. . . all existing or proposed interstate rates, fares, tolls, charges and classifications, and all rules and practices in relation thereto, for or in relation to the transportation of persons or property. . . .”

During the period covered by this report, the commission participated in seven formal rate cases involving freight rates affecting the industries and people of the State of Utah. These cases involved millions of dollars in their ultimate effect on the economic welfare of the people of this state. They are discussed briefly below:

#### I. C. C. No. 17000

#### RATE STRUCTURE INVESTIGATION, PART 7-A, GRAIN AND GRAIN PRODUCTS TO AND WITHIN SOUTHERN TERRITORY. I. & S. DOCKET NO. 4208, GRAIN TO, FROM, AND BE- TWEEN SOUTHERN TERRITORY.

In January, 1939, the Interstate Commerce Commission started an investigation of the freight rates on grain and grain products in the southeast and from official territory to the southeast and from mountain Pacific territory, including Utah, to the southeastern states lying generally east of the Mississippi River and south of the Ohio and Potomac Rivers.

In a proposed report the Interstate Commerce Commission Examiner proposed a scale of rates on these commodities from Utah to southeastern destinations as high as from Missoula, Montana, several hundred miles more distant. This commission has protested the proposed rates and has asked for rates based fairly on the distances involved, which should give Utah and Southern Idaho substantial reductions.

#### I. & S. Docket M-2282

#### PROTECTIVE SERVICES, INTERMOUNTAIN- COAST TERRITORY

By schedules published and filed to become effective August 16, 1943, the Intermountain-Coast Motor Freight Tariff Bureau proposed a new rule providing that after said date the rates published will not include the

services of carriers in protecting perishable commodities against heat and cold, and that after said date protection against heat or cold on perishable freight will be furnished only upon request of shippers and an additional charge of one to twenty cents per hundred pounds over the published rate will be charged for such service.

Upon protest of this commission and other interested parties, the Interstate Commerce Commission suspended the schedules until March 16, 1944, and the case was set for hearing at Denver, Colorado, October 29, 1943.

Upon request of respondent tariff bureau, the Interstate Commerce Commission granted special permission authorizing said respondent to file schedules effective October 14, 1943, cancelling the proposed increases under suspension and the proceeding was discontinued .

I. C. C. Docket No. 28978

#### WESTBOUND RATES ON MEATS AND PACKING HOUSE PRODUCTS

Complaints were filed by several large mid-west packers with the Interstate Commerce Commission against railroad companies engaged in the transportation of property from points in the mid-west to points in the States of Washington, Oregon, California, Idaho, Montana, Utah, New Mexico, and Arizona alleging that rates charged by said carriers for the transportation of fresh meats and packing house products were unjust, unreasonable, and discriminatory against complainants.

The Interstate Commerce Commission set the case for hearing at Los Angeles, California, October 25, 1943, at which time the Commerce Attorney of this commission and two witnesses presented evidence in opposition to the charges.

The complainants alleged that there is no justification for the difference between the rates on fresh meats and packing house products and the rates on livestock from points in the mid-west to points on the west coast as now exist, and asked the Interstate Commerce Commission to prescribe such rates on fresh meats and packing house products from points of origin to destinations named above which they deem just, reasonable, and non-prejudicial, the complainants having amended their original complaints by eliminating the discriminatory charge.

This commission, along with the commissions of other states and the Utah Wool Growers 'Association, Utah Horse

and Cattle Growers' Association, Utah State Farm Bureau Federation, and the Utah State Board of Agriculture, filed petitions to intervene, contending that to upset the present rate structure on the above named commodities would seriously damage the livestock and meat packing industries which are vital to this territory.

Decision in the case will be rendered following oral argument before the Interstate Commerce Commission to be held at a date not yet set. This commission will be represented at the oral argument.

I. & S. Dockets Nos. M-2404, 2406, 2407,  
2408, and 2409

INCANDESCENT ELECTRIC LAMPS AND  
BULBS, TRUNKS AND TRAVELING BAGS,  
HATS AND CAPS, CARPET AND MILL  
THREAD WASTE, AND PAPER ARTICLES.

By schedules to classification published and filed to become effective April 22, 1944, the National Motor Freight Classification Committee proposed to increase ratings on hard fiber hats or caps, incandescent electric lamps, numerous paper articles; trunks and traveling bags; salesmen's hand sample cases; brief or suitcases; overnight or Boston bags; hat boxes; telescopes; valises; traveling bags, N.O.I., and carpet mill thread waste material.

Upon protest of this commission and other interested parties, the Interstate Commerce Commission suspended the schedules until November 22, 1944, and the case was set for hearing at Washington, D. C., June 1, 1944, and subsequently reassigned for hearing July 11, 1944.

This case is now pending for hearing and decision.

I. C. C. Docket No. 29066

ROCKY MOUNTAIN DISTRIBUTING ASSO-  
CIATION, vs. UNION PACIFIC RAILROAD COM-  
PANY—IRON AND STEEL ARTICLES.

On December 20, 1943, the Rocky Mountain Association of Distributors in Denver, Colorado area, which includes Pueblo, Colorado, and probably Cheyenne, Wyoming, filed complaint in the above-entitled matter with the Interstate Commerce Commission attacking the rates on iron and steel manufactured articles in carload lots from Chicago, Illinois, and points east thereof, to Denver, Colorado, and nearby points as being unreasonably high and discriminatory against Denver when compared to rates on the same articles from the same points to Salt Lake City, Utah.

The present freight rate set-up is as follows:

From Chicago, Illinois to	Minimum Weight	Rate Per Hundred Pounds
Denver, Colorado .....	40,000 lbs.	\$ .91
Salt Lake City, Utah.....	80,000 lbs.	.95
Salt Lake City, Utah.....	40,000 lbs.	1.05
Pacific Coast .....	40,000 lbs.	1.10

Utah secured the rate of \$.95 in 1940 at the specific request of our wholesale distributors, and at the time of getting this freight rate, the Denver, Colorado jobbers consented thereto but would not consent to a lower rate.

This commission took the position that if the Interstate Commerce Commission found that the Denver, Colorado rates were prejudicial to Denver and preferential to Salt Lake City, Utah, its order would require the elimination of the undue discrimination which would permit the carriers either to lower the rates to Denver, Colorado, or increase the rates to Salt Lake City, Utah. This commission filed a petition on January 29, 1944, for leave to intervene in opposition to the complaint on the grounds that if the railroads chose to increase the rate to Salt Lake City, it would cost our wholesale distributors from \$100,000 to \$300,000 a year over what they now pay and Salt Lake City would be paying practically the same rates, if not the same, as the Pacific Coast which is 800 miles further west.

This case is now pending hearing to be held at a later date at which this commission will be represented.

#### Ex Parte 104, Part II

### UNITED STATES SMELTING REFINING AND MINING COMPANY

This is an investigation by the Interstate Commerce Commission into the terminal switching and other services performed by the railroads at the plant of the United States Smelting Refining and Mining Company at Midvale, Utah. This investigation is being made to determine whether or not the carriers are performing services for the smelting company which are not covered by the line-haul rates published in the carriers' tariffs. This investigation is a part of the Interstate Commerce Commission's general investigation of all industrial plants requiring intraplant railroad services.

Inasmuch as approximately 85 per cent of the business of the Midvale Smelter is intrastate in character, this commission is vitally interested to see that the investigation of the remaining 15 per cent interstate business does not result in any unfair or undue influence on the intrastate business. The commission's Commerce Attorney attended the hearing at Denver in May, 1944, and will take whatever action appears to be necessary and appropriate in this case.

### Ex Parte 104, Part II

#### AMERICAN SMELTING AND REFINING COMPANY

This investigation involves the railroad terminal services at the plant of the American Smelting and Refining Company at Garfield and Murray, Utah, similar to the investigation described next above. The situation of these two plants is very similar to that of the United States Smelting Refining and Mining Company at Midvale, Utah. The commission's Commerce Attorney attended the hearing in this matter at Denver in May, 1944, and will take whatever steps as may appear necessary and proper in this case.

In addition to the seven formal cases discussed above, we participated in two informal cases of importance as follows:

Southwestern Freight Bureau Bulletin 1600,  
Proposal 32460

PROPOSAL TO INCREASE RATES ON  
VEGETABLES, FRESH OR GREEN, VIZ., PO-  
TATOES, ONIONS, AND RUTABAGAS, IN  
STRAIGHT OR MIXED CARLOADS FROM  
GREELEY, COLORADO, AND RELATED  
POINTS TO LITTLE ROCK, ARKANSAS, AND  
OTHER POINTS IN ARKANSAS, LOUISIANA,  
AND TEXAS.

The Southwestern Freight Bureau in its Bulletin 1600, dated December 25, 1943, under proposal No. 32460, proposed to increase the rates on vegetables, fresh or green, viz., potatoes, onions, and rutabagas, in straight or mixed carloads from Greeley, Colorado, and related points to Little Rock, Arkansas, and other points in Arkansas, Louisiana, and Texas. Utah's rates on these commodities are thirteen cents over Greeley, Colorado's, and this commission objected to the increases. Our Commerce Attorney argued this matter before the Western Railroad Executives in Chi-

cago, April 6, 1944. No increase has been published in this case and we believe the matter has been dropped.

#### REDUCED RATES ON GRAIN AND GRAIN PRODUCTS TO DENVER, COLORADO

The Union Pacific Railroad Company and The Denver and Rio Grande Western Railroad Company filed an application with the Interstate Commerce Commission for authority to reduce the freight rates on grain and grain products from all points in Utah north of Payson to Denver, Colorado, and other cities taking Denver's rates. The Colorado milling interests objected to any reduction. This commission supported the application for reductions and the Interstate Commerce Commission permitted the reductions to take effect. This will make a better set-up of rates eastbound for our grain and flour shippers which should enable them to increase the volume of their shipments.

**CHAPTER IV**  
**SELECTED DATA ON UTILITY OPERATIONS**

**Trend of Electric Rates and Consumption**

The period between 1933 and 1943 has been one of constantly decreasing electric rates in Utah. The accompanying Table No. 4 shows the trend of the average revenue per kilowatt hour, the average annual consumption per customer, the average annual bill per customer for residential and domestic service, and the trend of the average revenue per kilowatt hour for all classes of service to the ultimate consumers of privately owned utilities.

TABLE NO. 4

**TREND OF ELECTRIC RATES AND CONSUMPTION IN  
UTAH ALL PRIVATELY OWNED ELECTRIC UTILITIES**  
**Residential and Domestic Service**

Year	Revenue per Kilowatt Hour	Average Annual Consumption per Customer	Average Annual Bill per Customer
1933 .....	4.94¢	707 KWH	\$34.93
1934 .....	4.83	722	34.87
1935 .....	4.69	762	35.74
1936 .....	4.33	820	35.51
1937 .....	3.96	917	36.31
1938 .....	3.65	1041	38.00
1939 .....	3.54	1087	38.48
1940 .....	3.40	1170	39.78
1941 .....	3.37	1199	40.40
1942 .....	3.29	1230	40.47
1943 .....	3.21	1313	42.15

**All Classes of Service (Ultimate Consumers)**

Year	Revenue per Kilowatt Hour
1933 .....	2.14¢
1934 .....	1.98
1935 .....	1.88
1936 .....	1.61
1937 .....	1.48
1938 .....	1.76
1939 .....	1.54
1940 .....	1.41
1941 .....	1.39
1942 .....	1.35
1943 .....	1.29



The figures in the above table show that the average unit price to the consumer per kilowatt hour for residential and domestic electric service decreased from 4.94¢ in 1933 to 3.21¢ in 1943, a decrease of 35 per cent. The average consumption in the residential and domestic group increased from 707 kilowatt hours in 1933 to 1313 kilowatt hours in 1943, an increase of 86 per cent. This higher kilowatt hour consumption has increased the average annual bill per residential customer from \$34.93 in 1933 to \$42.15 in 1943, an increase of 21 per cent.

