

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



For the Period
July 1, 1945 to June 30, 1946

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GOVERNOR HERBERT B. MAW

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

Dear Governor Maw:

We take pleasure in submitting herewith the twenty-eighth annual report of the Public Service Commission of Utah covering the period July 1, 1945, to June 30, 1946. This report is submitted in conformity with the requirements of Section 76-1-11, Utah Code Annotated, 1943.

Respectfully submitted,

DONALD HACKING /s/

W. R. McENTIRE /s/

OSCAR W. CARLSON /s/

Commissioners

(S E A L)

Attest:

ROYAL WHITLOCK /s/

Secretary

PUBLIC SERVICE COMMISSION ROSTER

THE COMMISSION

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

CENTRAL OFFICE

Evelyn Jensen Chief Clerk
Charles E. Pettersson* Central Cashier
Mayme Petersen* Assistant Cashier
Mary Taylor Stenographer

LEGAL DIVISION

Clinton D. Vernon Counsel
Clair Johnson Reporter

ACCOUNTING DIVISION

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Edwin J. Cowley Accountant
John W. Avery Accountant
Bonnie Howard Stenographer

ENGINEERING DIVISION

Wilford A. Robinson Chief Valuation Engineer
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INSPECTION DIVISION

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Ralph P. Smith Assistant Director of Transportation
Robert N. Slaughter* Railroad Inspector
Peter Carlston* Inspector
Wilbur F. Just* Inspector
Elmo Loveridge* Inspector
William Bywater* Inspector
Rawlins B. Young* Inspector
Pauline Bassler* Stenographer

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

Office: State Capitol, Salt Lake City, Utah

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SECTION I

FORMAL CASES BEFORE THE COMMISSION

A summary is shown in Table No. 1 below of the formal cases before the commission during the period covered by this report.

TABLE NO. 1

**Formal Cases Before the Commission
July 1, 1945, to June 30, 1946**

	Cases Pending July 1, 1945	Cases Filed 7- 1-45 to 6-30-46	Total	Cases Disposed of	Cases Pending June 30, 1946
Electric Power and Light Rates..	1	--	1	--	1
Railroad Rates.....	--	1	1	--	1
Telephone Rates.....	--	1	1	--	1
Water Rates.....	--	1	1	1	--
Gas Rates.....	--	2	2	--	2
Grade Crossing.....	2	6	8	3	5
Urban Passenger Carrier.....	--	3	3	3	--
Boat Passenger Carrier.....	--	1	1	--	1
Motor Transport.....	36	115	151	55	96
Station Agency.....	1	1	2	1	1
Miscellaneous.....	3	23	26	20	6
Total.....	43	154	197	83	114

The following discussion relates to a few of the more important cases which occupied the commission's attention during the period.

Abandonment of Railroad of The Salt Lake and Utah Railroad Corporation

The Salt Lake & Utah Railroad Corporation filed a petition with the Interstate Commerce Commission on December 11, 1945, for permission to abandon its entire line of railroad in the State of Utah. (I.C.C. Finance Docket No. 15153.) The main line of this carrier extended from Salt Lake City to Payson, a distance of 66 miles, with a branch line from Granger to Magna, a distance of about nine miles. On December 12, 1945, a receiver was appointed for The Salt Lake & Utah Railroad Corporation by the District Court of the United States in and for the District of Utah, Central Division. This appointment was made as a result of a complaint filed in the District Court by a creditor of said railroad corporation. The receiver was permitted to join as a party-applicant in the application before the Interstate Commerce Commission.

This commission issued an order on January 9, 1946, in Case No. 2925 in which it ordered The Salt Lake & Utah Railroad Corporation and its receiver, S. J. Quinney, to appear before the commission on January 14, 1946, to show cause why said railroad corporation or its receiver should abandon the said railroad or the operation thereof, or in any manner whatsoever discontinue operations and services as a common carrier electric interurban railway.

It was thereafter determined that the investigation instituted by the commission should be heard jointly with the Interstate Commerce Commission on the application of the railroad and receiver before that commission for authority to abandon the line of railroad. Accordingly, a joint hearing was held commencing February 4, 1946.

