

TWENTY-SEVENTH
REPORT
of the
PUBLIC SERVICE
COMMISSION
OF UTAH
to the
GOVERNOR



For the Period
July 1, 1944 to June 30, 1945

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GOVERNOR HERBERT B. MAW

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

Dear Governor Maw:

Pursuant to the requirements of Section 76-1-11, Utah Code Annotated 1943, we have the honor to submit herewith the 27th Annual Report of the Public Service Commission of Utah covering the fiscal year July 1, 1944, to June 30, 1945.

Respectfully submitted,

Signed

DONALD HACKING

W. R. McENTIRE

OSCAR W. CARLSON

Commissioners

(SEAL)

Attest:

ROYAL WHITLOCK, (Signed)

Secretary

PUBLIC SERVICE COMMISSION ROSTER

The Commission

Donald Hacking	Chairman
W. R. McEntire	Commissioner
Oscar W. Carlson	Commissioner
Theodore E. Thain*	Secretary
Royal Whitlock*	Secretary

Central Office

Evelyn Jensen	Chief Clerk
Elva G. Peterson§	Central Cashier
Phyllis Gulbransen§	Assistant Cashier
Ora Sherwood	Stenographer

Legal Division

Clinton D. Vernon	Counsel
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Accounting Division

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

Engineering Division

Wilford A. Robinson	Senior Engineer
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Transportation Rate Division

Charles A. Root	Commerce Attorney
G. N. Davis	Senior Rate Clerk
Charles R. Liston	Junior Rate Clerk
Lois Wassmer	Stenographer
Edith Taylor	File Clerk

Inspection Division

A. M. Thomas§	Chief Inspector
Robert N. Slaughter§	Railroad Inspector
Peter Carlston§	Inspector
Wilbur F. Just§	Inspector
Elmo Loveridge§	Inspector
William Bywater§	Inspector
Rawlins B. Young§	Inspector
Kay Christensen§	Stenographer

* Royal Whitlock became secretary effective January 1, 1945.

§ These employees devote part of their time to work of other divisions of the Department of Business Regulation.

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SECTION I

FORMAL CASES BEFORE THE COMMISSION

A summary of the formal cases before the commission during the fiscal year covered by this report is presented in the following table:

Table No. 1

**Formal Cases Before the Commission
July 1, 1944 to June 30, 1945**

	Cases Pending July 1, 1944	Cases Filed 7-1-44 to 6-30-45	Total	Cases Disposed of	Cases Pending June 30, 1945
Electric Power and Light Rates	3		3	2	1
Railroad Rates		1	1	1	
Water Rates	1		1	1	
Grade Crossing	8	9	17	15	2
Urban Passenger Carrier	1		1	1	
Motor Transport	41	53	94	58	36
Station Agency	1	6	7	6	1
Miscellaneous	9	4	13	10	3
Total	64	73	137	94	43

A digest of the orders issued by the commission in formal cases may be found in Table Numbers 4 to 18, Appendix I.

A few of the more important formal cases are commented on briefly below.

Acquisition of Transportation System in Salt Lake City by Salt Lake City Lines

Salt Lake City Lines, a corporation organized under the laws of the State of Utah on April 14, 1944, was authorized by the commission to acquire the transportation properties of Utah Light and Traction Company in an order dated July 12, 1944. (Case No. 2776). Under the terms of the agreement between Salt Lake City Lines and Utah Light and Traction Company the purchaser agreed to pay \$675,000 in cash and to assume the full future liability under existing franchise requirements to remove trackage and repair streets in Salt Lake City if and when the street railroad lines are removed and abandoned. It was estimated that the net cost of removing such trackage and repairing the streets in question would be approximately \$250,000. The transportation system in Salt Lake City originally was a street railway system. Over a period of several years

motor buses were substituted for the street railway service until at the time the property was acquired by Salt Lake City Lines it was largely a motor bus system.

Acquisition of Electric Properties of Utah Light and Traction Company by Utah Power & Light Company

A joint application was filed with the commission in which Utah Power & Light Company sought the approval of the commission to the acquisition by it of all the property and assets of Utah Light and Traction Company. (Case No. 2814). The properties sought to be acquired by Utah Power & Light Company consisted of certain electric generating plants, transmission lines, and distribution systems located in Utah. Utah Power & Light Company owned all of the outstanding capital stock (except directors qualifying shares) of Utah Light and Traction Company. The transportation properties of Traction Company had been sold prior to the filing of this application.

The electric properties of the Traction Company were under lease to Utah Power & Light Company and had been operated as a part of the interconnected electric system of the Power Company since 1915.

In a report and order dated November 25, 1944 the commission found that it would be in the public interest for Utah Power & Light Company to acquire the properties in question and accordingly approval was given to the application.

Construction of Steam Electric Generating Station by Southern Utah Power Company

Southern Utah Power Company was authorized by an order issued July 20, 1944 (Case No. 2785) to construct a steam electric generating plant in the mouth of Cedar Canyon in Iron County, Utah together with the necessary transmission and distribution line extensions required in connection therewith. The estimated cost of construction of the plant was \$300,000 with an installed generating capacity of approximately 2,500 kilowatts.

Construction of the plant was completed in 1945. The additional generating capacity provided by this plant assisted

materially in meeting the increased demands of the customers of Southern Utah Power Company for electric service.

Railroad and Motor Carrier Rates—Intrastate

Case No. 2525

Increased Railway Rates, Fares and Charges, 1942

As stated in our annual report for the year ended June 30, 1944, the increases which had been granted on April 16, 1942 in freight rates and charges of the railroads operating in Utah were under suspension to December 31, 1944. The increases and suspensions involved were comparable to those authorized by the Interstate Commerce Commission on interstate traffic in Ex Parte 148.

On December 20, 1944, after further hearing in the matter, the commission further suspended the increased rates, fares, and charges from January 1, 1945 to and including December 31, 1945.

Investigation and Suspension Docket No. 38

Discontinuance of Weekly Passes—Ogden Transit Company

An order was issued by the commission on May 15, 1945 in I. & S. Docket No. 38 suspending to September 1, 1945 Ogden Transit Company Local Passenger Tariff No. 104 published to become effective June 1, 1945. The suspended tariff provided for the discontinuance of the sale and use of weekly passes which would result in an increase in fares and charges for the transportation of passengers. The matter was set for hearing August 27, 1945.

Investigation and Suspension Docket No. 39

Time Schedule—Pony Express Bus Line

On June 6, 1945 an order was issued by the commission in I. & S. Docket No. 39 suspending to August 11, 1945 time schedule published by the Pony Express Bus Lines to become effective June 12, 1945. The suspended schedule would seriously affect a schedule of a competing bus line operating over the same route and also the rights and interests of the public. Before a hearing could be held in the matter, the

suspended time schedule was cancelled and a new schedule was put into effect which was satisfactory.

Motor Transport Cases

The commission disposed of 58 cases in which motor carriers applied for various types of operating rights over the highways of Utah. In addition 27 supplemental orders were issued in motor carrier cases that were previously closed. Table No. 2 shows a summary of the motor carrier cases disposed of.

Table No. 2

*Motor Transport Cases Disposed of
July 1, 1944 to June 30, 1945*

Nature of Rights Applied For	Number of Applications			Total
	Granted	Denied	Dismissed	
Certificates of convenience and necessity	17		5	22
Contract carrier permits	14	1	6	21
Interstate carrier licenses	8		2	10
Temporary interstate carrier licenses			5	5
Total	39	1	18	58

A summary of the nature of operating rights granted to motor carriers is presented in Table No. 3.

Table No. 3

*Summary of Operating Rights Granted to Motor Carriers
July 1, 1944 to June 30, 1945*

Nature of Rights Granted	Number of Certificates Issued	Number of Permits Issued	Number of Licenses Issued
Freight service only (General commodities)	5	3	2
Freight service only (Specified commodities)	2	10	5
Passenger service only	7	1	
Passenger and general commodities, special commodities, express, mail, etc.	3		1
Total	17	14	8

The number of motor carrier operating rights cancelled during the period covered by this report was as follows:

Certificates of convenience and necessity	37
Contract carrier permits	10
Interstate carrier licenses	12
Temporary interstate carrier licenses	4

Summaries of the orders issued in motor carrier cases may be found in Table Numbers 8 to 15, Appendix I.