The history of electric rate reductions in Utah demonstrates that as a general rule the immediate loss sustained by a utility through a reduction in rates is soon recouped through increased usage of electricity. The reduction of a rate coupled with the usual programs for the sale of electricity consuming appliances seems to stimulate the sales of electric energy. The figures in Table No. 4 clearly portray the results of these factors. The average residential customer in 1943 received 86 per cent more kilowatt hours at a cost of only 21 per cent more than in the year 1933.

Another factor directly affecting the average unit cost per kilowatt hour is increased consumption. As consumption increases the lower blocks in the rate schedule play a more prominent part in the total bill as well as in the average kilowatt hour cost.

The second group of figures in the above table show the trend of the average revenue per kilowatt hour for all classes of electric service rendered in the state by privately owned utilities. This average cost per kilowatt hour to the ultimate consumer for all classes of service decreased from 2.14 cents in 1933 to 1.29 cents in 1943, a reduction of approximately 40 per cent. In 1938 the revenue per kilowatt hour increased over that of the preceding year. This increase was caused by a decrease in consumption of energy for that year and a corresponding reduction of revenue although the utilities had an increase in the number of customers.

At the end of 1943 there were some 142,000 customers taking electric service from privately owned electric utilities in Utah.

Table No. 24, Appendix III, depicts the typical net monthly bills for residential electric service in effect at June 30, 1944. This table is made up in three parts. The first part shows the minimum bill and the net bill for 25 and 40 kilowatt hours consumption to the small user, one

using only lights and a few small appliances. The second part shows the net bill for 100, 150, and 250 kilowatt hours consumption to users having complete electric service (lighting, refrigeration, and cooking). The third part shows the unit cost per kilowatt hour for consumptions of 25, 100, and 250 kilowatt hours per month .

### **Trends in Utility Operations**

The charts, numbered I to VI, inclusive, Appendix III, present in graphic form statistical data covering public utility operations in the State of Utah. The basic data from which these charts were prepared were obtained from the annual reports filed by utilities operating in the state under the jurisdiction of the commission.

Chart I shows pictorially the trend of residential electric rates for privately owned utilities over a nine-year period from 1935 to 1943. The chart indicates a gradual increase in consumption and an increase in average annual bill while the unit cost per kilowatt hour has decreased from year to year. In 1943 two-thirds of a five-cent piece would purchase 1000 watts of energy for one hour.

Chart II shows that the total kilowatt hours of electricity consumed by all classes of customers of privately owned electric utilities in Utah has more than doubled in the last nine years.

A very interesting picture is shown in Chart III which depicts the trend of generation and purchase of electric energy and how this energy was consumed. In 1936 approximately 20 per cent of all electric energy was generated by steam, 45 per cent by hydro plants, a small fraction by internal combustion engines, and 35 per cent was purchased. In 1943 approximately 50 per cent was purchased. The second part of the chart shows how the sales of this energy is divided among residential, commercial and industrial, and other customers.

The cubic feet of gas sold in Utah is shown in Chart IV. The consumption has more than doubled in the nine-year period. This trend is very similar to the trend of electricity consumption as portrayed by Chart II. The only break in the gradual increase in total gas sold occurred in 1938 in which year the sales were less than in 1937. Starting with 1939 the annual sales have consistently increased year by year.

The growth in the number of telephone stations in use in Utah has been very pronounced during the period from

1935 to 1943 as shown by Chart V. The total number of stations in 1943 has increased 76 per cent over 1935.

### **Rate Revisions**

During the period covered by this report Southern Utah Power Company and The Mountain States Telephone and Telegraph Company filed revised schedules reducing the rates charged their customers for certain classes of service.

A new reduced rate applicable in Cedar City for street lighting and other municipal purposes was put into effect and a lower rate for residential uses in Cedar City also was filed. These two schedules result in an estimated annual savings of \$1,400.00 to Cedar City and the residential customers of Southern Utah Power Company in that city.

The Mountain States Telephone and Telegraph Company filed a revised message toll telephone service schedule advancing the starting time of night and Sunday rates from 7:00 p. m. to 6 p. m. The time (4:30 a. m.) when night rates end and day rates become effective was not changed. This change was general throughout the United States. It is estimated that telephone customers in Utah will save approximately \$50,000 a year as a result of the longer period in which the lower night and Sunday rates are effective.

Revised and enlarged base rate area maps were filed by The Mountain States Telephone and Telegraph Company covering American Fork, Salina, and Tooele, Utah, while new and enlarged exchange area maps were made effective for service in Provo, Pleasant Grove, and Springville, Utah. These revisions effect substantial savings to some customers in these areas.

**APPENDIX I**  
**SUMMARY OF ORDERS ISSUED IN FORMAL CASES**

---

	Table No.	Page No.
Electric rates .....	5	36
Railroad rates .....	6	37
Grade crossings .....	7	38
Certificates of convenience and necessity issued to motor carriers .....	8	39
Contract carrier permits issued.....	9	43
Interstate carrier licenses issued .....	10	44
Motor carrier applications denied or dismissed..	11	47
Miscellaneous orders in motor transport cases..	12	49
Certificates of convenience and necessity cancelled .....	13	55
Contract carrier permits cancelled .....	14	56
Interstate carrier licenses cancelled .....	15	57
Station agency .....	16	58
Miscellaneous .....	16	58

**TABLE NO. 5**  
**SUMMARY OF ORDERS ISSUED IN CASES INVOLVING ELECTRIC RATES**  
**JULY 1, 1943 to JUNE 30, 1944**

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
2612	9-11-43	Public Service Commission of Utah, Compt. vs. Utah Power & Light Company, Def't.	Investigation to determine a just and proper rate base and a fair and reasonable rate of return on such base, and to inquire into the justness and reasonableness of the defendant's rates.	An undepreciated prudent investment rate base of \$63,970,254 was determined as of Dec. 31, 1941 (\$64,249,502 as of Dec. 31, 1942) and defendant was ordered to reduce its rates and charges for energy supplied to customers in Utah and to file on or before September 25, 1943, new schedules of rates and charges to reflect a reduction in rates, which when applied to the 1941 volume of sales will amount to not less than \$1,504,644 annually, the new schedule of rates to be effective Oct. 1, 1943.
2612	9-22-43	Public Service Commission of Utah, Compt. vs. Utah Power & Light Company, Def't.	Same as above.	Order extended the time for filing rate schedules to Oct. 15, 1943, and extended the effective date of said rate schedules to Oct. 15, 1943.
2612	10- 7-43	Public Service Commission of Utah, Compt. vs. Utah Power & Light Company, Def't.	Same as above.	Supplemental report and order prescribed the new schedules of rates and charges defendant should apply to effect the reduction ordered Sept. 11, 1943.
2612	10- 7-43	Public Service Commission of Utah, Compt. vs. Utah Power & Light Company, Def't.	Same as above.	Defendant's application for rehearing denied.

TABLE NO. 6  
SUMMARY OF ORDERS ISSUED IN RAILROAD RATE CASES  
JULY 1, 1943 to JUNE 30, 1944

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
2525	12-23-43	All steam and electric railroads operating in Utah.	Application of railroads operating in Utah to increase their rates, fares, and charges within Utah.	Increased rates, fares, and charges authorized by previous orders suspended from January 1, 1944, to June 30, 1944.
2525	5-26-44	All steam and electric railroads operating in Utah.	Application of railroads operating in Utah to increase their rates, fares, and charges within Utah.	Increased rates, fares, and charges authorized by previous orders further suspended from July 1, 1944, to Dec. 31, 1944.
2698	5-27-44	The Amalgamated Sugar Co., Compt. vs. Union Pacific Railroad Co., Def't.	Rate on wet beet pulp attacked. Reparation on 67 carloads moved from Lewiston, Utah, to Ogden Sugar Works sought.	Reparation denied and complaint dismissed.
2699	5-27-44	The Amalgamated Sugar Co., Compt. vs. The Denver and Rio Grande Western Railroad Co. and The Utah Idaho Central Railroad Corp., Def't.	Rate on wet beet pulp attacked. Reparation on 54 carloads moved from Sugarton, Utah, to Ogden Sugar Works sought.	Reparation denied and complaint dismissed.
2719	5-27-44	The Amalgamated Sugar Co., Compt. vs. Union Pacific Railroad Co., Def't.	Rate on wet beet pulp attacked. Reparation on 52 carloads moved from Lewiston, Utah, to Ogden Sugar Works sought.	Reparation denied and complaint dismissed.
2720	5-27-44	The Amalgamated Sugar Co., Compt. vs. The Denver and Rio Grande Western Railroad Co. and The Utah Idaho Central Railroad Corp., Def't.	Rate on wet beet pulp attacked. Reparation on 160 carloads moved from Sugarton, Utah, to Ogden Sugar Works sought.	Reparation denied and complaint dismissed.

TABLE NO. 7  
SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES  
JULY 1, 1943 to JUNE 30, 1944

Case No.	Date of Order	Applicant or Parties to Complaint	Authority Granted or Action Taken	Location
2710	8-7-43	The Denver and Rio Grande Western Railroad Company	To construct and operate a standard gauge railroad track.	Over and upon Highway U 114, and seven county highways in Utah County.
2714	10-22-43	Union Pacific Railroad Co.	To construct an industry track.	Over and across Highway U 114 in the vicinity of Geneva, Utah.
2715	10-23-43	Springville, a municipal corporation.	To construct a road over and across the tracks and right-of-way of Union Pacific Railroad Co. and The Denver and Rio Grande Western Railroad Co.	In the vicinity just south and west of Springville, Utah.
2716	11-18-43	State Road Commission of Utah.	To reconstruct and improve crossing at grade.	Over Highway U 203, West Second Street, Ogden, Utah, and The Utah Idaho Central Railroad Corp.
2721	1-11-44	The Denver and Rio Grande Western Railroad Company	To construct and operate standard gauge railroad track.	Over and upon Fourth West Street in Salt Lake City at a point approximately 480 feet south of south line of Ninth South Street.
2742	11-19-43	State Road Commission of Utah	To relocate grade crossing.	Crossing of the main line track of the Los Angeles and Salt Lake Railroad Co. on Highway U 112 in Tooele City.
2743	10-22-43	State Road Commission of Utah.	To construct grade crossing.	On Highway U 124 at Columbia Junction of Sunnyside Branch of The Denver and Rio Grande Railroad Company.
2743	11-19-43	State Road Commission of Utah.	Applicant ordered to bear entire cost of project authorized in order of October 22, 1943.	