Counsel for applicants in the case before the Interstate Commerce Commission contended that the Interstate Commerce Commission had exclusive jurisdiction over the question of abandonment of the railroad. Counsel for this commission contended that the railroad was an electric interurban railway within the meaning of section 1 (22) of the Interstate Commerce Act, which section excepts from the provision of section 1 (18) the abandonment of street, suburban, or interurban electric railways which are not operated as a part of a general steam railroad transportation system, but that if the line was not covered by said exemptions, then the jurisdiction of the Interstate Commerce Commission was limited to interstate and foreign commerce. In discussing this point in the report of the Interstate Commerce Commission, that commission held that the line was not an electric interurban railway within the meaning of section 1 (22) and that said commission had jurisdiction to authorize its abandonment. It was stated however, that since the entire line of railroad was located within one state and was independently owned and operated, the jurisdiction of the Interstate Commerce Commission was limited to interstate and foreign commerce.

On February 27, 1946, an order was signed by the Judge of the United States District Court, District of Utah, authorizing The Salt Lake & Utah Railroad Corporation to suspend service effective 12:01 a.m., March 1, 1946.

The Interstate Commerce Commission by order issued April 29, 1946 certified that the present and future public convenience and necessity permitted the abandonment, as to interstate and foreign commerce, of the entire line of railroad of The Salt Lake & Utah Railroad Corporation. The order provided that the certificate should take effect forty days from the date of the order with the condition that the applicant sell the line or any part thereof to any railroad company offering to purchase it within forty days from the date of the certificate.

This commission issued a report and order in Case No. 2925 on June 6, 1946, in which The Salt Lake & Utah Railroad Corporation and its receivers were authorized to abandon the operations and line of railroad of said railroad corporation and its receiver as to intrastate commerce.

Investigation of Gas Rates

An application was filed with the commission on September 11, 1945 by Mountain Fuel Supply Company (Case No. 2881) in which it sought authority to make certain increases in the rates charged by it for industrial natural gas purposes and also to decrease the rates for domestic and commercial natural gas service. Under the company's proposal the increase in industrial rates would offset the decrease in domestic and commercial rates with practically no change in the over-all revenues of the company from all gas sales.

The commission concluded that the proper procedure to follow in connection with the proposal of Mountain Fuel Supply Company was to suspend the proposed rates and enter into an investigation thereof. Accordingly, an order was issued on September 27, 1945, in Investigation and Suspension Docket No. 40, suspending the proposed new rates until January 15, 1946. A hearing was entered into in October, 1945, on the two matters, the company's application and the commission's investigation. Considerable opposition was expressed against the granting of increased industrial rates, particularly on the part of the larger industrial gas customers of the company.

After consideration of the evidence introduced in these matters the commission concluded that a general investigation of the company's rates and earnings should be made. A com-

plaint was filed on November 26, 1945, on behalf of the commission (Case No. 2906) in which it was alleged:

"that the defendant company is and has been earning in excess of a reasonable return on a just and proper rate base in the rendition of natural and manufactured gas service in the State of Utah; that the rates charged and collected by the defendant company for such natural and manufactured gas service in the State of Utah are unjust, unreasonable, unlawfully discriminatory, unlawfully preferential and otherwise in violation of Title 76, Utah Code Annotated 1943, as amended; and that the classifications, rules, regulations, and practices of the defendant company with respect to such natural and manufactured gas service rendered by it in the State of Utah, are unjust, unreasonable, unlawfully discriminatory, unlawfully preferential, and otherwise in violation of said Title 76"

Early in 1946 the commission's staff in conjunction with a field staff of the Federal Power Commission commenced a field examination of a study submitted by Mountain Fuel Supply Company of the original cost of the company's utility plant. It appeared advisable for the commission to delay hearing in the general complaint case until the results of this field examination were available in order that the commission might have before it the original cost of the company's plant. Therefore, at the closing date of this report the issues in Case No. 2881 and in Investigation and Suspension Docket No. 40 had not been determined, nor had a hearing been started in Case No. 2906.

Acquisition of Electric Property by Utah Power & Light Company

Orders were issued in two cases authorizing Utah Power & Light Company to acquire the electric distribution facilities of two small electric companies. In Case No. 2926 Utah Power & Light Company was authorized to purchase the electric distribution properties of Goshen Electric Company, Goshen, Utah, and in Case No. 2957 the same company was permitted to acquire by purchase the electric properties of the North Logan Telephone and Electric Light Company. The orders in these cases were issued on February 25, 1946, and April 22, 1946, respectively.

Acquisition of Properties of Airway Motor Coach Lines, Inc., by Salt Lake City Lines

Airway Motor Coach Lines, Inc., held certificates of convenience and necessity issued by this commission authorizing passenger transportation service by motor bus between Salt Lake City and certain Salt Lake County points. The commission issued an order on February 27, 1946, in Case No. 2942, under the provisions of which Salt Lake City Lines was authorized to purchase all of the capital stock of Airway Motor Coach Lines, Inc., for the sum of \$125,000. The operating rights previously held by Airway Motor Coach Lines, Inc., were cancelled and a new certificate was issued to Salt Lake City Lines authorizing it to operate as a common motor carrier of passengers between Salt Lake City and Salt Lake County points previously served by Airway.