SECTION II

CASES IN LITIGATION IN COURT

Utah Power & Light Company, Plaintiff, vs. Public Service Commission of Utah, Defendant. (Supreme Court Case No. 6658)

Utah Power & Light Company filed a petition in the Supreme Court of Utah for a review of the commission's orders in our Case No. 2612 wherein the commission ordered Utah Power & Light Company to decrease its rates for electric service to reflect an annual reduction in revenues of \$1,504,644 when applied to the 1941 volume of sales to its customers in Utah. The commission adopted an "investment rate base" in this case. The principal contention of Utah Power & Light Company was that it had a right, granted by statute and insured by the constitution, to have rates established by the commission at a level which would permit the company to earn a reasonable return on the "fair value" of its property used and useful in serving its customers in the State of Utah. Before the case was decided by the Supreme Court however, the United States Supreme Court decided the case of *Federal Power Commission v. Hope Natural Gas Company*, 320 US 591, in which case the Federal Power Commission was upheld in using an "investment rate base." In view of this decision Utah Power & Light Company abandoned its contention that the Federal constitution insured its right to have rates fixed on a "fair value" rate base but it still contended that the commission was required by the Public Utilities Act of Utah to fix rates upon such a base.

Our State Supreme Court handed down its decision in this case on October 10, 1944, in which the order of the commission was affirmed.

During the pendency of the case in the Supreme Court, Utah Power & Light Company was required 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 the lower rates prescribed by the commission. Following the decision of the Supreme Court the company took steps to calculate the amount of refund due each customer. A total

of \$1,840,578.73 was refunded by the company to its customers as a result of the court's decision upholding the commission's order in this matter.

The commission feels that the decision of the Supreme Court of Utah in this case is one of the most important milestones in the history of utility regulation in the State of Utah.

*The Mountain States Telephone and Telegraph Company,
Plaintiff, vs. Public Service Commission of Utah, et al.,
Defendant (Supreme Court Case No. 6724)*

This case arose by reason of an order issued by the commission on September 18, 1942 in our Case No. 2503 wherein The Mountain States Telephone and Telegraph Company was ordered to reduce such of its Utah intrastate message toll telephone rates for all rate mile distances over 16 miles as exceeded 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's order was reviewed by the Supreme Court of Utah (Supreme Court Case No. 6557) which court by an opinion handed down on October 25, 1943 set aside the commission's order. During the pendency of the case in the Supreme Court, The Mountain States Telephone and Telegraph Company was required to 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.

Following a denial by the Supreme Court of a petition of the commission for a rehearing the officials of the company made demand upon the commission for release of the impounded funds. After due consideration of such request, the commission informed the company that it was not disposed to grant the request for release of the funds for the reason that the commission did not consider the case closed and that pursuant to the Supreme Court's decision further hearings in the case were necessary. A total of \$249,802.48 had been placed in the fund. The company discontinued impounding any additional amounts in the fund following the Supreme Court's denial of the commission's petition for a rehearing.

The Mountain States Telephone and Telegraph Company thereupon filed a petition in the Supreme Court of Utah for a writ of mandate to compel the commission to allow the company to obtain the impounded fund. The Supreme Court, with two justices dissenting, handed down an opinion on January 9, 1945, in which it ruled that it was the duty of the commission to release the impounded fund to the company. A petition of the commission for a rehearing was denied. In conformity with the court's ruling the commission took the necessary steps to release the impounded funds to The Mountain States Telephone and Telegraph Company.

SECTION III

INTERSTATE TRANSPORTATION RATES

The commission participated or entered an appearance in 11 cases before the Interstate Commerce Commission involving the rates and charges of carriers by rail and motor vehicle. In each of these cases the law requires that the interests of the people of the State of Utah should be represented. A brief summary of each of these cases is presented below.

Investigation and Suspension 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*

These matters had to do with publication of increased classification ratings on the above-named commodities to become effective April 22, 1944, which were suspended by the Interstate Commerce Commission upon protest of this commission and other interested parties and set for hearing at Washington, D. C., July 11, 1944, as reported in our annual report for the year ended June 30, 1944.

Hearing was held before the Interstate Commerce Commission on July 11, 1944 as scheduled. The decision was rendered May 14, 1945, in which the respondents were ordered to cancel the schedules as published and publish ratings found by that commission to be lawful. The findings in some instances prescribed increased ratings on some items and no increases on others, but no increases were prescribed to the extent proposed by the respondents.

*Investigation and Suspension Docket No. M-2458
Bakery Goods*

By schedules to their Tariffs M. F.-I. C. C. No. 1 and M. F.-I. C. C. No. 2 published and filed to become effective September 2, 1944, the Intermountain-Coast Motor Freight

Tariff Bureau proposed to increase the rates on bakery goods between points in Utah and points in the States of Idaho, Montana, Oregon, California, and Nevada, which would seriously affect the bakery goods industry in Utah in favor of Oregon and Washington.

Upon protest of this commission and other interested parties, the Interstate Commerce Commission suspended the schedules until April 2, 1945, and the case was set for hearing. Hearing was held at Salt Lake City, Utah on October 7, 1944. The examiner found that the proposed rates were just and reasonable, and recommended that the suspension be vacated and proceedings discontinued. Exceptions to the examiner's report were filed and a representative of this commission presented oral argument before the Interstate Commerce Commission at Washington, D. C., April 11, 1945. The matter is now pending decision.

*Investigation and Suspension Docket No. 4208
Grain To, From and Between Southern Territory*

This is an investigation into the grain rates from the Northwest, including Utah, to destinations south of the Potomac River and east of the Mississippi River. While it is true that Utah does not make many shipments of grain to this territory, yet because of the quality of the grain we raise, it was felt that we should have as wide a spread in our markets as possible. Therefore, this commission took part in this investigation. The investigation was pending at the close of the year.

*Investigation and Suspension Docket No. 5091
Vegetables, Intermountain Territory to East and South*

This is a suspension of increases in rates by the carriers serving Colorado, Utah, Idaho, and Oregon on vegetables, both fresh and dried. The proposed "through" rates from the affected states were higher than combinations of the local rates, which is in violation of the fourth section of the Interstate Commerce Act. The agreement entered into by the respondent railroad companies and the representatives of the four states affected is that the railroads will check out rates no higher than the combinations of local rates and publish them as "through"

rates, and upon receipt of the tariffs the four states will request the Interstate Commerce Commission to discontinue this proceeding. The railroads are now engaged in checking out these rates.

I. C. C. Docket No. 20769
Investigation of Charges for Furnishing Protective
Service to Perishable Freight

This is an investigation by the Interstate Commerce Commission to determine whether or not the charges exacted by railroads for furnishing protective service against heat and cold were reasonable and non-discriminatory. A proposed report was rendered August 5, 1944. In this report it was proposed that the railroads east of Chicago be required to furnish heater service at reasonable rates, and, also, the charges for furnishing heat in cars were recommended. On April 2, 1945, the commission entered its final order with respect to the furnishing of protection against cold on perishable shipments. The charges for Utah appear to be reasonable and non-discriminatory in this commission's judgment.

I. C. C. Docket No. 28978
and Sub Nos. 1 to 5
Geo. A. Hormel & Company, et al., vs. The Atchison,
Topeka and Santa Fe Railway Company, et al.

This is a case instituted largely by the meat packing houses of Iowa, Wisconsin, and Nebraska for lower freight rates on fresh meats and packing house products to California, Oregon, and Washington, and also to intermediate points of Butte, Montana, and Phoenix, Arizona. This commission intervened at the request of the livestock interests of Utah. It was felt that should the rates on meats and packing house products be reduced to the Pacific Coast, it would have the effect of reducing the livestock prices on the Pacific Coast where a large portion of Utah's livestock is sold. On July 7, 1944, the examiner issued his proposed report recommending that the commission cut the present rates. He proposed to establish a mileage schedule of freight rates for fresh meats and packing house products, practically on the basis of those prescribed in Docket

No. 2595 which for example would provide a rate from Omaha to the Pacific Coast of \$1.56 on fresh meats as against the present rate of \$2.49. The commission opposed this proposed report by both briefs and oral argument.

On June 5, 1945, the Interstate Commerce Commission issued its order reducing the westbound rates on meats and packing house products to the approximate levels as described in the examiner's proposed report. This decision had the effect of establishing for westbound transportation on fresh meats the rates set out below. On packing house products the rates were approximately 20 per cent lower.

From	To	Miles	Rates on F. M. (Cents)
Madison, Wisconsin	Los Angeles,	2133	167
Austin, Minnesota	California	2014	163
Davenport, Iowa	"	1989	163
Ottumwa, Iowa	"	1883	163
Cedar Rapids, Iowa	"	1971	163
Sioux Falls, South Dakota	"	1917	163
Omaha, Nebraska	"	1783	156
Gering, Nebraska	"	1410	146
Denver, Colorado	"	1253	139
Wichita, Kansas	"	1503	147

I. C. C. Docket No. 29066

*Rocky Mountain Association of Distributors vs. Union
Pacific Railroad Company, et al.*

This is an action on the part of Colorado shippers of iron and steel articles for a reduction in their rates or an increase in the rates to Utah from Midwestern origins. This commission was interested because we did not believe that any increase should take effect in our rates. We therefore sent our Commerce Attorney to Denver to attend this hearing to oppose any increase in our rates. The case was pending at June 30, 1945.