TABLE NO. 8  
**CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS  
 JULY 1, 1943 to JUNE 30, 1944**

Certifi- cate No.	Date of Order	Type of Service	To Whom Issued	ROUTE Between	And	Via Highways
596	6-10-44	P	Gronway R. Parry	Salt Lake City, Heber, Provo, Orem, and in- termediate points	Geneva	US 89, 91, 189, U 114
607	7-29-43	GC	Neuman C. Petty, d-b-a Salt Lake-Panguitch- Kanab Freight Line.	Salt Lake City, inter- mediate and off-route points	Kanab	US 91, 89, U 28, 22, 23, 12
610	7- 9-43	P	Vivian B. Coon, d-b-a-Viv- ian C. Coon Bus Lines	Salt Lake City, Murray, Garfield, intermedi- ate points		US 50
611	7- 7-43	P	A. L. Geary	Coalville, Echo, Junc- tion, Henefer	Clearfield Naval Supply Depot	US 30, 89
612	7-29-43	GC	Charles Taylor, d-b-a Stephenson Truck Line	Salt Lake County points	Wayne County points	US 89, 91, 50, U 24, 28
615	8-24-43	SC	Paul J. Cox	All Utah points	All Utah points	All highways
616	7-15-43	SC	Owen M. Collett, d-b-a Collett Tank Lines	Salt Lake City, Woods Cross	All Utah points	All highways
617	9- 8-43	P	B. H. Robinson, Lyle B. Nicholes, Glen R. An- derson, D. Howe Moffat, d-b-a Wasatch Motors	Morgan County points Ogden, intermediate points Ogden, intermediate points	Ogden area Hill Field Ogden Ordnance Depot, Naval Supply Depot	US 30 US 91 US 91
618	9- 8-43	PEM	Salt Lake and Tooele Stage Lines	Salt Lake City	Deseret Chemical	US 40, U 36



TABLE NO. 8  
**CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS**  
**JULY 1, 1943 to JUNE 30, 1944**  
 (Continued)

Certifi- cate No.	Case No.	Date of Order	Type of Service	To Whom Issued	ROUTE Between And	Via Highways
619	2717	3-30-44	GC	LeGrande L. Belnap, d-b-a Emery County Truck Line	Salt Lake City, inter- mediate points South of Price	US 50, U 10
620	2684	10-27-43	SC	Mercury Truck Line	Brigham City Salt Lake City	US 89, 91, U 26 US 40, 50, U 36, US 89, US 91
621	2689	10-26-43	SC	Rulon C. Ashworth, Jose- phine G. Ashworth, Ralph G. Ashworth, Ruion C. Ashworth, Jr., d-b-a Ashworth Trans- fer Company	All Utah points	Wendover, St. John, Rich- field, St. George, inter- mediate points, and army construc- tion areas
624	2741	10-30-43	GC	Guy E. Bronson, d-b-a Guy E. Bronson Truck Line	Salt Lake City, inter- mediate points except Wanship	All Utah points
625	2515	10-30-43	P	Lyle B. Nicholes, D. Howe Moffat, B. E. Robinson, Glen R. Anderson, d-b-a Utah Transportation Co.	Salt Lake City Alta	US 530, 189, U 35 Not specified

TABLE NO. 8  
**CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS**  
**JULY 1, 1943 to JUNE 30, 1944**  
 (Continued)

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued	ROUTE	And	Via Highways
					Between	And	
626	2697	12-1-43	SC	Dealer's Transport Company	All Utah points	All Utah points	Irregular routes
627	2751	2-23-44	P	Ralph W. Rogers	Provo	Columbia Steel Company plant, Pacific States Cast Iron Pipe Company plant at Iron-ton, Utah	US 91
628	2752	3-29-44	GC	Leila Petty Shipp	Marysvale, intermediate points	Kanab	US 89
629	2583	3-16-44	P	Elmer W. Barlow, Reid S. Melville, d-b-a Bountiful Transit	Woods Cross, Bountiful	Bountiful Salt Lake	US 91 US 91
630	2758	4-5-44	SC	William Campbell, d-b-a Campbell's Transfer and Storage	Emery County points Grand County points	Various Utah points	All highways
631	2766	5-16-44	P	J. D. Brinkerhoff, Martin I. Black, d-b-a Castle Valley Stage	Price, intermediate points, Cleveland, Elmo	Emery	U 10
632	2767	5-19-44	P	Thomas Patrick Culleton	Midvale and points between Ninth and State Street in Salt Lake City	Hill Field	US 91

**TABLE NO. 8**  
**CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS**  
**JULY 1, 1943 to JUNE 30, 1944**  
 (Continued)

Certifi- cate No.	Case No.	Date of Order	Type of Service	To Whom Issued	ROUTE Between	And	Via Highways
633	2765	5- 2-44	P	Airway Motor Coach Lines, Inc.	4800 South State St., Salt Lake City	Camp Kearns	4800 South, Redwood Road
634	2753	4-29-44	SC	R. A. Gould, d-b-a R. A. Gould Gasoline Trans- portation Service	Between Salt Lake City and Woods Cross	All Utah points	All highways
635	2761	6- 9-44	P	Grant S. Nielsen	Garland, intermediate points between Gar- land and Willard, con- tinuous off-route points	All war industry installations in Ogden area, including Hill Field, Arsenal, Naval Supply Depot, Army Service Forces Depot, Bush- nell Hospital	US 91, 89
636	2778	5-26-44	P	Edwin Okelberry	Huntsville	Ogden	U 89
638	2780	6-26-44	P	O. T. Barrus, d-b-a Tooele Workman's Bus Line	Provo, intermediate points between Payson and Silver City	Silver City	US 91, 6
					Grantsville, Tooele, in- termediate points	T.O.D. Park and Tooele Ord- nance Depot	U 112, 36, DA-FR 14 (1)
					Tooele, intermediate points	T.O.D. Prison Camp, Elton Tunnel, Inter- national	U 112, 178

P—denotes passenger service.  
 SC—denotes specified commodities.  
 M—denotes mail service.  
 GC—denotes general commodities.  
 E—denotes express service.

TABLE NO. 9  
 CONTRACT CARRIER PERMITS ISSUED DURING PERIOD  
 JULY 1, 1943 to JUNE 30, 1944

Permit No.	Case No.	Date of Order	Type of Service	To Whom Issued	ROUTE Between	And	Via Highways
296	2694	7-29-43	SC	Max Faussett and Mrs. Lillian McKinnon, d-b-a Delta Coal Transportation Company	American Fuel Mine	Dugway	US 50, 89, 91, 40, U 31, 10, 6, 58, 56
						Fort Douglas	US 50, 89, 91, U 31, 10, 61
						Camp Williams	US 50, 89, 91, U 31, 10, 6, 68
297	2704	2-29-44	SC	Bryan Vernon	Salt Lake City	Oakland and Wanship	US 189, U 530
298	2688	10-26-43	SC	Rulon C. Ashworth, Josephine G. Ashworth, Ralph G. Ashworth, Rulon C. Ashworth, Jr., d-b-a Ashworth Transfer Company	Salt Lake City	Mercur	US 40, U 36
299	2749	2-23-44	SC	Leo Hansen	Provo	Vineyard, Diamond, Cedar Valley, Draper	US 89, 91, U 114, 73

SC—denotes specified commodities.

TABLE NO 10  
 INTERSTATE CARRIER LICENSES ISSUED DURING PERIOD  
 JULY 1, 1943 to JUNE 30, 1944

License No.	Case No.	Date of Order	Type of Service	To Whom Issued	ROUTE Between And	Via Highways
225	2588	7-29-43	GC	Arrowhead Freight Lines, Ltd.	Salt Lake City and intermediate points Utah-Wyoming Line Utah-Wyoming Line	US 91 US 91 U 3, 51
227	2692	8-24-43	SC	Natrona Transfer, Storage and Fuel Company	Utah points	All highways
228	2708	9- 1-43	SC	Eldon H. Countryman, Arthur J. Platten, Bernard H. McKerring, d-b-a Trailer Transport Co.	Eastern points	Utah points Irregular routes
229	2700	8-24-43	SC	Oliver L., Glen O., Harold D., and Earl F. Buckingham, d-b-a Buckingham Transportation Co.	Ogden	Utah-Wyoming Line Hill Field US 30, U 189 US 89, 91
230	2691	4-17-44	GC	Consolidated Freightways, Inc.	Salt Lake City, intermediate points	Utah-Idaho Line 191 US 30-S, 91, 191
231	2687	9- 8-43	GC	Denver Chicago Trucking Co.	Utah-Idaho Line, intermediate points	Utah-Wyoming Line US 91, 89, 40, 530, 189
232	2703	9- 8-43	SC	John F. McHugo, d-b-a McHugo Transfer Company	Points in Idaho, Montana, Oregon, Washington	Irregular routes
233	2695	10- 9-43	GC	Blake Messinger, d-b-a Messinger Truck	Wendover	Gold Hill US 50

TABLE NO 10  
 INTERSTATE CARRIER LICENSES ISSUED DURING PERIOD  
 JULY 1, 1943 to JUNE 30, 1944  
 (Continued)

License No.	Case No.	Date of Order	Type of Service	To Whom Issued	Between	ROUTE	And	Via Highways
234	2690	10-26-43	SC	Rulon C. Ashworth, Josephine G. Ashworth, Ralph G. Ashworth, Rulon C. Ashworth, Jr., d-b-a Ashworth Trans- fer Company	Civilian Conservation Corps Camps, Ware- houses	Civilian Conser- vation Corps Camps, Ware- houses		All highways
235	2707	12- 1-43	SC	Dealer's Transport Company	Utah points		Points beyond Utah bound- aries	Not specified
236	2739	12- 8-43	SC	John Bunning, d-b-a John Bunning Transfer Com- pany	Utah points		Rock Springs, Wyoming, and points within a 25-mile ra- dius thereof	Not specified
237	2705	12-14-43	SC	J. C., J. E., and W. J. Dooley, d-b-a Dooley Metal Producers	Points within 10 miles of Gold Hill but not including points with- in one mile thereof		Gold Hill, Wend- over, Garfield, Midvale, Mur- ray, Salt Lake City, Tooele, Wendover, Utah, and Mc- Gill, Nevada Ferguson Spring, Nev.	Not specified
					Gold Hill and points within 10 miles thereof			

TABLE NO 10  
 INTERSTATE CARRIER LICENSES ISSUED DURING PERIOD  
 JULY 1, 1943 to JUNE 30, 1944  
 (Continued)

License No.	Case No.	Date of Order	Type of Service	To Whom Issued	ROUTE Between And	Via Highways
238	2754	2-29-44	SC	Ezra H. Warren, d-b-a E. H. Warren Company	Traversing Utah for operating convenience only	Not specified
239	2756	2-29-44	SC	Emerald Lane Cox	Utah-Arizona line	US 89
240	2763	5- 2-44	SC	Carl H. Bement, d-b-a Bement Auto Service	Points in Emery, Grand and Carbon Counties	Utah-Colorado Line Irregular routes
241	2435	4-17-44	GC	Pacific Intermountain Express	Salt Lake City, Ogden and intermediate points Salt Lake City	Utah-Wyoming Line US 30-S, 91, 89
					Salt Lake City, inter- mediate and off- route points	Utah-Colorado Line US 40
					Salt Lake City, inter- mediate and off- route points	Utah-Nevada Line US 40
					Salt Lake City, inter- mediate and off- route points	Utah-Arizona Line US 91, 189, 89, U 15
					Salt Lake City, Brig- ham, intermediate, and off-route points	Utah-Idaho Line 191 US 91, 30-S,
					Levan Cove Fort Brigham	Gunnison U 28 U 13 US 89
XLVIII*	2499	11- 9-43	SC	North American Van Lines, Inc.	Utah points Utah points of Utah	Not specified

GC denotes general commodities. SC denotes specified commodities. \*Temporary license.

TABLE NO. 11  
 APPLICATIONS FOR COMMON CARRIER CERTIFICATES OF CONVENIENCE AND NECESSITY, CONTRACT CARRIER PERMITS AND INTERSTATE CARRIER LICENSES DENIED OR DISMISSED  
 JULY 1, 1943 to JUNE 30, 1944

Case No.	Date of Order	Name of Applicant	Nature of Application	Disposition
2447	8-24-43	Lang Transportation Corporation	Interstate Carrier License	Dismissed
2508	10-30-43	Salt Lake Transportation Company	Certificate of Convenience and Necessity	Denied
2601*	5- 3-44	R. J. Myers	Certificate of Convenience and Necessity	Denied
2618	12-16-43	Mrs. J. Alma Langton	Contract Carrier Permit	Dismissed
2648	7- 1-43	Walter H. Gordon	Certificate of Convenience and Necessity	Dismissed
2657	8-31-43	Frank Carnesecca and Egidio Carnesecca, d-b-a Mapleton Transportation Company	Certificate of Convenience and Necessity	Dismissed
2658	7- 7-43	H. C. Jensen	Certificate of Convenience and Necessity	Dismissed
2672	9- 8-43	C. G. Parry	Contract Carrier Permit	Dismissed
2673	8-31-43	Lewis Shields	Certificate of Convenience and Necessity	Dismissed
2680	9- 8-43	Mercury Truck Line	Contract Carrier Permit	Dismissed
2712	11- 9-43	J. E. Leverett	Contract Carrier Permit	Dismissed
2724	10-29-43	Chris G. Dokos	Contract Carrier Permit	Dismissed
2725	10-29-43	Lot H. Hancock	Contract Carrier Permit	Dismissed
2726	10-29-43	Ellsworth B. Robinson	Contract Carrier Permit	Dismissed
2727	10-29-43	Bills and Simpson	Contract Carrier Permit	Dismissed
2728	10-29-43	Joseph A. Seare	Contract Carrier Permit	Dismissed
2729	10-29-43	George F. Springer	Contract Carrier Permit	Dismissed



TABLE NO. 11  
**APPLICATIONS FOR COMMON CARRIER CERTIFICATES OF CONVENIENCE AND NECESSITY, CONTRACT CARRIER PERMITS, AND INTERSTATE CARRIER LICENSES DENIED OR DISMISSED**  
**JULY 1, 1943 to JUNE 30, 1944**  
 (Continued)

Case No.	Date of Order	Name of Applicant	Nature of Application	Disposition
2730	10-29-43	George W. Lythgoe	Contract Carrier Permit	Dismissed
2731	10-29-43	Cecil T. Rowley	Contract Carrier Permit	Dismissed
2732	10-29-43	Tom E. Peck	Contract Carrier Permit	Dismissed
2733	10-29-43	Sam Teitelbaum	Contract Carrier Permit	Dismissed
2734	10-29-43	Marion H. Rowley	Contract Carrier Permit	Dismissed
2735	10-29-43	Neldon J. Chadwick	Contract Carrier Permit	Dismissed
2736	10-29-43	Heber C. Williams	Contract Carrier Permit	Dismissed
2737	10-29-43	Trunnel and Ross	Contract Carrier Permit	Dismissed
2738	10-29-43	Karl S. Robinson	Contract Carrier Permit	Dismissed
2740	10-29-43	R. G. Woodward	Contract Carrier Permit	Dismissed
2744	11-30-43	Marvine E. Brown	Certificate of Convenience and Necessity	Dismissed
2745	11- 9-43	Brennan Hannifin	Contract Carrier Permit	Dismissed
2746	10-29-43	Johnie Free	Contract Carrier Permit	Dismissed
2747	10-29-43	Keith J. Coons	Contract Carrier Permit	Dismissed
2781	6-26-44	Edward S. Barrett, d-b-a Magna Garfield Bus Company	Certificate of Convenience and Necessity	Dismissed

\*Supplemental application in case previously closed.

TABLE NO. 12  
SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES  
JULY 1, 1943 to JUNE 30, 1944

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
825	2-25-44	Howard J. Spencer	Application to have the trade name "d-b-a Salt Lake-Tooele Stages" deleted from certificate of convenience and necessity No. 72.	Application granted.
1033	7- 1-43	The Barton Truck Line, Inc.	Application to amend certificate of convenience and necessity No. 313 to transport war materials and other materials for War Department between St. John and Dugway, Utah.	Authority granted for duration of war and six months thereafter.
1294	5-12-44	Rio Grande Motor Way, Inc.	Application to use an alternate route between Springville and Mt. Pleasant for the transportation of passengers, baggage, and express.	Applicant authorized to operate over highways US 89, 50, and 91 as an alternate route between Mt. Pleasant and Springville, and a further alternate route between Springville and the junction of highway U 8 with US 89 over U 8.
1409 and 2524	5-10-44	Utah Central Truck Line	Application to transfer to Le Grande L. Belnap the common carrier rights of Utah Central Truck Line between Payson, Utah, and Silver City, Utah, via Eureka.	Certificate of convenience and necessity No. 563 held by Le Grande L. Belnap amended to authorize him to transport commodities generally and express between Payson, Utah, and Silver City, Utah, via Eureka, and between Santaquin and Jerico, and certificate of convenience and necessity No. 407 amended to exclude the right of Utah Central Truck Line to operate between said points.
1548	8-24-43	Elbert G. Despain	Application to resume operations under contract carrier permit No. 64.	Applicant authorized to resume operations between Alta mining district and Murray and Midvale.

**TABLE NO. 12**  
**SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES**  
**JULY 1, 1943 to JUNE 30, 1944**  
 (Continued)

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
1548	3-3-44	Elbert G. Despain	Application to discontinue operations temporarily under contract carrier permit No. 64 until roads are passable.	Applicant authorized to discontinue operations temporarily between Alta mining district and Murray and Midvale.
1604	8-31-43	Comet Motor Express Company	Application for vacation of order of commission dated February 28, 1942, which approved lease of interstate license No. 64 to T. & M. Transportation Company and for authorization to resume operations under said license.	Order of February 28, 1942, vacated and Comet Motor Express Company authorized to resume operations as a common motor carrier of property in interstate commerce between Salt Lake City and Utah-Colorado line under interstate carrier license No. 64.
1802	5-24-44	M. S. Wycoff, d-b-a Wycoff Stage Company	Application to acquire rights held by J. E. Tietjen as contract carrier of films and accessories between Salt Lake City and Nephi and intermediate points.	Contract carrier permit No. 123 held by M. S. Wycoff amended to permit him to operate as a contract motor carrier of films and accessories between Salt Lake City and Nephi and intermediate points for certain specified parties. Contract carrier permit No. 12 held by J. E. Tietjen cancelled.
1836	4-11-44	W. W. McCann	Cancellation of interstate operating rights held by W. W. McCann between Salt Lake City and Utah-Idaho state line.	Order amended order issued on March 25, 1944, to change the license cancelled from No. 49 to No. 104.
1911	12-11-43	R. A. Gould	Application to add five points to authority held under contract carrier permit No. 290.	Application dismissed without prejudice upon motion of the applicant.

TABLE NO. 12  
SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES  
JULY 1, 1943 to JUNE 30, 1944  
(Continued)

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
1954	10-25-43	Carbon Freight Line, Inc.	Application to amend certificate of convenience and necessity No. 484 to permit applicant to operate as a common motor carrier of commodities generally between Salt Lake City and Spanish Fork; between Spanish Fork and Price; and between Pleasant Grove and Provo.	Certificate of convenience and necessity No. 484 amended to include additional rights applied for.
1954	11- 8-43	Carbon Freight Line, Inc.	Same as above.	Order clarified order of October 25, 1943.
1954	11-20-43	Carbon Freight Line, Inc.	Same as above.	Application of Utah Central Truck Line and The Salt Lake and Utah Railroad Corporation for rehearing denied.
2059	10-25-43	Robert J. Penman, d-b-a Penman Trucking Company	Application to add one contract to operations under contract carrier Permit No. 179.	Order amended contract carrier permit No. 179 to permit applicant to haul structural steel, etc., for Structural Steel and Forge Company from Salt Lake City to all points in Utah.
2237	1-27-44	Northwestern Express, Inc.	Application to suspend operations under interstate carrier license No. 146	Interstate carrier license No. 146 suspended until further order of the commission.
2308	1-27-44	Northwestern Express, Inc.	Application to suspend operations under contract carrier permit No. 241.	Contract carrier permit No. 241 suspended until further order of the commission.
2379	4- 7-44	Elwood B. Carter, d-b-a Carter Truck Line	Application to suspend operations under interstate carrier license No. 167 until December 31, 1944.	Interstate carrier license No. 167 suspended until December 31, 1944.

TABLE NO. 12  
SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES  
JULY 1, 1943 to JUNE 30, 1944  
(Continued)

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
2458	6-23-44	George Robert Moss	Application to discontinue operations temporarily under contract carrier permit No. 270.	Application granted.
2482	8-31-43	Insured Drive-Away Service	Application for reinstatement of interstate carrier license No. 201.	Application granted.
2583	1-27-44	Elmer W. Barlow, d-b-a Bountiful Transit	Application to suspend bus operations between Bountiful and Remington Arms Plant in Salt Lake City authorized by certificate of convenience and necessity No. 578.	Applicant authorized to discontinue operations effective January 27, 1944.
2583	4-5-44	Elmer W. Barlow and Reid S. Melville, d-b-a Bountiful Transit	Application for extension of time in which to comply with commission's order of March 16, 1944, granting applicant's a certificate of convenience and necessity to operate as a common carrier of passengers between Bountiful and Salt Lake City and between Woods Cross and Bountiful.	Applicants granted until May 5, 1944, in which to comply with said order.
2583	5-5-44	Elmer W. Barlow and Reid S. Melville, d-b-a Bountiful Transit	Same as above.	Applicants granted until June 4, 1944, in which to comply with said order.
2594	1-27-44	Vivian B. Coon, d-b-a Vivian B. Coon Bus Lines	Application to discontinue operations temporarily between Magna, Garfield and Remington Arms Plant.	Application granted, effective January 27, 1944.
2606	6-10-44	Bert D. Isaac	Modification of operating rights held under certificate of convenience and necessity No. 585.	Certificate amended to prohibit Bert D. Isaac from transporting any people residing in Provo, Utah, to or from the Geneva Steel Plant.

TABLE NO. 12  
**SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES**  
**JULY 1, 1943 to JUNE 30, 1944**  
 (Continued)

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
2613	8-24-43	George A. Browning	Application to serve additional points under certificate of convenience and necessity No. 590.	Applicant authorized to render passenger service between Layton and Hill Field serving intermediate and off-route points, and between Clearfield and Hill Field. Application granted.
2632	7- 9-43	Harold T. Saxton, d-b-a Grantsville Trucking Company	Application to extend operations under certificate of convenience and necessity No. 601 to include transportation of eggs and poultry feed between Grantsville and Draper, Utah.	
2643	9-25-43	Gronway R. Parry, d-b-a Geneva Transportation Company	Application to discontinue common carrier passenger operations temporarily between Price, Utah and Horse Canyon Mine,, Utah.	Applicant authorized to discontinue such operations temporarily after posting notices in buses and verbally informing passengers.
2651	5-24-44	J. T. Tanner	Application of protestant, Joseph J. Milne Truck Line, Inc., for modification of commission's order of March 8, 1943, granting J. T. Tanner certificate of convenience and necessity No. 602 to operate as a common motor carrier of property and passengers.	Operating rights held by J. T. Tanner modified to the extent that the freight and express hauled by him between Beaver and Milford, Utah, and off-route points of Minersville, Adamsville, and Greenville, shall be restricted to motion picture films, and perishables such as fresh meats, live animals, poultry, dairy products, fresh fruits, and vegetables. Commission's order of May 24, 1944, amended to permit applicant to transport newspapers and flowers in addition to classes of property covered by said order.
2651	6-26-44	J. T. Tanner	Application for right to transport additional classes of property under certificate of convenience and necessity No. 602.	

TABLE NO. 12  
 SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES  
 JULY 1, 1943 to JUNE 30, 1944  
 (Continued)

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
2681	1-31-44	A. L. Geary	Application to discontinue motor carrier passenger service between Coalville, Echo Junction, and Henefer, Utah, and the Clearfield Naval Supply Depot authorized under certificate of convenience and necessity No. 611.	Certificate of convenience and necessity No. 611 suspended until further order of the commission.
2684	5-19-44	Mercury Truck Line	Application to discontinue operations under certificate of convenience and necessity No. 620 between various cities in Utah.	Application granted.
2691	4-17-44	Consolidated Freightways, Inc.	Application for clarification of operating rights granted under interstate carrier license No. 230 issued December 14, 1943.	Route between Salt Lake City and Utah-Idaho line clarified and restricted.
2711	9- 8-43	Estate of C. G. Parry, Deceased, and G. R. Parry and C. W. Parry	Application for transfer of operating rights under interstate carrier license No. 184 from the estate of C. G. Parry, deceased, to G. R. Parry and C. W. Parry, d-b-a Parry Brothers.	Transfer authorized covering rights to operate as a contract motor carrier of equipment, machinery, materials and supplies, including livestock and live animals utilized in the production, creation, and development of motion pictures, over irregular routes in Utah between points and places in Kane, Iron, Washington, Garfield, Beaver, and Piute Counties, and the Utah-Arizona line.