I. C. C. Docket No. 28300

Class Rate Investigation, 1939

This is an investigation by the Interstate Commerce Commission into the levels of class rates throughout the nation

except for the Mountain Pacific District. This case was pending at the close of the year. It is believed that this investigation will extend over the entire nation.

I. C. C. Docket No. 28310
Consolidated Freight Classification

This is an investigation by the Interstate Commerce Commission of the classification of freight, and hearings will be held in conjunction with Docket No. 28300. The trend of the present classification of freight has been towards a simplification thereof. Instead of having three different classifications, one in the East, one in the West, and one in the South, it is proposed to have one classification apply throughout the United States. This case was pending at the close of the year.

I. C. C. Docket No. 28863
Investigation of Wool and Mohair Rates

This is an investigation by the Interstate Commerce Commission of the freight rates charged on carload shipments of wool. Investigation was started at the request of shippers of wool throughout the United States. This case was pending at the close of the year covered by this report.

Minimum weight 21,000 for fresh meats and 30,000 for packing house products.

This was a very substantial reduction of close to \$1.00 per hundred pounds, and in our judgment, when the livestock and meat situations again obtain a normal relationship will be very detrimental to Utah. Approximately the same rates are prescribed to San Francisco, Portland, and Seattle. The commission has refused many requests to cancel this order or modify it in any respect.

Ex Parte 104, Part II
Terminal Services and Charges

This is an investigation on the Interstate Commerce Commission's own motion into the intraplant switching by the Union Pacific and The Denver and Rio Grande Western Railroad

companies at the smelting plants located in Utah. The commission held a hearing at Denver, and on January 11, 1945, the examiner filed his proposed report. In this, he held that the carriers were switching free for the smelters under the "line-haul" rates and that they should desist from doing so. This commission has been interested in this matter because of the many marginal non-ferrous mines in the State of Utah which cannot afford to pay higher freight rates on their shipments to the smelters. Therefore, we sent our Commerce Attorney to Washington, D. C. in May, 1945, to argue against any increase in the present charges. The case was pending at June 30, 1945.

SECTION IV

GENERAL AND MISCELLANEOUS**Rate Revisions**

Telluride Power Company filed revised schedules effective July 1, 1944, and April 1, 1945, respectively, reducing the rates charged its customers for certain classes of electric service.

These revised schedules covered residential lighting, general residential service, commercial lighting, municipal incandescent street lighting, church service, power for municipal water systems, and power for general purposes. The maximum demand period was changed from five minutes to fifteen minutes in the general power schedule.

The estimated savings to customers of Telluride Power Company by reason of revisions effective July 1, 1944, amounted to approximately \$20,500, and the reduction effective April 1, 1945, amounted to approximately \$17,500, or a total of \$38,000. This saving amounted to a reduction of 7.5 per cent of the company's 1944 revenues from electric service.

It should also be added that during the period covered by this report the customers of Utah Power & Light Company in the State of Utah received the benefits of the lowered electric rates which this commission ordered that company to put into effect in October, 1943. As stated in a previous section of this report dealing with the review by the Supreme Court of Utah of the commission's order reducing these rates, the lowered rates were calculated to produce a reduction in revenues in the State of Utah of \$1,504,644 annually when applied to the company's 1941 volume of sales in Utah.

Motor Carrier Regulation

The administration of the laws relating to motor carrier operations in Utah continues to occupy a considerable part of the commission's time and attention. Field inspections and investigations of motor carrier operations are conducted by the Inspection Division of the Department of Business Regulation. The personnel of this division also devote part of their time to inspection work for other divisions of the department.

Particular attention was directed to safety inspections of motor vehicles operated by common and contract motor carriers. The results of the inspection of 912 motor vehicle units indicated the following conditions:

	Defective	Satisfactory	Total
Inter-city passenger	131	88	219
Intra-city passenger	230	188	418
Inter-city freight	238	37	275
	<hr/>	<hr/>	<hr/>
Total	599	313	912

In each instance where a defective condition is found in a motor vehicle the carrier involved is notified to take the necessary steps to correct the defective condition.

Eight complaints were filed in the courts for violation of the motor carrier act. A conviction was obtained in each of these cases and fines aggregating \$105 were imposed by the courts on the defendants.

A total of 107 temporary permits were issued to motor carriers authorizing specific hauls for the periods of time indicated in the following tabulation:

10 days or less	25
20 days	2
30 days	20
60 days	60

Motor carriers are required to file reports with the commission covering accidents involving injuries or death to persons or damage to property. A summary of the reported accidents may be found in Table No. 24, Appendix II.

Special Permissions

The commission issued 143 special permissions to railroads, motor carriers, and other utilities. The publication of reduced rates was authorized in 112 of these special permissions. The other 31 special permissions covered such matters as corrections of errors in tariffs, changes in time schedules, etc. A summary of these orders is presented in Table No. 19, Appendix II.

Informal Dockets

Orders were issued in 23 informal dockets. The majority of these orders authorized reparations on freight shipments. Total specific reparation awards of \$2,253.88 were authorized by the commission in these dockets.

A summary of the informal dockets may be found in Table No. 20, Appendix II.

War Service Orders

Because of conditions incident to the war the commission found it advisable to issue certain temporary orders which it termed "War Service Orders". During the period covered by this report five orders of this nature were issued and in addition four supplements were issued to War Service Orders. A summary of these orders is presented in Table No. 22, Appendix II.

Investigation Dockets

There was only one order issued in an investigation docket and that order related to the routing and loading zones of Salt Lake City Lines in Salt Lake City, Utah.

General Orders

One general order was issued amending the motor carrier rules and regulations to provide that smoking shall not be permitted in any passenger carrying vehicle except in such compartments as the company may especially provide for smoking purposes. In addition a supplemental order was issued amending a previous general order relating to the uniform system of accounts for urban passenger carriers.

A summary of the investigation docket order and general orders is presented in Table No. 21, Appendix II.

Joint Board Hearings

The commission continued to participate in joint board hearings of the Interstate Commerce Commission relating to applications of motor carriers for interstate operating rights. A member of the commission sat on 15 hearings of this nature.

These hearings were held at Salt Lake City, Vernal, and Cedar City, Utah; and Denver, Colorado.

Costs of Operation of Commission

The commission expended \$64,563.91 from its general fund appropriation and \$12,147.86 from the motor transport fund appropriation, or a total of \$76,711.77 in administering the laws relating to public utilities during the fiscal year ended June 30, 1945.

Further details of the commission's finances are shown in Table No. 23, Appendix II.

TABLE NO. 4
**SUMMARY OF ORDERS ISSUED IN CASES INVOLVING ELECTRIC RATES AND WATER RATES
 JULY 1, 1944 to JUNE 30, 1945**

Case No.	Date of Order	Electric Rates Applicant or Parties to Complaint	Nature of Case	Nature of Order
2384	6-11-45	Richfield City, Salina City, Gunnison City, Comp'ts. vs. Telluride Power Company, Def't.	Complaint for reduction in rates	Dismissal, without prejudice
2604	6- 4-45	Utah Power & Light Company	Complaint of certain irrigation pumping customers residing in Cache County against Utah Power & Light Company's Irrigation Pumping Rate Schedule No. 12	Complaint Dismissed
2696	7-17-44	Pleasant Green Water Company	Application for a restatement of asset values, and an increase in rates	Applicant ordered to adjust books to reflect estimated original cost as determined. Increase in rates authorized.

Water Rates

TABLE NO. 5
**SUMMARY OF ORDERS ISSUED INVOLVING TELEPHONE RATES
 JULY 1, 1944 to JUNE 30, 1945**

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
2503	8-22-44	Public Service Commission of Utah, Comp't. vs. The Mountain States Telephone & Telegraph Company, Def't.	To determine, in accordance with decisions of the Supreme Court of Utah handed down October 25, 1943 and March 17, 1944, just, reasonable and non-discriminatory rates for intrastate toll service rendered by defendant	Case reopened, further hearing ordered at a time to be fixed by a subsequent order
2503	9-22-44	Public Service Commission, Comp't. vs. The Mountain States Telephone & Telegraph Company, Def't.	Same as above	Case reopened, order of August 22, 1944 amended, and further hearings ordered at such times as may be fixed by subsequent orders

TABLE NO. 6
SUMMARY OF ORDERS ISSUED IN RAILROAD RATE CASES
JULY 1, 1944 to JUNE 30, 1945

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
2525	12-20-44	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 further suspension of orders previously issued, from January 1, 1945 to December 31, 1945
2796	8-31-44	Ora Bundy & Company, Comp't. vs. Bamberger Railroad Company, The Denver and Rio Grande Western Railroad Company, Union Pacific Railroad Company, and The Utah Idaho Central Railroad Corporation, Def'ts.	Complaint, claiming excessive and unlawful freight rates and charges on sand and gravel from Bundy Pit, Utah, to Arsenal, Hill Field and Clearfield, and seeking establishment of reasonable and just rates, and payment of reparation for the alleged unlawful rates on shipments of sand and gravel after the date of filing the complaint on August 5, 1944	Either to satisfy, answer, or otherwise plead to said complaint on or before August 31, 1944

TABLE NO. 7
**SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
 JULY 1, 1944 to JUNE 30, 1945**

Case No.	Date of Order	Applicant or Parties to Complaint	Authority Granted or Action Taken	Location of Crossing
1814	6- 4-45	Murray City, Plaintiff vs. The Denver and Rio Grande Western Railroad Company, Defendant	Complaint filed October 15, 1945 alleging that the underpass of the D. & R. G. W. RR. Co. at 64th South Street, Murray City was unsafe and hazardous	April 23, 1937 the Commission appointed a committee to determine if federal aid might be obtained to alter the underpass. Inasmuch as no report was received from the committee case was ordered dismissed
2143	6- 4-45	The Denver and Rio Grande Western Railroad Company	Order of Dismissal	M. P. 257 at McClelland St., in Salt Lake City
2186	5-29-45	Union Pacific Railroad Company	Order of Dismissal	1,700 feet North of Oasis Station Building, Millard County
2239	5-31-45	Union Pacific Railroad Company	Order of Dismissal	M. P. 649.12 First North St., Delta
2323	5-29-45	Union Pacific Railroad Company	Order of Dismissal	M. P. 780.00, approximately eight-tenths of a mile west of Redwood Road in Salt Lake City
2639	4-13-45	Bamberger Railroad Company	To abolish grade crossings	All crossings between the Sidney crossing and the underpass crossing, known as US Highway 89, also the Sidney crossing, located in the Northeast quarter of Section 11, T 3N, R 1W, Davis County

TABLE NO. 7
SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
JULY 1, 1944 to JUNE 30, 1945
 (Continued)

Case No.	Date of Order	Applicant or Parties to Complaint	Authority Granted or Action Taken	Location of Crossing
2748	7-28-44	State Road Commission of Utah	To reconstruct grade crossing and provide automatic signals	Over the mainline track of Carbon County Railway Company near Dragerton on State Highway No. 124 in Carbon County
2768	1-13-45	State Road Commission of Utah	To construct overhead grade crossing granted. To abandon open grade crossing denied	Over the mainline track and the passing track of Oregon Short Line Railroad Company, and the mainline track of Utah Idaho Central Railroad Corporation near Hot Springs, Utah
2797	8-16-44	Board of County Commissioners of Utah County	To construct grade crossing	Crossing of the highway over the Tintic Branch track of The Denver and Rio Grande Western Railroad Company at M. P. 33 plus 125 feet, in Utah County
2798	8-16-44	Oregon Short Line Railroad Company (Union Pacific Railroad Company, Lessee)	To construct a spur track	Over and across Second South Street between Third West and Fourth West Streets in Salt Lake City

TABLE NO. 7
SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
JULY 1, 1944 to JUNE 30, 1945
 (Continued)

Case No.	Date of Order	Applicant or Parties to Complaint	Authority Granted or Action Taken	Location of Crossing
2809	3-7-45	State Road Commission of Utah	To improve as Federal Aid Project DA-WR-157 existing grade crossing protection devices and install automatic gates, and sodium vapor lights	Crossing of the Bamberger Railroad Company track at Eighth North and Third West Streets in Salt Lake City
2811	10-18-44	The Denver and Rio Grande Western Railroad Company	To construct passing track	Over a certain country road running northerly and southerly through Section 16, Township 5 South Range 1 East Salt Lake Base and Meridian, Utah County
2812	10-18-44	The Denver and Rio Grande Western Railroad Company	To construct main track	Over and across a certain county road running easterly and westerly through Section 1 Township 3 South, Range 1 West, Salt Lake Base and Meridian in Salt Lake County
2826	1-22-45	Millard County by its Board of County Commissioners	To construct a crossing and eliminate a crossing	Over the main line tracks of the Union Pacific Railroad Company near Lynn-dy

TABLE NO. 7
SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
JULY 1, 1944 to JUNE 30, 1945
 (Continued)

Case No.	Date of Order	Applicant or Parties to Complaint	Authority Granted or Action Taken	Location of Crossing
2832	5- 2-45	State Road Commission of Utah	To construct an underpass crossing, abandon three crossings at grade and eliminate actuated signals	Underpass crossing under tracks of Bamberger Railroad Company in Sunset between Highway 91 and Ogden Arsenal. Crossings abandoned and signals removed at Bamberger Railroad Company crossings known as South Warehouse Crossing, Main Entrance Crossing, and Sunset Crossing
2832	6-12-45	State Road Commission of Utah	Application for rehearing denied	Same as above
2856	6- 5-45	The Denver and Rio Grande Western Railroad Company	To maintain a spur track	Over Twenty-first Street near the intersection of said street with Wall Avenue in Ogden

TABLE NO. 8
**CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS
 JULY 1, 1944 to JUNE 30, 1945**

Certi- ficate No.	Case No.	Date of Order	Type of Service	To Whom Issued	Route Between	And	Via Highways
642	2783	7-22-44	P	B. H. Robinson, Lyle B. Nich- oles, Glen R. Anderson, and D. Howe Moffat, dba Was- atch Motors	In and about Ogden City	Scenic areas within 35 miles of Ogden	Not specified
643	2759	8-29-44	P	B. H. Robinson, G. R. Ander- son, D. H. Moffat, and L. B. Nicholes dba Wasatch Motors	Anchorage and Sahara Village	Morgan County points, Ogden area, Hill Field, Ogden Ordnance Depot, Naval Sup- ply Depot	Not specified
644	2772	8-25-44	SC	Rocky Mountain Service, Inc.	Panguitch	Gunnison, Washing- ton County points	US 89, 91, U 13, 15, 17
645	2804	9-30-44	P	Malcolm N. McKinnon dba American Fuel Company	Huntington	Castle Dale, Cleve- land, American Fuel Mine	U 10, 155, 31
646	2787	9-29-44	SC	D. F. Baldwin, R. J. Fletcher, C. E. Baldwin, Elberta Clark	Salt Lake City	Cisco, Monticello, intermediate and off route points	US 91, 50, 8 U 94, 46
647	2807	6- 5-45	P	P, G C. S. Thomson dba Moab Garage Company LeGrand L. Belnap dba Salt Lake-Delta Freight Line	Price Delta	Moab, Monticello T o p a z, Hinckley, Deseret, interme- diate points	JS 50, 160 JS 50, 160

TABLE NO. 8
CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS
JULY 1, 1944 to JUNE 30, 1945
(Continued)

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued	Between	ROUTE	Via Highways
648	2786	10-16-44	SC	C. J. Ketchum, Paul Havens, dba Havens and Company	All Utah points	All Utah points	All highways
649	2792	10-23-44	P.E.	Fred Leon Beardon dba Wolf Creek Stages	Salt Lake City	Maeser	US 40, 189, U 530, 35, 134, 121
651	2802	11- 3-44	GC	Wallace A. Peterson	Salt Lake City	Fillmore, intermediate points between Levan and Millmore	US 91
653	2820	12-28-44	P.GC	Rio Grande Motor Way, Inc.	Salt Lake City	Payson, intermediate points	US 91, U 114
654	2819	1- 5-45	P	Rio Grande Motor Way, Inc.	Salt Lake City	Payson, intermediate points; excluding specified points	US 91, Salt Lake City and County streets as specified, U 114
655	2816	2- 7-45	P	Reliance Manufacturing Company	Manti	Deer Creek Dam Site, intermediate points	U 7, 52, US 91
656	2830	2-23-45	GC	Fuller-Toponce Truck Co.	Salt Lake City	Fairview, Fountain Green Salina	US 189, 89, U 116, 137
						Ogden, intermediate and specified off route points	US 89, 91

TABLE No. 8
CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS
JULY 1, 1944 to JUNE 30, 1945
 (Continued)