**TABLE NO. 13**  
**CERTIFICATES OF CONVENIENCE AND NECESSITY**  
**CANCELLED DURING PERIOD**  
**JULY 1, 1943 to JUNE 30, 1944**

Certificate No.	Case No.	Date of Order	Name of Carrier
418	1518	3-30-44	W. F. Ungricht
425	1594	3-29-44	Norma B. Petty
437	1768	3-29-44	Norma B. Petty
482	1986	7-29-43	Riley Stephenson
492	2110	2-28-44	Lawrence G. Carter and David Olague, d-b-a Carter and Olague
493	2057	11-26-43	B. E. Johnson, d-b-a Johnson Truck
516	2191	10-26-43	Rulon C. Ashworth
557	2462	7-29-43	Neuman C. Petty, Burton Banks, and Le Grande Belnap, d-b-a Salt Lake-Kanab Freight Line
563	2586	9- 8-43	Ogden Cab and Transfer Company
565	2539	9- 8-43	Ogden Cab and Transfer Company
571	2567	9- 8-43	Ogden Cab and Transfer Company
574	2570	9-22-43	Owen Dean, and Ernest Dean
575	2568	2-23-44	Harry S. Michael
576	2558	6-26-44	Tooele Workman's Bus Line, Inc.
581	2605	10-30-43	Merlin D. Simmons
584	2572	2-25-44	A. D. Prescott and Roy Atkinson
586	2582	11-23-43	Demetrios P. Karaplis
588	2616	5- 2-44	Salt Lake Transit
589	2598	4-18-44	Leon J. Ritchie and James Ritchie



**TABLE NO. 14**  
**CONTRACT CARRIER PERMITS CANCELLED**  
**DURING PERIOD**  
**JULY 1, 1943 to JUNE 30, 1944**

Permit No.	Case No.	Date of Order	Name of Carrier
12	1342	5-24-44	J. E. Tietjen
52	1513	11-26-43	B. E. Johnson
61	1532	10-26-43	Rulon C. Ashworth
131	1844	2-28-44	Osmond C. Hansen, d-b-a Wasatch Trucking Company
138	1911	4-29-44	R. A. Gould
162	1976	1-27-44	William Farrer
167	2034	2-14-44	Ford Nelson Jepperson
174	2019	7-20-43	H. C. Norton
176	2000	10-26-43	Rulon C. Ashworth
184	2058	11-26-43	B. E. Johnson, d-b-a Johnson Truck
192	2095	3-22-44	Charles R. Lunt
198	2134	7-20-43	Harry L. Braken Company
201	2158	2-28-44	Leo J. Knight, d-b-a Right Weigh Transfer Company
207	2177	7-12-43	A. T. Farnsworth
214	2198	2-28-44	Leland Tuft, d-b-a Utah Livery & Coal Com- pany, Inc.
236	2261	7-29-43	James H. Olsen
246	2327	2-25-44	Wilburn Curtis
256	2350	12-23-43	Alma F. Milner
274	2505	7-26-43	Owen M. Collett
285	2560	7-26-43	Owen M. Collett
290	1911	4-29-44	R. A. Gould

**TABLE NO. 15**  
**INTERSTATE CARRIER LICENSES CANCELLED**  
**DURING PERIOD**  
**JULY 1, 1943 to JUNE 30, 1944**

License No.	Case No.	Date of Order	Name of Carrier
39	1450	2-25-44	J. F. Maxfield
57	1561	2-25-44	H. W. Hart, d-b-a Hart Truck Line
104	1836	3-25-44	Montana Pacific Transport, Inc. (W. W. McCann)
140	2200	12-14-43	L. G. Tapper, Jedd Jones, Jr., and Lawrence Jones, d-b-a Jones Motor Lines
145	2220	2-25-44	David Larsen
157	2324	1- 8-44	Tri-State Motor Ways
169	2084	2-25-44	James L. Dallas and Paul A. Mavis, d-b-a Dallas & Mavis Forwarding Co.
173	2388	7- 1-43	H. M. Boren
183	2438	2-25-44	Horace W. Allred
195	2216	10-26-43	Rulon C. Ashworth
200	2018	2-28-44	Schrader Transportation Company
204	2517	2-25-44	Cosmopolitan Tourist Company
213	2576	9- 8-43	Laurence, Felix, Dave & Harry Cohen, d-b-a Denver Chicago Trucking Company
221	2661	6-22-44	Donivan A. Click, d-b-a National Driveaway System
233	2695	2- 3-44	Blake Messinger, d-b-a Messinger Truck

**TEMPORARY LICENSES**

XVIII	2122	9-22-43	Leslie E. Hancock
XXX	2289	1-27-44	Roy J. and G. A. McArthur, d-b-a Anaconda Van Lines
XL	2443	1-27-44	William L. Carpenter, d-b-a Argonne Van and Storage Company, and Argonne Van Lines

TABLE NO. 16  
**SUMMARY OF ORDERS ISSUED IN STATION AGENCY CASES AND MISCELLANEOUS CASES  
 JULY 1, 1943 to JUNE 30, 1944**

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
<b>STATION AGENCY CASES</b>				
2676	8-24-43	Railway Express Agency	Application to discontinue express service at Clear Creek, Utah	Application granted
2757	12-27-43	The Denver & Rio Grande Western Railroad Company	Application to discontinue temporarily Station agencies at Park City and Payson, Utah	Application granted under War Service Order No. 14
<b>MISCELLANEOUS CASES</b>				
2652	7-17-43	Utah Power & Light Co.	Application for consent and approval of the acquisition of all the property of Utah Light and Traction Company.	Application granted subject to certain principles and conditions to be followed in recording entries on the books of the constituent companies and the surviving company.
2702	7-29-43	Utah Power & Light Co.	Application for certificate to exercise the rights and privileges conferred by franchise dated May 31, 1943, granted by the town of Clinton.	Application granted under certificate of convenience and necessity No. 614
2718	10-22-43	Utah Power & Light Co.	Application for certificate to exercise the rights and privileges conferred by franchise granted by the town of Laytona	Application granted under certificate of convenience and necessity No. 622
2723	10-22-43	Utah Power & Light Co.	Application for certificate to exercise the rights and privileges conferred by franchise granted by the town of Fruit Heights.	Application granted under certificate of convenience and necessity No. 623

**APPENDIX II**  
**MISCELLANEOUS ORDERS AND COMMISSION**  
**FINANCES**

---

	Table No.	Page No.
Special permissions .....	17	60
Informal dockets .....	18	62
Investigation dockets .....	19	65
War service orders .....	20	66
Commission finances .....	21	67
Public utilities under jurisdiction of Commission .....	22	68

**TABLE NO. 17**  
**SPECIAL PERMISSIONS ISSUED FROM**  
**JULY 1, 1943 to JUNE 30, 1944**

Purpose for which issued	No. Issued
To reduce railroad freight rates .....	71
To reduce motor carrier freight rates .....	10
To reduce railroad passenger fares .....	1
To reduce motor carrier passenger fares .....	1
To reduce electric power rates .....	1
To reduce holiday telephone rates .....	1
To extend expiration date on railroad reduced freight rates.....	1
To extend expiration date on reduced motor carrier freight classification ratings .....	1
To extend expiration date on railroad freight classification rule on packing requirements .....	2
To establish new and changed railroad freight classification ratings and packing requirements resulting in increases and reductions	1
To establish new and changed motor carrier freight classification ratings and packing requirements resulting in increases and reductions .....	6
To establish change in railroad switching limits and new switching rate .....	1
To extend hours of service for use of reduced night, Sunday and holiday telephone rates resulting in reduction.....	1
To establish rule in railroad freight tariff applicable to cars fur- nished in lieu of those ordered in connection with livestock shipments .....	1
To establish rule in railroad passenger tariff to provide prefer- ence and priority transportation for disabled military person- nel en route to hospitals .....	1
To establish railroad freight storage, grinding, milling in transit privilege .....	1
To establish motor carrier freight rate to new stations.....	3
To establish motor carrier passenger fares, rules, and regulations for additional service to the public.....	4
To establish new minimum weight provision in railroad freight tariff .....	2
To establish new express pick-up and delivery service .....	1

TABLE NO. 17  
**SPECIAL PERMISSIONS ISSUED FROM  
 JULY 1, 1943 to JUNE 30, 1944**  
 (Continued)

Purpose for Which Issued	No. Issued
To advance effective date of mileage rates on railroad tank cars....	1
To correct error in railroad freight tariff on estimated weight in pounds per gallon of water loaded in tank cars.....	1
To correct clerical and typographical error in railroad freight classification items .....	1
To cancel provisions of railroad freight classification rule.....	1
To cancel portion of motor carrier freight tariff naming rates to points transferred to other motor freight carrier.....	1
To cancel motor carrier passenger tariff naming passenger and baggage rates—Discontinued Service .....	1
To cancel suspended increased motor carrier freight classification ratings .....	1
To suspend increased railroad freight rates.....	2
To amend railroad freight tariff item to fully outline handling collection of consolidating and/or forwarding charges.....	1
To revise general rules on railroad freight diversion and reconsignment of freight .....	1
To change motor carrier freight time schedule .....	1
To publish new railroad intrastate switching tariff.....	1
<b>TOTAL .....</b>	<b>124</b>

TABLE NO. 18  
 INFORMAL DOCKETS  
 JULY 1, 1943 to JUNE 30, 1944

No.	Date of Order	Description	Disposition
531	8-20-43	Utah Poultry Producers Cooperative Ass'n, Compt., vs. Union Pacific Railroad Co., Def't.	Defendant authorized to pay reparation of \$158.14 to complainant on shipments of hay.
532	8-20-43	Mary C. Burton, Compt., vs. Union Pacific Railroad Company, Def't.	Defendant authorized to waive collection of \$48.36 from complainant on shipments of livestock.
533	7-21-43	Application of Union Pacific Railroad Company to construct a loading tippie with impaired clearances at Iron Mountain, Utah, for use of Colorado Fuel and Iron Company	Application granted and provisions of General Order No. 25 modified in this instance to conform with applicant's proposal.
533	3-13-44	Same as above	Applicant authorized to install weighing equipment with impaired lateral and overhead clearances at said tippie.
534	7-15-43	Application of United States Smelting Refining and Mining Company to construct an ore loading ramp with impaired side and overhead clearances at Wendover, Utah	Application granted and provisions of General Order No. 25 modified in this instance to conform with applicant's proposal.
534	6-14-44	Application of State Road Commission of Utah to relocate the ore loading ramp covered by order of July 15, 1943, in this docket, such ramp to have side and overhead impaired clearances identical with the existing structure	Application granted and provisions of General Order No. 25 modified in this instance to conform with applicant's proposal.

TABLE NO. 18  
 INFORMAL DOCKETS  
 JULY 1, 1943 to JUNE 30, 1944  
 (Continued)

No.	Date of Order	Description	Disposition
535	8-20-43	Columbia Steel Company, Comp't., vs. The Denver and Rio Grande Western Railroad Company, Wilson McCarthy and Henry Swan, Trustees, Def't.	Defendant authorized to pay reparation of \$196.88 to complainant on shipments of coal.
536	8-27-43	Union Portland Cement Company, Comp't., vs. Union Pacific Railroad Company, Def't.	Defendant authorized to pay reparation of \$45.09 to complainant on shipments of cement.
537	11- 9-43	United States Fuel Company, Comp't., vs. Carbon Freight Line, Inc., Def't.	Defendant authorized to pay reparation to complainant of all charges collected in excess of \$4.00 per net ton of 2,000 pounds on 85,738 pounds of steel pipe.
538	11-12-43	P. J. Farrell Grain Company, Comp't. vs. The Utah-Idaho Central Railroad Corporation.	Defendant authorized to pay reparation of \$9.05 to complainant on shipment of barley.
539	11-22-43	United States Smelting Refining and Mining Co., Comp't., vs. The Salt Lake & Utah Railroad Corp., Union Pacific Railroad Co., and Tooele Valley Railroad Co., Def'ts.	Defendants authorized to pay reparation of \$101.54 to complainant on shipments of ore.
540	1-26-44	Winston, Haglin, Missouri Valley, Sollitt Companies, Comp't., vs. Union Pacific Railroad Co., Def't.	Defendant authorized to pay reparation of \$2,566.67 to complainants on shipments of sand and gravel.
541	1-26-44	Columbia Steel Co., Comp't., vs. The Denver & Rio Grande Western Railroad Co., Wilson McCarthy and Henry Swan, Trustees, Def't.,	Defendant authorized to pay reparation of \$476.96 to complainant on shipments of scrap lumber.



TABLE NO. 18  
 INFORMAL DOCKETS  
 JULY 1, 1943 to JUNE 30, 1944  
 (Continued)

No.	Date of Order	Description	Disposition
542	3-21-44	Monsey Iron & Metal Co., Comp't., vs. The Denver & Rio Grande Western Railroad Co., Wilson McCarthy and Henry Swan, Trustees, Def't.	Defendant authorized to waive collection of undercharge of \$374.65 on shipments of used steel pipe, tubing and structural steel.
543	4- 1-44	Application of Union Pacific Railroad Company for approval of construction of a tippie with impaired side and overhead clearances at Iron Mountain, Utah.	Application granted and provisions of General Order No. 25 modified in this instance to conform with applicant's proposal.
544	4- 8-44	The United States Vanadium Corp., Agent for Metals Reserve Co., Comp't., vs. Union Pacific Railroad Co., Def't.	Defendant authorized to waive collection of undercharge of \$217.73 on shipment of tungsten ore.
545	5- 2-44	Utah Copper Co., Comp't., vs. The Denver & Rio Grande Western Railroad Co., Wilson McCarthy and Henry Swan, Trustees, Def't.	Defendant authorized to pay repairation of \$2,543.81 to complainant on shipments of sulphuric acid.
546	5-22-44	Ideal Cement Co., Comp't., vs. Union Pacific Railroad Co., Def't.	Defendant authorized to pay repairation of \$384.68 to complainant on shipments of iron ore.
547	5-15-44	Sharp Livestock Co., Comp't., vs. Union Pacific Railroad Co., and The Western Pacific Railroad Co., Def'ts.	Defendants authorized to waive collection of undercharge of \$11.44 on shipment of horses.
548	6- 6-44	Farmers Grain Cooperative, Comp't., vs. Union Pacific Railroad Co., Def't.	Defendant authorized to waive collection of undercharge of \$738.35 on shipments of wheat.

TABLE NO. 19  
INVESTIGATION DOCKETS  
JULY 1, 1943 to JUNE 30, 1944

Investi- gation Docket No.	Date of Order	Description	Nature of Order
22	7-19-43	Application of Mountain Fuel Supply Company to increase rates charged for natural gas, and to abandon and withdraw Schedule of Industrial Rate VII.	Application of Mountain Fuel Supply Company for rehearing denied.
34	10-27-43	Investigation of original cost studies and reclassification of accounts of the Telluride Power Company.	Application by the Telluride Power Company for rehearing granted, a date for rehearing to be set by the commission at a later time.

**TABLE NO. 20**  
**WAR SERVICE ORDERS**  
**JULY 1, 1943 to JUNE 30, 1944**

<b>War Service Order No.</b>	<b>Date of Order</b>	<b>Nature of Order</b>
6	9-17-43	Supplemental Order No. 3 authorized Utah Transportation Company to sell one passenger bus.
6	11-19-43	War Service Order No. 6 revoked and rescinded effective November 19, 1943.
6	11-20-43	Supplemental Order No. 4 authorized B. H. Robinsen, Lyle B. Nicholes, Glen R. Anderson, and D Howe Moffat, d-b-a Wasatch Motors to dismantle one passenger bus.
14	12-27-43	The Denver and Rio Grande Western Railroad Company authorized to temporarily close its agency stations at Park City and Payson, Utah.

TABLE NO. 21  
 STATEMENT OF COMMISSION'S FINANCES, FISCAL YEAR  
 JULY 1, 1943 to JUNE 30, 1944

Appropriation Account	Biennial Appropriation 1943-1945	Appropriation Inter.-Acct. Transfers	Adjusted Biennial Appropriation	Allotment Accounts Adjustments	Encumbrances to June 30, 1944	Unencumbered Balance June 30, 1944
<b>GENERAL FUND</b>						
Personal Services .....	\$131,190.00*	\$4,700.00†	\$126,490.00	\$ .....	\$ 45,641.25*	\$ 80,848.75
Travel .....	5,520.00	1,000.00	6,520.00	118.27	2,806.01	3,832.26
Operating Expenses .....	10,120.00	3,700.00	13,820.00	42.95	8,077.78	5,785.17
Capital Outlay .....	2,660.00	.....	2,660.00	.....	1,152.52	1,507.48
Total .....	\$149,490.00	\$ .....	\$149,490.00	\$ 161.22	\$ 57,677.56	\$ 91,973.66
<b>MOTOR TRANSPORT FUND</b>						
Personal Services .....	\$ 21,816.00†	.....	\$ 21,816.00	.....	\$ 10,005.28†	\$ 11,810.72
Travel .....	2,040.00	.....	2,040.00	.....	966.46	1,073.54
Operating Expenses .....	1,240.00	.....	1,240.00	.....	290.35	949.65
Capital Outlay .....	120.00	.....	120.00	.....	.....	120.00
Total .....	\$ 25,216.00	.....	\$ 25,216.00	.....	\$ 11,262.09	\$ 13,953.91
<b>GRAND TOTAL, General Fund and Motor Transport Fund</b> .....	<b>\$174,706.00</b>	<b>.....</b>	<b>\$174,706.00</b>	<b>\$ 161.22</b>	<b>\$ 68,939.65</b>	<b>\$105,927.57</b>

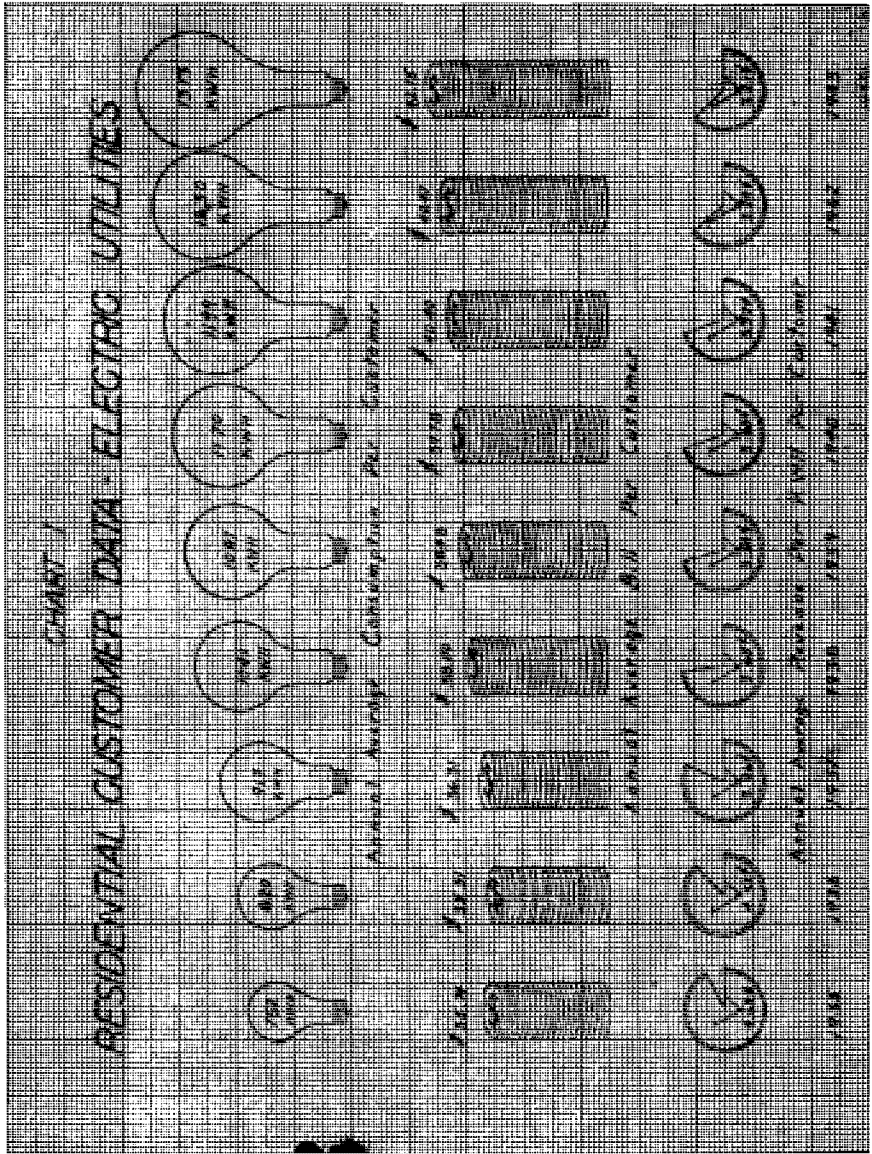
\* Personal Services Appropriation Account includes \$20,790.00 and Personal Services Encumbrances Account includes \$8,124.85 allocated to Central Administration.  
 † Personal Services Appropriation Account includes \$4,536.00 and Personal Services Encumbrances Account includes \$1,772.70 allocated to Central Administration.  
 ‡ Red.

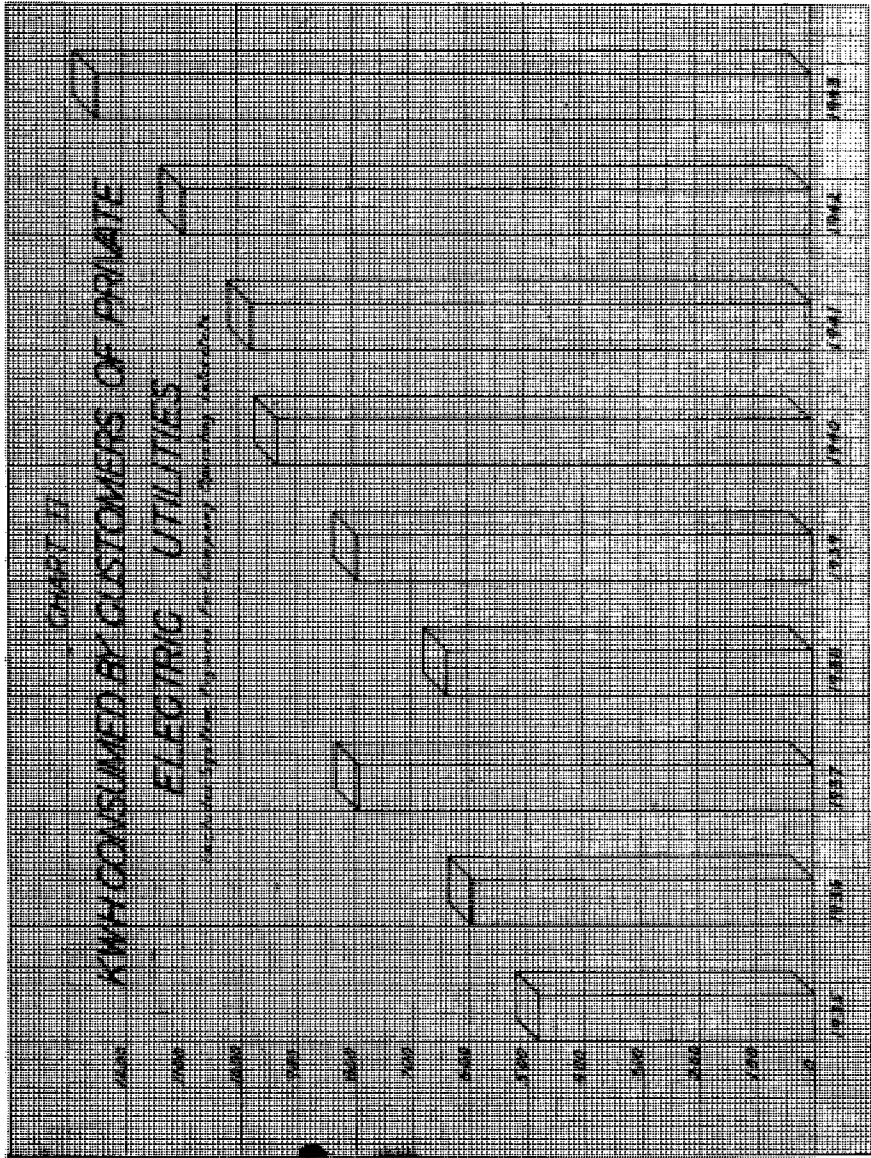
**TABLE NO. 22**  
**PUBLIC UTILITIES UNDER JURISDICTION OF**  
**COMMISSION AT JUNE 30, 1944**