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued	Between	Route	And	Via Highways
657	2831	3- 8-45	GC	Fuller-Toponce Truck Company	Salt Lake City		Murray, Midvale, Sandy, intermediate points	Not specified
658	2833	4-23-45	GC	Salt Lake Bingham Line, Inc.	Freight Salt Lake City		West Jordan, Jordan, Riverton, Bluffdale, Herriman	South State and county roads
659	2844	4-28-45	GC	Magna-Garfield Truck Line	Salt Lake City		Murray, Midvale, Sandy, intermediate points	Not specified
660	2846	5-22-45	P	Burton Banks dba Freightlines	Escalante Marysvale		Boulder, intermediate points, excluding points on US 89 from Marysvale to intersection of US 89 and U 22	US 89, U 22, 23

P—denotes passenger service
 SC—denotes specified commodities
 GC—denotes general commodities

TABLE NO. 9
**CONTRACT CARRIER PERMITS ISSUED DURING PERIOD
 JULY 1, 1944 to JUNE 30, 1945**

Permit No.	Case No.	Date of Order	Type of Service	To Whom Issued	Between	Route	And	Via Highways
300	2774	9-23-44	SC	Elwood B. Carter dba Truck Line	Salt Lake City	Various Utah points	All highways	All highways
301	2793	9-29-44	SC	Carl Fife	Cougar Spar Mine	Lund	Unnamed county roads	
302	2760	9-30-44	GC	J. B. Haycock	Price	Wattis	US 50, U 10, 122	
303	2789	10-18-44	SC	Burton Van Wagoner	Salt Lake City	Grem, Charleston	US 91, 189	
304	2771	10-31-44	SC	A. J. Kirkman	Mercur	St. John	U 180, 58	
305	2803	11- 3-44	SC	Wallace A. Peterson	Millmore	Meadow, Kanosh	US 91	
306	2810	2-13-45	GC	Ray Parks	Salt Lake City	Points within a 25 mile radius of Salt Lake City	US 91	Irregular routes
307	2822	2-15-45	P	Cecil F. Evans	The Denver and Rio Grande Western Railroad Company passenger station, intersec- tion of West Temple and 21st South Streets, Salt Lake City	West side of The Rio Grande Denver and Rio Grande Western Railroad Company tracks at 5th West and 21st South Streets	Rio Grande Avenue, 4th South, Main, 21st South Streets, Salt Lake City and County	

TABLE NO. 9
**CONTRACT CARRIER PERMITS ISSUED DURING PERIOD
 JULY 1, 1944 to JUNE 30, 1945**
 (Continued)

Permit Case No.	Date of Order	Type of Service	To Whom Issued	Between	Route	And	Via Highways
308	2-28-45	SC	H. J. Robbins	Salt Lake City		Price, Sunnyside, Emery	US 91, 89, 50, 123, 124, 10
309	4-23-45	SC	Leslie McMichael	Salt Lake City		Vernal, Duchesne	US 40
310	5- 3-45	GC	William H. Linck	Salt Lake City		Vernal, Altonah, Bluebell, Beneta, Bridgeland, Duchesne, Roosevelt, Mountain Home, Mt. Emmons, Myton, Talmage, and Utah	Not specified
312	6-23-45	SC	A. E. Erickson dba City Delivery System	Cudahy Packing Company Plant		All points within Salt Lake City and fifteen miles beyond the city limits	Not specified

SC—denotes specified commodities
 P —denotes passenger service
 GC—denotes general commodities

TABLE NO. 10
INTERSTATE CARRIER LICENSES ISSUED DURING PERIOD
JULY 1, 1944 to JUNE 30, 1945
 (Continued)

License No.	Case No.	Date of Order	Type of Service	To Whom Issued	Between	ROUTE	And	Via Highways
243	2773	8-25-44	SC	Rocky Mountain Service, Inc.	Utah-Arizona line		St. George, Anderson Junction, Kanab, Mt. Carmel, Bryce Canyon, Henrieville, Hurricane, Alton, Rockville, Panguitch	US 91, 89, U 15, 12, 54, 17, 59
244	2788	9-29-44	P,GC	D. E. Baldwin, R. J. Fletcher, C. E. Baldwin, Elberta Clark, C. S. Thompson dba Moab Garage Company	Salt Lake City-Price		Utah-Colorado line	US 91, 50, 160, U 8
245	2770	2- 2-45	GC	Arlo E. Miller, Don S. Nield dba M & N Truck Line	Salt Lake City, Ogden, Idaho line.		Utah-Wyoming line	US 91, 30S, U 3, 51
246	2806	2- 2-45	SC	Boyce R. Clark	Utah-Colorado line		Woods Cross	US 40, 91
247	2855	3-19-45	SC	W. V. Hogg dba W. V. Hogg Transfer and Storage	Utah points		Montana points	Irregular routes
248	2769	5-18 45	SC	Stewart D. Tanner	Utah-Colorado line		Jensen, Vernal, Ft. Duchesne, Myton, Whiterocks, and Roosevelt	US 40

TABLE NO. 10
INTERSTATE CARRIER LICENSES ISSUED DURING PERIOD
JULY 1, 1944 to JUNE 30, 1945
 (Continued)

License Case No.	Date of Order	Type of Service	To Whom Issued	Between	ROUTE	And	Via Highways
249	5-15-45	GC	Karst Freight Lines, Inc.	Ogden	Utah-Idaho line		US 89, 191
250	5-15-45	SC	R. Lewis Ord dba Ord's Transfer & Storage	Utah-Idaho line	Utah points		Irregular routes

P—denotes passenger service
 GC—denotes general commodities
 SC—denotes specified commodities

TABLE NO. 11

**APPLICATIONS FOR COMMON CARRIER CERTIFICATES OF CONVENIENCE AND NECESSITY,
CONTRACT CARRIER PERMITS AND INTERSTATE CARRIER LICENSES DENIED OR DISMISSED**

JULY 1, 1944 to JUNE 30, 1945

Case No.	Date of Order	Nature of Application	Nature of Application	Disposition
2269	6- 4-45	Ernest G. Mantez	Certificate of Convenience and Necessity	Dismissed
2477	5-31-45	James Davison dba Beatrice Motor Freight	Interstate Carrier License	Dismissed
2490	5-31-45	A. D. Ray	Interstate Carrier License	Dismissed
2634	5-31-45	Emerson R. Jackson	Contract Carrier Permit	Dismissed
2644	6- 4-45	Robert Naruo	Contract Carrier Permit	Dismissed
2706	8- 2-44	Dooley Metal Producers	Certificate of Convenience and Necessity	Dismissed
2755	6- 4-45	Frederick C. McBride	Contract Carrier Permit	Dismissed
2775	5-29-45	Barben and Perkins	Contract Carrier Permit	Dismissed
2777	2-21-45	Walter A. Junge dba Seaboard Transportation Co.	Interstate Carrier License	Dismissed
2791	8- 2-44	Hugh J. Gerber	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, 1944 to JUNE 30, 1945**

(Continued)

Case No.	Date of Order	Name of Applicant	Nature of Application	Disposition
2823	2- 9-45	Carbon Freight Line, Inc.	Certificate of Convenience and Necessity	Dismissed
2824	3- 5-45	Fuller-Toponce Truck Company	Certificate of Convenience and Necessity	Dismissed
2825	3- 5-45	Fuller-Toponce Truck Company	Contract Carrier Permit	Dismissed
2827	3- 9-45	George Robert Moss	Certificate of Convenience and Necessity	Dismissed
2835	3-10-45	Elden L. Nelson	Certificate of Convenience and Necessity	Dismissed
2836	4-28-45	Reed M. Hatch	Contract Carrier Permit	Denied

TABLE NO. 12
**SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES
 JULY 1, 1944 to JUNE 30, 1945**

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
823	7-20-44	Bamberger Transportation Co.	Application to rescind War Service Order No. 5 and resume motor carrier passenger service between Salt Lake and Ogden	Application granted
1294	5-15-45	Rio Grande Motor Way, Inc.	Application to suspend passenger service between Sevier and Cove Fort	Application granted
1409	12-28-44	Rio Grande Motor Way, Inc. and Utah Central Truck Line	Application of Rio Grande Motor Way, Inc. to acquire certain of the property and operating rights of Utah Central Truck Line	Application granted, Certificate No. 653 issued to Rio Grande Motor Way, Inc., Certificate No. 407 held by Utah Central Truck Line cancelled
1606	10- 3-44	Union Pacific Railroad Company, and Interstate Transit Lines	Application to rescind War Service Order No. 3 and resume operations as a common carrier by motor vehicle of passengers, baggage and express between Lund and Cedar City	Application granted
1844	6-12-45	Osmond C. Hansen dba Watsch Trucking Company	Application for reinstatement of Permit No. 131 cancelled February 28, 1944 for failure to file an annual report	Cancellation Order revoked
2059	2- 7-45	Robert J. Penman dba Penman Trucking Company	Application to temporarily discontinue operating under Permit No. 179	Application granted
2059	3-13-45	Robert J. Penman dba Penman Trucking Company	Application to temporarily discontinue operating under License No. 139	Application granted