Class of Utility	Number
Steam Railroads—Classes I and II .....	7
Steam Railroads—Class III .....	2
Steam Railroads—Lessor Company .....	1
Electric Interurban Railroads .....	4
Urban Passenger Transportation Systems .....	5
Terminal Companies .....	3
Express Company .....	1
Sleeping Car Company .....	1
Telegraph Company .....	1
Telephone Companies .....	15
Electric Light and Power Companies .....	8
Gas Company .....	1
Water Companies .....	10
Motor Carriers .....	243
Total .....	302

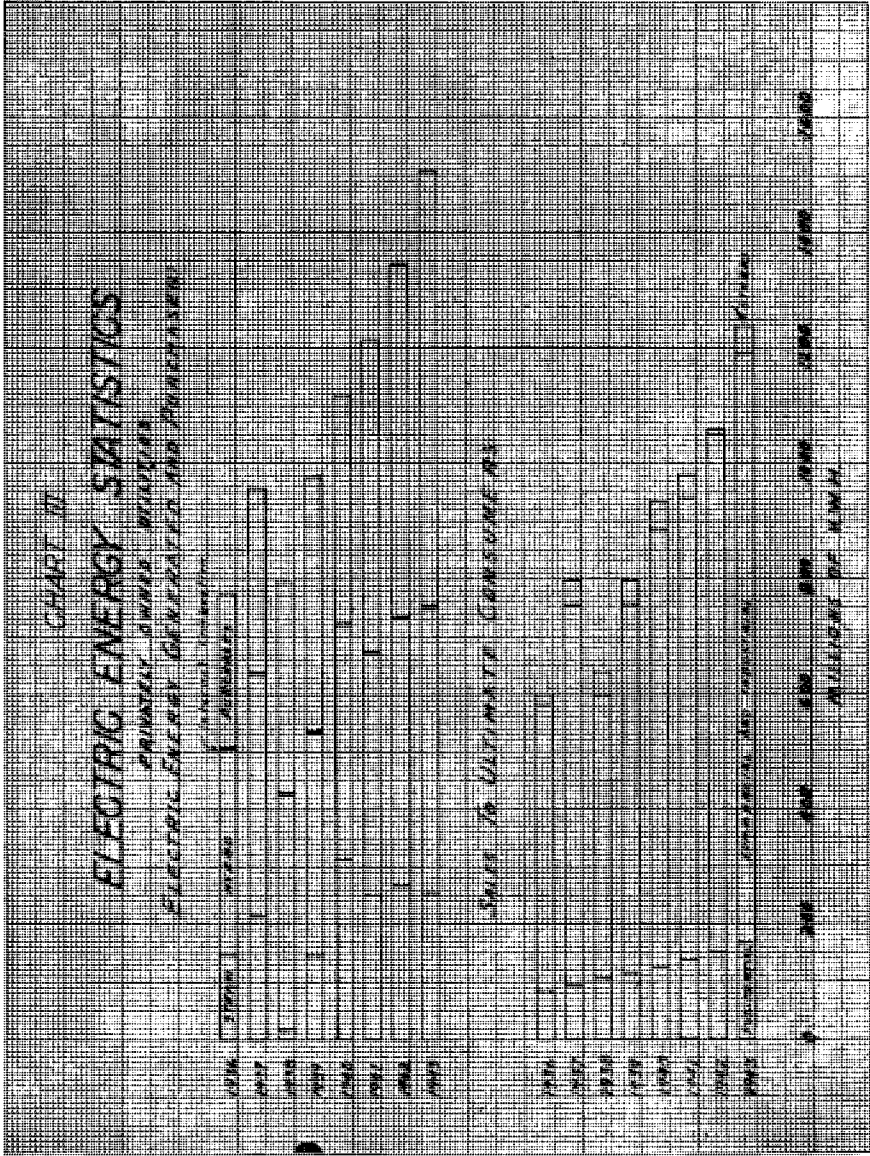
**APPENDIX III**  
**CHARTS OF UTILITY STATISTICS AND**  
**MISCELLANEOUS TABLES**

	Chart No.	Page No.
Residential customer data—electric utilities....	I	70
Kilowatt hours consumed by customers of electric utilities .....	II	71
Electric energy generated, purchased, and sold	III	72
Cubic feet of gas sold in Utah .....	IV	73
Telephone stations in use in Utah.....	V	74
Reportable railroad-highway grade crossing accidents .....	VI	75
	Table No.	Page No.
Reported accidents, railroads, motor carriers, electric and gas utilities .....	23	76
Typical net monthly bills, residential electric service .....	24	77









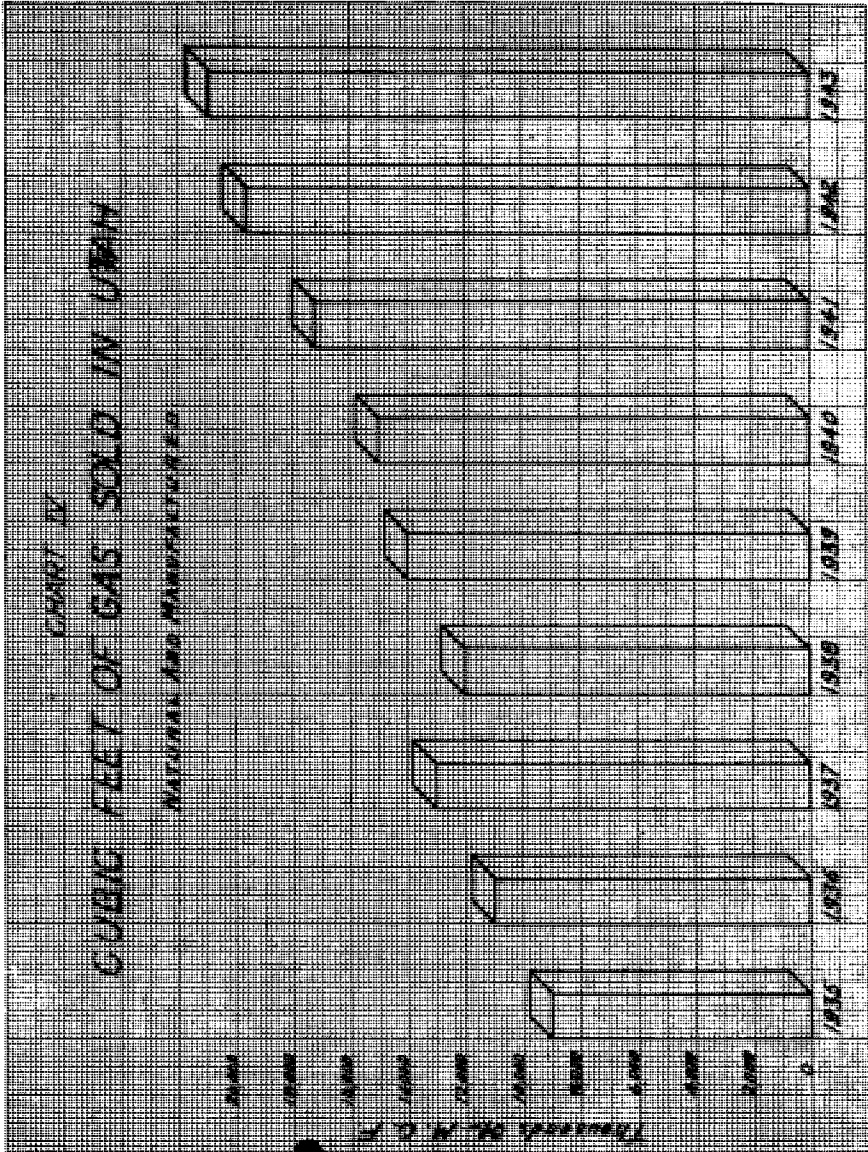


CHART 7  
 TELEPHONE STATIONS IN USE IN UTAH  
 OWNED BY TELEPHONE UTILITIES

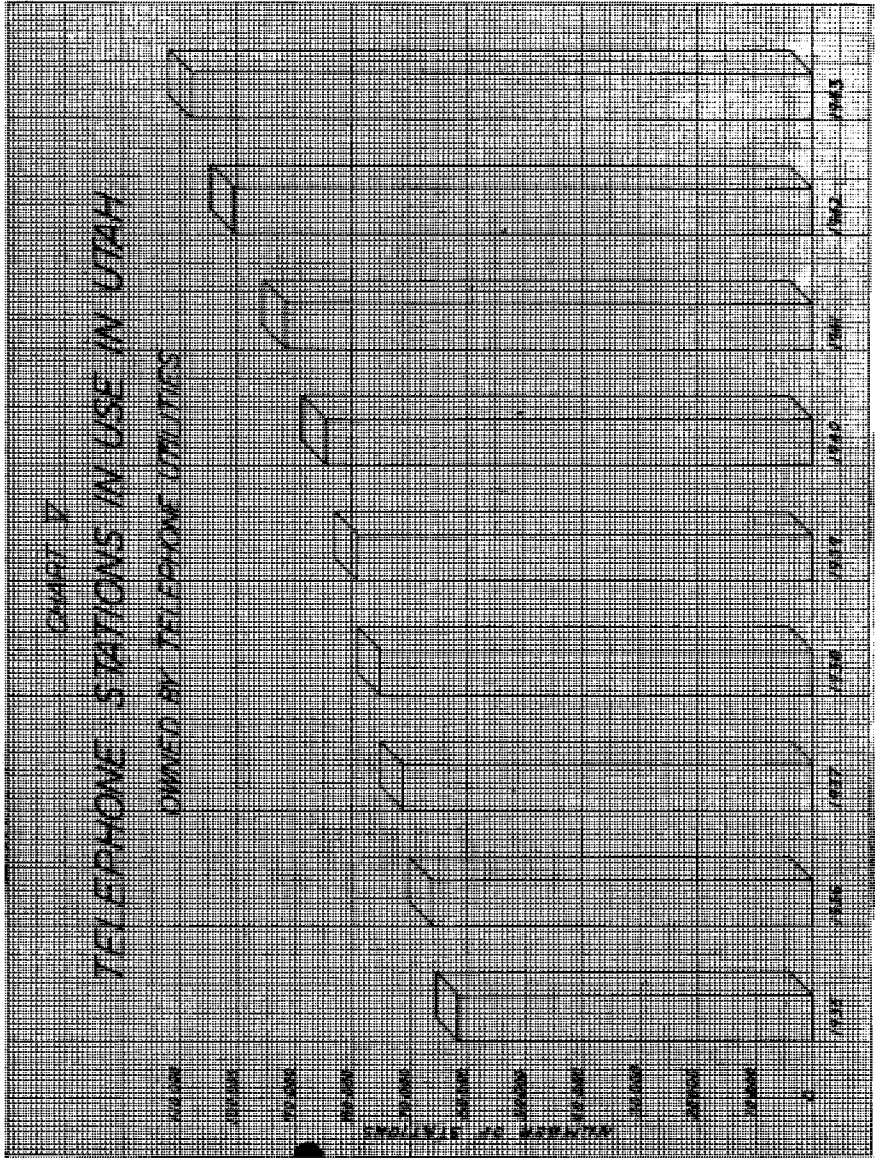
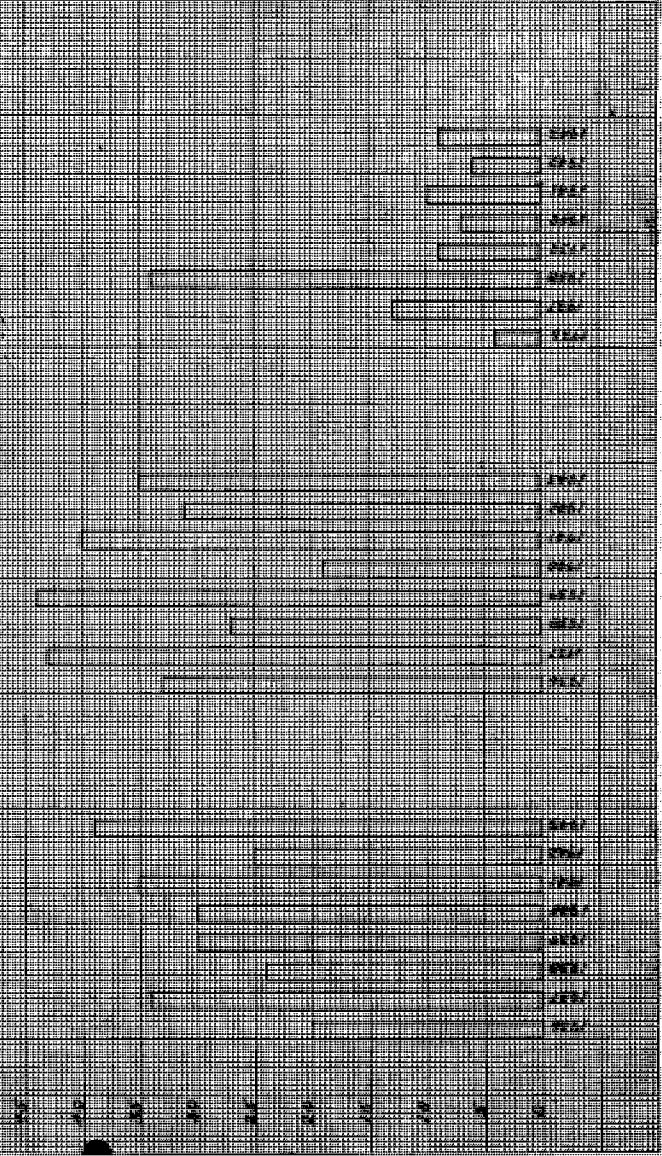