TABLE NO. 12
SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES
JULY 1, 1944 to JUNE 30, 1945

(Continued)

Case	Date of	Applicant or Parties to Complaint	Nature of Case	Nature of Order
2061	8-15-44	Leatham Brothers	Application for reinstatement of rights cancelled under License No. 138 for failure to file insurance	Cancellation Order vacated
2222	6-12-45	Osmond C. Hansen dba Watsatch Trucking Company	Application for reinstatement of rights cancelled under License No. 147 for failure to file an annual report for 1942	Cancellation Order revoked
2231	11- 1-44	Lyle B. Nicholes, D. Howe Moffat, B. H. Robinson, and Glen R. Anderson dba Utah Transportation Company	Application to temporarily discontinue operating under Certificate No. 519	Application granted
2270	4-21-45	M. E. Alexander	Application to cancell contract hauling agreement with Themis Costuros	Application granted
2578	10-31-44	Guy Pritchard	Application for reinstatement of rights cancelled under Permit No. 288 for failure to file insurance	Cancellation Order vacated
2643	7-14-44	Gronway R. Parry dba Geneva Transportation Co.	Application for extension of time to prepare application for rehearing	Order extending time from July 15, 1944 to August 14, 1944

TABLE NO. 12
**SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES
 JULY 1, 1944 to JUNE 30, 1945**
 (Continued)

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
2643	8-17-44	Gronway R. Parry dba Geneva Transportation Co.	Application to temporarily suspend operations as a motor carrier of passengers between Heber and Geneva Steel Plant	Application granted
2651	3-24-45	J. T. Tanner	Application to enlarge Certificate of Convenience and Necessity No. 602 to include daily express service between Beaver and Milford	Application denied
2711	3-15-45	Parry Brothers	Application to amend Interstate Carrier License No. 184 to permit operation as a common motor carrier of passengers and baggage over irregular routes in Kane, Iron, Washington, Garfield, Beaver and Piute Counties and Utah-Arizona State Line in connection with the production of motion pictures	Application granted
2771	5-29-45	J. Dee Harris	Application for reinstatement of operating rights cancelled under Permit No. 233 for failure to reinstate insurance	Application granted

TABLE NO. 12
SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES
JULY 1, 1944 to JUNE 30, 1945
 (Continued)

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
2078) 2360) 2643)	8-1 -44	The Salt Lake and Utah Railroad Corporation and Gronway R. Parry	Continuation of coordinated service as directed by War Service Order No. 15 and determination of status of carriers' rights at termination of order No. 15	Coordinated service to continue until termination of War Service Order No. 15 at which time applicants are to have and resume rights as they existed previous to issuance of Order No. 15
2458	7-28-44	George Robert Moss	Application to vacate Commission's suspension order of June 23, 1944 suspending operations under Permit No. 270	Suspension order vacated
2515	11- 1-44	Lyle B. Nicholes, D. Howe Moffat, B. H. Robinson, and Glen R. Anderson, dba Utah Transportation Company	Application to temporarily discontinue operating as a common motor carrier of passengers under Certificates Nos. 519 and 625 between Salt Lake City and Alta	Application granted
2779	12- 7-44	Airway Motor Coach Lines, Inc.	Application to alter, change and enlarge its routes	Application granted as specified in order in all other respects denied
2792	12-12-44	Fred Leon Bearden dba Wolf Creek Stages	Application for extension of time until March 20, 1945 in which to secure authority from Office of Defense Transportation to commence operations under Commission's order of October 23, 1944 in this case which granted Certificate No. 649	Application granted

TABLE NO. 12
SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES
JULY 1, 1944 to JUNE 30, 1945
 (Continued)

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
2792	3-17-45	Fred Leon Bearden dba Wolf Creek Stages	Application for extension of time until June 20, 1945 in which to secure authority from Office of Defense Transportation to commence operations under Commission's order of October 23, 1944 in this case which granted Certificate No. 649	Application granted
2795	10-19-44	Leo Hansen	Application to broaden operating rights under Permit No. 299	Application granted
2815	11- 9-44	Melva H. Seamons	Application to transfer the rights issued to Mrs. Ray Seamons under Certificate No. 266, Case No. 2427 to Melva H. Seamons and to enlarge Permit No. 266 to include 5 additional contractees	Application granted
2819	1- 5-45	Rio Grande Motor Way, Inc., and The Salt Lake & Utah Railroad Corporation	Application for consent and approval to the acquisition by Rio Grande Motor Way, Inc., of certain of the property and operating rights of The Salt Lake & Utah Railroad Corporation	Application granted cancelling Certificates Nos. 507, 508, 535, and 542 held by The Salt Lake & Utah Railroad Corporation and issuing Certificate No. 54 in lieu thereof to Rio Grande Motor Way, Inc.
2829	3-16-45	Leslie McMichael	Application for contract carrier permit	Ordered to appear or show cause why application should not be dismissed

TABLE NO. 13
**CERTIFICATES OF CONVENIENCE AND NECESSITY
 CANCELLED DURING PERIOD
 JULY 1, 1944 to JUNE 30, 1945**

Certifi- cate No.	Case No.	Date of Order	Name of Carrier
103	486	2-23-45	Fred A. Boyd
261	849	3- 8-45	B & O Transportation Company
305	983	7-12-44	Utah Light and Traction Company
306	981	7-12-44	Utah Light and Traction Company
321	1038	7-12-44	Utah Light and Traction Company
327	966	7-12-44	Utah Light and Traction Company
338	1112	7-12-44	Utah Light and Traction Company
381	1208	7-12-44	Utah Light and Traction Company
388	1246	7-12-44	Utah Light and Traction Company
390	1254	7-12-44	Utah Light and Traction Company
400	1298	7-12-44	Utah Light and Traction Company
403	1302	9-29-44	Moab Garage Company
404	1359	7-12-44	Utah Light and Traction Company
407	1409	12-28-44	Utah Central Truck Line
409	1432	7-12-44	Utah Light and Traction Company
413	1293	11- 1-44	Railway Express Agency, Inc.
442	1770	11- 3-44	Newel K. Warner
443	1783	7-12-44	Utah Light and Traction Company
447-A	1805	10-31-44	James O. Child
458	1883	7-12-44	Utah Light and Traction Company
458-A	1883	7-12-44	Utah Light and Traction Company
507	2078	1- 5-45	The Salt Lake & Utah Railroad Corporation
508	2079	1- 5-45	The Salt Lake & Utah Railroad Corporation
520	2235	9-29-44	Moab Garage Company
535	2360	1- 5-45	The Salt Lake & Utah Railroad Corporation
536	2363	7-12-44	Utah Light and Traction Company
542	2414	1- 5-45	The Salt Lake & Utah Railroad Corporation
553	2448	7-22-44	Ogden Cab and Transfer Company
554	2449	7-12-44	Utah Light and Traction Company
555	2432	7-20-44	Tooele Workman's Bus Line, Inc.
568	2554	9-30-44	Kendall Garff dba Hill Field Bus Line
573	2575	12- 4-44	J. Boyd Smuin
577	2554	9-29-44	Surity Transit
578	2583	1-27-45	Elmer W. Barlow dba Bountiful Transit
593	2627	8-29-44	Elmer Culmer
627	2751	3-29-45	Ralph W. Rogers
657	2831	4-28-45	Fuller-Toponce Truck Company

TABLE NO. 14
**CONTRACT CARRIER PERMITS CANCELLED
DURING PERIOD
JULY 1, 1944 to JUNE 30, 1945**

Permit No.	Case No.	Date of Order	Name of Carrier
175	2029	5- 3-45	J. M. Mickelson dba Mickelson Truck Line
203	2151	11- 3-44	Warner Truck Line
233	2271	1-18-45	Jay D. Harris
238	2283	2-15-45	Richard B. Broughton
258	2378	7-26-44	Elwood B. Carter dba Carter Truck Line
252	2346	11-28-44	George R. Sherratt
276	2516	11- 1-44	Virgil T. Hilton
281	2536	12- 4-44	Amos D. Prescott
282	2535	12- 4-44	Lloyd M. Jensen
288	2578	9-20-44	Guy Prichard

TABLE NO. 15
**INTERSTATE CARRIER LICENSES CANCELLED
 DURING PERIOD
 JULY 1, 1944 to JUNE 30, 1945**

License No.	Case No.	Date of Order	Name of Carrier
31	1488	9-29-44	Moab Garage Company
60	1547	12- 4-44	J. C. Simpson
64	1604	1-24-45	Comet Motor Express Company
82	1754	6-16-45	Marion Campbell
125	1924	12- 4-44	Everett Asa Tyler dba Oneonta Transfer & Storage
141	2197	12- 4-44	Western Auto Transports, Inc.
147	2222	4-14-45	Wasatch Trucking Company
154	2224	6-16-45	L. J. Little
166	2392	9-29-44	Moab Garage Company
175	2296	9- 1-44	Albert Leslie Webb
163	2375	12- 4-44	Louis Van Buren Brent dba Brents Moving & Storage
237	2705	1-24-45	Dooley Metal Producers

TEMPORARY LICENSES

XXXIV	2348	1-24-45	The Pyramid Moving Company	
	XV	2101	12- 4-45	John P. Fleming Driveaway Service
	XLII	2469	1-24-45	G. H. Mickelson and J. M. Mickelson dba Mickelson Truck Line
	XLIV	2467	12- 4-44	Belmont Richards and George Sanford dba Richards and Sanford

TABLE NO. 16
**SUMMARY OF ORDERS ISSUED IN URBAN PASSENGER CARRIER CASES
 JULY 1, 1944, to JUNE 30, 1945**

Case No.	Date of Order	Applicant or Parties to Complain	Nature of Case	Nature of Order
2765	1-26-45	Airway Motor Coach Lines, Inc.	Application to temporarily discontinue operating as a common motor carrier of passengers under Certificate No. 633 between Murray and Camp Kearns	Application granted
2776	7-12-44	Salt Lake City Lines and Utah Light and Traction Company	Application of Salt Lake City Lines to acquire the transportation properties of Utah Light and Traction Company	Application for transfer of properties granted, Certificate No. 640 issued to Salt Lake City Lines, Certificates held by Utah Light and Traction Company, cancelled. Petitions in intervention denied
2776	8-21-44	Salt Lake City Lines, Utah Light and Traction Company, Consumers Welfare League of Utah — Lorenzo E. Eggen, president, and Ralph A. Badger, representing ten stockholders of Utah Power & Light Company	Petitions for rehearing	Petitions for rehearing denied
2779	12- 7-44	Airway Motor Coach Lines, Inc.	Application to alter, change and enlarge routes and furnish local service upon certain streets	Applicant, and Utah Light and Traction Company or its successor, Salt Lake City Lines, ordered to make alterations or changes individually, and jointly to provide a satisfactory and reasonable service in their respective areas, and to submit a plan for interchange of transfers between the two companies
2779	1-11-45	Airway Motor Coach Lines, Inc.	Application for rehearing	Application denied

TABLE NO. 17
**SUMMARY OF ORDERS ISSUED IN STATION AGENCY CASES
 JULY 1, 1944, to JUNE 30, 1945**

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
2782	8-17-44	Railway Express Agency, Incorporated	Application to discontinue station agency at Columbia, Utah	Application granted
2800	5- 1-45	The Utah Idaho Central Railroad Corporation	Application to discontinue station agency at Hyde Park, Utah	Application granted
2839	3-19-45	Southern Pacific Company	Application to discontinue station agency at Lakeside, Utah	Application granted
2841	3-19-45	The Utah Idaho Central Railroad Corporation	Application to discontinue station agency at Millville, Utah	Application granted
2849	5- 4-45	Railway Express Agency	Application to discontinue station agency at Hyde Park, Utah	Application granted
2850	5- 4-45	Railway Express Agency	Application to discontinue station agency at Millville, Utah	Application granted

TABLE NO. 18

**SUMMARY OF ORDERS ISSUED IN MISCELLANEOUS CASES
JULY 1, 1944, to JUNE 30, 1945**

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
2322	6- 4-45	Harry S. Joseph	Application for certificate of convenience and necessity to supply natural gas to communities in Box Elder and Cache Counties	Application dismissed
2784	7-20-44	Southern Utah Power Company	Application for a certificate to exercise the rights and privileges conferred by franchise granted by the City of Cedar City	Application granted under Certificate No. 641
2785	7-20-44	Southern Utah Power Company	Application for a certificate to construct, maintain and operate a steam electric generating plant in Cedar Canyon, Iron County and the necessary transmission and distribution line extensions required in connection therewith	Application granted under Certificate No. 639
2790	8-22-44	Railway Express Agency, Incorporated	Application to maintain and continue in force rates based on declared released value of shipments of specified commodities	Application granted
2801	10-19-44	Utah Power & Light Company	Application for certificate to exercise the rights and privileges conferred by franchise by the Town of Deweyville	Application granted under Certificate No. 650

TABLE NO. 18
SUMMARY OF ORDERS ISSUED IN MISCELLANEOUS CASES
JULY 1, 1944, to JUNE 30, 1945
 (Continued)

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
2814	11-25-44	Utah Power & Light Company and Utah Light and Traction Company	Joint application for consent and approval to the acquisition by the former company to all the property and assets of the latter company	Application granted
2818	12-13-44	The Utah Idaho Central Railroad Corporation	Application to abandon its North Ogden service and remove 3.55 miles of track known as the North Ogden trackage.	Application granted
2847	5-28-45	Utah Power & Light Company	Application for certificate to exercise the rights and privileges conferred by franchise by Sanpete County	Application granted under Certificate No. 661

TABLE NO. 19
**SPECIAL PERMISSIONS ISSUED FROM
JULY 1, 1944, to JUNE 30, 1945**

Purpose for Which Issued	No. Issued
To reduce railroad freight rates	73
To reduce motor carrier freight rates and classification ratings	24
To reduce railroad passenger fares	4
To reduce motor carrier passenger fares	2
To reduce electric light and power rates	7
To reduce telephone rates	2
Miscellaneous	31
Total	143

TABLE NO. 20
INFORMAL DOCKETS
JULY 1, 1944, to JUNE 30, 1945

Docket No.	Date of Order	Description	Disposition
549	5-27-44	Utah Fuel Company, Comp't., vs. The Denver and Rio Grande Western Railroad Company, Def't.	Defendant made refunds direct through overcharge channels instead of reparation
550	7- 7-44	Geneva Steel Company, Comp't., vs. The Denver and Rio Grande Western Railroad Company, Def't.	Defendant authorized to refund through reparation \$31.66 on one carload of sand
551	7- 7-44	Geneva Steel Company, Comp't., vs. The Denver and Rio Grande Western Railroad Company, Def't.	Defendant authorized to refund \$448.35 through reparation on 11 carloads of pig iron
552	8- 3-44	Geneva Steel Company, Comp't., vs. Union Pacific Railroad Company, Def't.	Defendant authorized to refund \$634.10 through reparation on 16 carloads of pig iron
553	8- 3-44	Columbia Steel Company, Comp't., vs. Union Pacific Railroad Company, Def't.	Defendant authorized to refund \$107.64 through reparation on two carload shipments of hot-metal cars
554	8- 4-44	Geneva Steel Company, Comp't., vs. Union Pacific Railroad Company, Def't.	Defendant authorized to waive collection of undercharge of \$64.08 on one tank car of sodium phenolate
555	8-21-44	Geneva Steel Company, Comp't., vs. Union Pacific Railroad Company, Def't.	Defendant authorized to refund \$63.09 through reparation on one carload of coal
556	8-21-44	Geneva Steel Company, Comp't., vs. Union Pacific Railroad Company, Def't.	Defendant authorized to refund through reparation \$57.98 on one tank car of creosote oil
557	8-24-44	Geneva Steel Company, Comp't., vs. The Denver and Rio Grande Western Railroad Company, Def't.	Defendant authorized to refund \$25.84 through reparation on one carload of fire brick
558	8-23-44	Geneva Steel Company, Comp't., vs. Union Pacific Railroad Company, Def't.	Defendant authorized to refund \$22.00 through reparation on one carload of brick

TABLE NO. 20
INFORMAL DOCKETS
JULY 1, 1944, to JUNE 30, 1945
 (Continued)

Docket No.	Date of Order	Description	Disposition
559	8-24-44	Geneva Steel Company, Comp't., vs. Union Pacific Railroad Company, Def't.	Defendant authorized to refund through reparation \$50.46 on two carloads of sand
560	9-16-44	Rocky Mountain Packing Corporation, Comp't., vs. Union Pacific Railroad Company, Def't.	Applicant authorized to retain roof over loading platform having impaired clearance
561	9-16-44	N. O. Nelson Company, Comp't., vs. Union Pacific Railroad Company, Def't.	Applicant authorized to erect traveling crane with impaired overhead clearance
562	9-26-44	Geneva Steel Company, Comp't., vs. Union Pacific Railroad Company, Def't.	Defendant authorized to refund \$211.72 through reparation on seven carloads of sand
563	9-26-44	Geneva Steel Company, Comp't., vs. Union Pacific Railroad Company, Def't.	Defendant authorized to refund \$33.73 through reparation on one carload of coal tar pitch
564	11-10-44	Geneva Steel Company, Comp't., vs. The Denver and Rio Grande Western Railroad Company, Def't.	Defendant authorized to refund \$49.72 through reparation on three carloads of manganese ore