CHART IV  
 REPORTABLE RR HIGHWAY GRADE CROSSING ACCIDENTS

ACCIDENTS INJURED KILLED



**TABLE NO. 23**  
**SUMMARY OF REPORTED ACCIDENTS—RAILROADS,**  
**MOTOR CARRIERS, AND ELECTRIC AND**  
**GAS UTILITIES**  
**JANUARY 1, 1943 to DECEMBER 31, 1943**

	Number of Accidents Reported	No. of Persons Killed	No. of Persons Injured
<b>RAILROADS</b>			
Bamberger Railroad Company .....	7	1	32
Bingham and Garfield Railway Company.....	11	1	7
Denver and Rio Grande Western Railroad Co., The .....	301	10	160
Ogden Union Railway and Depot Company, The	39	2	21
Salt Lake and Utah Railroad Corp. ....	36	1	28
Salt Lake, Garfield and Western Railway Company .....	1	....	1
Southern Pacific Company .....	21	3	16
Tooele Valley Railway Company .....	4	....	4
Union Pacific Railroad Company .....	94	9	87
Utah Idaho Central Railroad Corp., The .....	6	....	49
Utah Railway Company .....	6	....	4
Western Pacific Railroad Company, The.....	48	....	32
Total .....	<u>574</u>	<u>27</u>	<u>441</u>
<b>MOTOR CARRIERS</b>			
Passenger Carriers .....	87	3	115
Property Carriers .....	19	1	11
Total .....	<u>106</u>	<u>4</u>	<u>126</u>
<b>ELECTRIC AND GAS UTILITIES</b>			
Utah Power & Light Company .....	20	1	19
Mountain Fuel Supply Company .....	6	2	3
Total .....	<u>26</u>	<u>3</u>	<u>22</u>

TABLE NO. 24  
 TYPICAL NET MONTHLY BILLS—RESIDENTIAL  
 JUNE 30, 1944

	Date Effective	Schedule	Lighting and Small Appliances			Schedule	Lighting, Cooking, Refrigeration, Billing for			Average Charge, Cents Per KWH for Consumption of			
			Minimum Bill Amount	Bill KWH	Billing for KWH		100 KWH	150 KWH	250 KWH	25 KWH	100 KWH	250 KWH	
Utah Power & Light Company (Note 1).....	9- 1-39	No. 1	\$ .75	10 KWH	\$1.35	\$1.95	No. 1	\$3.75	\$5.00	\$7.00	5.40¢	3.75¢	2.8 ¢
Telluride Power Company .....	10- 1-40	No. 1-H	1.00	11 KWH	2.06	3.16	No. 1-J	3.90	5.33	8.18	8.24	3.90	3.27
Southern Utah Power Company.....	10-25-41	No. 4-A	1.00	10 KWH	1.97	2.60	No. 2-A	3.52	4.52	6.52	7.88	3.52	2.61
(Note 2).....	10-25-41	No. 3-A	1.00	11 KWH	1.84	2.47	No. 1-A	3.40	4.40	6.40	7.36	3.40	2.56
Big Springs Power Company .....	1- 1-40	No. 1	1.00	12 KWH	2.03	3.20	No. 2	3.81	5.09	7.65	8.12	3.81	3.06
Uintah Power & Light Company .....	6- 1-39	No. 1	1.50	15 KWH	2.50	3.02	No. 1	5.12	6.49	8.49	10.00	5.12	3.40
Swan Creek Electric Company .....	8-26-40	No. 1-A	1.20	12 KWH	2.50	3.50	No. 1-A	5.50	7.00	10.00	10.00	5.50	4.00
Goshen Electric Company .....	12- 1-30	No. 1	1.00	9 KWH	2.65	4.00	No. 1	7.60	10.60	16.60	16.00	7.60	6.64
North Logan Tel. & Electric Light Co.....	1-10-42	No. 2-A	1.00	12 KWH	1.81	2.03	No. 4-A	3.38	4.73	6.53	7.24	3.38	2.61

Note 1: By an order dated September 11, 1943, Utah Power & Light Company was ordered to reduce its rates in the State of Utah. This order was stayed by the Supreme Court of Utah pending review of the commission's order by that court. The above data on Utah Power & Light Company are based on the schedules in effect prior to the ordered reduction in rates.

Note 2: Southern Utah Power Company schedules 3-A and 1-A cover service in Cedar City and Hurricane only.

## INDEX

	Page
Accidents, table of .....	76
Amalgamated Sugar Co., The, complaints .....	20
American Smelting and Refining Co., terminal and switching services .....	29
Charts, trends in utility operations	
Accidents, railroad—highway grade crossing .....	75
Electricity consumed by customers of privately owned electric utilities .....	71
Electricity consumption and average annual bill per customer, residential .....	70
Electric energy statistics .....	72
Gas, cubic feet sold in Utah .....	73
Telephone stations in use in Utah .....	74
Costs of operation of commission .....	18
Table of .....	67
Court cases involving commission .....	17
Utah Power & Light Co., vs. Public Service Commission.....	11
Mountain States Tel. and Tel. Co., vs. Public Service Commission .....	13
Salt Lake & Utah Railroad Corp., The, et al., vs. Public Service Commission, et al. ....	17
Electric rate investigations .....	10
Electric rates and consumption, trend of .....	31
Charts of .....	70, 71
Electric rates, typical net monthly bills .....	77
Formal cases before commission .....	19
Tables of orders .....	36-58
Grade crossing cases .....	21
Table of .....	38
Grain and grain products, rate structure investigation, I. C. C. No. 17000 .....	25
Grain and grain products, reduced rates on to Denver, Colorado....	30
Incandescent electric lamps and bulbs, etc., rates on .....	27
Increased railroad rates, fares, and charges .....	19
Informal dockets .....	17
Table of .....	62
Interstate transportation rates .....	25
Introduction .....	9

## INDEX — (Continued)

	Page
Investigation dockets, table of orders .....	65
Iron and steel articles, rates on .....	27
Joint board hearings .....	17
Meats and packing house products, westbound rates on, I. C. C. Docket No. 28978 .....	26
Miscellaneous cases .....	24
Table of orders .....	58
Motor carrier regulation .....	15
Motor transport cases .....	22
Applications disposed of .....	23
Operating rights cancelled .....	24
Operating rights granted .....	23
Tables of orders .....	39-57
Mountain States Tel. and Tel. Co., The, vs. Public Service Commission of Utah .....	12
Orders issued in formal cases, tables of.....	36-58
Certificates of convenience and necessity	
Cancelled .....	55
Denied and dismissed .....	47
Issued .....	39
Contract carrier permits	
Cancelled .....	56
Denied and dismissed .....	47
Issued .....	43
Electric Rates .....	36
Grade crossings .....	38
Interstate carrier licenses	
Cancelled .....	57
Denied and dismissed .....	47
Issued .....	44
Miscellaneous cases .....	58
Motor transport, miscellaneous .....	49
Railroad rates .....	37
Station agency .....	58
Permits, temporary, issued .....	16
Pick-up and delivery service at American Fork, Utah, I. and S. Docket 36 .....	20
Pleasant Green Water Co., app'n. to increase rates .....	21



## I N D E X — (Continued)

	Page
Protective services, intermountain-coast territory, I. and S. Docket M-2282 .....	25
Public Service Commission of Utah, vs. Mountain States Tel. and Tel. Co., The .....	12
Utah Power & Light Co. ....	10
Public utilities under jurisdiction of commission, table of.....	68
Rates, electric, revisions in .....	34
Table of formal cases .....	36
Trend of .....	31
Typical net monthly bills, residential .....	77
Rates, telephone, revisions .....	34
Rates, railroad .....	19
Table of orders .....	37
Rates, transportation, interstate .....	25
Rates, water .....	21
Refrigeration charges—perishable freight, I. and S. Docket 37.....	21
Rocky Mountain Distributing Ass'n., vs. Union Pacific Railroad Co.	27
Roster .....	6
Selected data on utility operations .....	31
Special permissions .....	17
Table of .....	60
Station agency cases .....	24
Table of orders .....	58
Telephone rate investigations .....	10
Temporary permits issued .....	16
Terminal switching and other services .....	28, 29
Transportation rates .....	17
Interstate .....	25
Table of orders .....	37
Trends in utility operations .....	33
Utah Light and Traction Co., app'n. of Utah Power & Light Co. to acquire property of.....	14
Union Pacific Railroad Co., vs. Rocky Mountain Distributing Ass'n. ....	27
United States Smelting Refining and Mining Co., terminal and switching services .....	28
Utah Power & Light Co., app'n. to acquire property of Utah Light and Traction Co. ....	14
Utah Power & Light Co., vs. Public Service Commisison of Utah....	10
Vegetables, rates on .....	29
War service orders, table of .....	66
Water rates .....	21

## INDEX — (Continued)

	Page
Protective services, intermountain-coast territory, I. and S. Docket M-2282 .....	25
Public Service Commission of Utah, vs. Mountain States Tel. and Tel. Co., The .....	12
Utah Power & Light Co. ....	10
Public utilities under jurisdiction of commission, table of.....	68
Rates, electric, revisions in .....	34
Table of formal cases .....	36
Trend of .....	31
Typical net monthly bills, residential .....	77
Rates, telephone, revisions .....	34
Rates, railroad .....	19
Table of orders .....	37
Rates, transportation, interstate .....	25
Rates, water .....	21
Refrigeration charges—perishable freight, I. and S. Docket 37.....	21
Rocky Mountain Distributing Ass'n., vs. Union Pacific Railroad Co.	27
Roster .....	6
Selected data on utility operations .....	31
Special permissions .....	17
Table of .....	60
Station agency cases .....	24
Table of orders .....	58
Telephone rate investigations .....	10
Temporary permits issued .....	16
Terminal switching and other services .....	28, 29
Transportation rates .....	17
Interstate .....	25
Table of orders .....	37
Trends in utility operations .....	33
Utah Light and Traction Co., app'n. of Utah Power & Light Co. to acquire property of.....	14
Union Pacific Railroad Co., vs. Rocky Mountain Distributing Ass'n. ....	27
United States Smelting Refining and Mining Co., terminal and switching services .....	28
Utah Power & Light Co., app'n. to acquire property of Utah Light and Traction Co. ....	14
Utah Power & Light Co., vs. Public Service Commisison of Utah...	10
Vegetables, rates on .....	29
War service orders, table of .....	66
Water rates .....	21