TABLE NO. 20
INFORMAL DOCKETS
JULY 1, 1944, to JUNE 30, 1945
 (Continued)

Docket No.	Date of Order	Description	Disposition
565	11-13-44	Deseret Livestock Company, Comp't., vs. Western Pacific Railroad Company and Union Pacific Railroad Company, Def'ts.	Defendants authorized to waive collection of undercharge on one carload of sheep
566	11-21-44	Geneva Steel Company, Comp't., vs. Union Pacific Railroad Company, Def't.	Defendant authorized to refund \$37.50 through reparation on one carload of iron molds
567	11-22-44	Columbia Steel Company, Comp't., vs. The Denver and Rio Grande Western Railroad Company, Def't.	Defendant authorized to refund \$182.79 through reparation on one carload of track materials
568	1-26-45	John Scowcroft & Sons, Comp't., vs. Bamberger Railroad Company, Def't.	Defendant authorized to waive collection of undercharge on one carload of canned goods
569	5- 9-45	Ward Leasing Company, Comp't., vs. Union Pacific Railroad Company, Def't.	Defendant authorized to refund \$233.22 through reparation on 25 carloads of manganese ore
570	2-27-45	Utah Construction Company, Comp't., vs. Union Pacific Railroad Company, Def't.	Applicant authorized to construct a loading tipple with impaired clearance
571	5-19-45	E. B. Clark, Com't., vs. Union Pacific Railroad Company, Def't.	Defendant authorized to waive collection of undercharge on three carloads of cattle

TABLE NO. 21
**INVESTIGATION DOCKET AND GENERAL ORDERS ISSUED
 JULY 1, 1944, to JUNE 30, 1945**

Investigation Docket

Investigation Docket No.	Date of Order	Description	Nature of Order
37	7-21-44	Investigation of loading, unloading and routing of public service urban mass bus transportation to expedite traffic safety in Salt Lake City	Salt Lake City Lines ordered to make changes in routing and in loading zones

General Orders

General Order No.	Subject Matter	Date of Order
45 Sub. 1	Order modifying the "Uniform System of Accounts for Urban Passenger Carriers, Issue of 1939" to the extent only that carriers shall not be required to segregate operating revenue, operating expenses, and operating statistics by types of equipment, and that such carriers shall not be required to maintain records showing car hours	8- 3-44
57	Order amending Motor Carriers Rules and Regulations No. 3, Rule 23, Section B to read: "(b) By Passenger — Smoking or the carrying of lighted or smoldering pipes, cigars, and cigarettes, shall not be permitted in any passenger vehicle except in such compartments as the company may especially provide for smoking purposes."	1- 9-45

TABLE NO. 22

**WAR SERVICE ORDERS
JULY 1, 1944, to JUNE 30, 1945**

Order No.	Case No.	Date of Order	Description	Nature of Order
2 Sub 1	1294	5-15-45	Rio Grande Motor Way, Inc.	Applicant authorized to suspend its passenger service between Sevier and Cove Fort over highway Utah 13
3	1606	10- 3-44	Union Pacific Railroad Company and Interstate Transit Lines	Order issued November 3, 1942, recinded and Interstate Transit Lines authorized to resume common motor carrier passenger service between Lund and Cedar City
5	823	7-20-44	Bamberger Transportation Company	Order issued November 18, 1942, recinded and applicant authorized to resume operations as a common motor carrier of passengers between Salt Lake and Ogden and intermediate points
15	8- 1-44	8- 1-44	The Salt Lake and Utah Railroad Corporation and Gronway R. Parry	Coordinated service to continue until termination of War Service Order No. 15 at which time applicants are to have and resume rights as they existed previous to issuance of Order No. 15
16	12-14-44	12-14-44	The Denver and Rio Grande Western Railroad Company, Wilson McCarthy and Henry Swan, Trustees	Applicant authorized to discontinue daily service over the branch line between Provo and Heber City, Utah, and ordered to establish and maintain service at least once each week
17	1-13-45	1-13-45	Utah Parks Company	Applicant authorized to suspend for the duration of the war, service authorized under Certificates Nos. 225, 302, and 345

TABLE NO. 22
WAR SERVICE ORDERS
JULY 1, 1944, to JUNE 30, 1945
 (Continued)

Order No.	Case No.	Date of Order	Description	Nature of Order
18		5- 1-45	George A. Sims and Milton K. Sims dba Salt Lake Transfer Company	Applicants granted temporary authority to transport specified commodities between Ogden and specified points for the United States War Department
18		5-22-45	Same as above	Applicants granted permission to amend order issued May 1, 1945, to include additional commodities
19		5-25-45	The Denver and Rio Grande Western Railroad Company, Wilson McCarthy and Henry Swan, Trustees	Applicant authorized to close for a period of two weeks commencing May 26, 1945, the agency station at Moroni

TABLE NO. 23
PUBLIC SERVICE COMMISSION
STATEMENT OF FINANCES — FISCAL YEAR
JULY 1, 1944, to JUNE 30, 1945

Appropriation Account	Unencumbered Balance July 1, 1944	Allotment Account Adjustments	Expenditures July 1, 1944 to June 30, 1945	Unencumbered Balance June 30, 1945
GENERAL FUND				
Personal Services	\$ 68,183.60	\$ (3,200.00)	\$ 42,631.76	\$ 22,351.84
Travel	3,832.26		3,119.30	712.96
Current Expenses	5,785.17	2,287.95	7,814.17	258.95
Capital Outlay	1,507.48	950.00	1,506.54	950.94
Total	79,308.51	37.95	55,071.77	24,274.69
Central Administration	12,665.15	(1,105.50)	9,492.14	2,067.51
Total Including Central Administration	91,973.66	(1,067.55)	64,563.91	26,342.20
MOTOR TRANSPORT FUND				
Personal Services	9,047.42		8,446.21	601.21
Travel	1,073.54		973.70	99.84
Current Expenses	949.65		656.94	292.71
Capital Outlay	120.00		--	120.00
Total	11,190.61		10,076.85	1,113.76
Central Administration	2,763.30	(241.20)	2,071.01	451.09
Total Including Central Administration	13,953.91	(241.20)	12,147.86	1,564.85
Grand Total	\$105,927.57	\$ (1,308.75)	\$ 76,711.77	\$ 27,907.05

TABLE NO. 24
**SUMMARY OF REPORTED ACCIDENTS
 RAILROADS AND MOTOR CARRIERS
 JANUARY 1, 1944, to DECEMBER 31, 1944**

	No. of Accidents Reported	No. of Persons Killed	No. of Persons Injured
Railroads			
Bamberger Railroad Company	11	3	31
Bingham and Garfield Railway Company.....	8	1	8
Carbon County Railway Company	1	0	2
Denver and Rio Grande Western Railroad Co., The	219	9	123
Ogden Union Railway and Depot Company,--	71	2	51
Salt Lake and Utah Railroad Corp.....	25	2	21
Southern Pacific Company	24	49	134
Tooele Valley Railway Company	2	0	2
Union Pacific Railroad Company	138	4	98
Utah Idaho Central Railroad Corporation, The	19	1	17
Utah Railway Company	7	0	6
Western Pacific Railroad Company, The.....	60	2	34
Total	583	73	527
Motor Carriers			
Passenger carriers	72	1	85
Uroperty Carriers	26	3	19
Total	98	4	104

TABLE NO. 25
**SUMMARY OF REPORTED ACCIDENTS — ELECTRIC AND GAS UTILITIES
 JANUARY 1, 1944 to DECEMBER 31, 1944**

Name of Utility	Employees		Other Persons		Number of Property Damage Accidents				GRAND TOTAL	
	Killed	Injured	Killed	Injured	Utility	Utility	Persons		Property Damage Accidents	
							Killed	Injured		
Mountain Fuel Supply Co.		9	5	9	1	7	5	18	8	
Utah Power & Light Co.		16						16		
Total		25	5	9	1	7	5	34	8	

TABLE NO. 26
**PUBLIC UTILITIES UNDER JURISDICTION OF
 COMMISSION AT JUNE 30, 1945**

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	16
Electric Light and Power Companies	8
Gas Company	1
Water Companies	11
Motor Carriers	241
Total	302

REPORT OF PUBLIC SERVICE COMMISSION

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