Extension of Utah Power & Light Company Lines to Serve Thermoid Company

The board of commissioners of Juab County filed a petition with the commission on June 14, 1946, in which it requested the commission to hold a hearing to determine a just and reasonable rate to be charged by Telluride Power Company for electric service to be rendered to the Thermoid Company at a point near Nephi, Juab County, Utah. (Case No. 3017.) The petition set forth, among other things, that the Thermoid Company had selected a site near Nephi for the establishment of an industrial rubber factory but that unless a reasonable power rate for service to said factory could be obtained it might cause the Thermoid Company to abandon its plans to establish the proposed factory near Nephi. The petition further requested that in the event it should be determined that the Telluride Power Company was unable to serve the needs of said Thermoid Company at a just and reasonable rate that Utah Power & Light Company be ordered to serve said company with electric service at the published rates of Utah Power & Light Company.

The hearing on this matter commenced on June 26, 1946, and by stipulation of the parties was continued to June 27, 1946, at which time the County Attorney for Juab County stated that as a result of conferences with the Telluride Power

Company and Utah Power & Light Company, an agreement had been reached to the effect that Utah Power & Light Company might enter the territory of Telluride Power Company for the purpose of serving electric energy to the Thermoid Company.

Accordingly the commission issued a report and order on June 27, 1946, in which it authorized Utah Power & Light Company to extend its service south from Mona and render electric service to the Thermoid Company at its proposed plant near Nephi, Utah at the published rates of said company. The commission's order contained a proviso that Utah Power & Light Company should not serve any other customer in the territory served by Telluride Power Company.

Railroad and Motor Carrier Rates—Intrastate

Case No. 2525

Increased Railway Rates, Fares, and Charges, 1942

At the closing date of our annual report for the year ended June 30, 1945, the increases in freight rates and charges granted April 16, 1942, to railroads operating in Utah were under suspension to December 31, 1945. The increases and suspensions involved are to the same extent and for the same period of time as authorized by the Interstate Commerce Commission on interstate traffic in Ex Parte 148.

On November 10, 1945, after further hearing in the matter, the commission further suspended the increased rates, fares, and charges, from January 1, 1946, until a date six months after the legal termination of the war.

Investigation Docket No. 3

In the Matter of Rates and Practices of Motor Carriers of Household Goods Intrastate in Utah

This matter was heard by the commission in March, 1946. The evidence showed that the carriers have been subjected to increases in costs, including wages of employees, and supplies and material used in operations, and that the present rates were prescribed in April, 1939, when costs were on a much lower basis. Accordingly, in its second supplemental report and order in this matter, dated May 18, 1946, the commission granted

a reasonable increase in the rates and charges for moving household goods intrastate in Utah.

Investigation and Suspension Docket No. 38

Discontinuance of Weekly Passes—Ogden Transit Company

The commission found after a hearing that the use of weekly passes by the Ogden Transit Company at the published rate of \$1.00 did not constitute any great saving to the traveling public in view of the comparatively low five-cent fare in effect, and that the discontinuance of the sale of weekly passes as proposed would not injuriously affect the rights and interests of the public. Accordingly, the tariff publication canceling the use of weekly passes was permitted to become effective at the termination of the suspension period, September 1, 1945.

Investigation and Suspension Docket No. 41

Cancellation of Tariff—Utah Central Truck Line

On November 26, 1945, an order was issued by the commission in I. & S. Docket No. 41 suspending until March 1, 1946 Supplement No. 9 to Utah Central Truck Line Motor Freight Tariff No. 6-D, P.S.C.U. No. 15, stating cancellation of said tariff in its entirety. The tariff in question had been made the property of the Rio Grande Motor Way, Inc., by adoption notice effective January 3, 1945, insofar as it affected rates, rules, charges, regulations, and practices upon intrastate commerce within the State of Utah.

By Supplement No. 10 issued November 28, 1945, the effective date of the suspended supplement was postponed to the date upon which Supplement No. 10 would be cancelled.

Investigation and Suspension Docket No. 42

Increased Rates and Charges—Wasatch Motors

On November 27, 1945, an order was issued by the commission in I. & S. Docket No. 42 suspending, until March 1, 1946, Wasatch Motor Passenger Tariff No. 2 stating increased rates for the intrastate transportation of passengers on sight-seeing trips and special tours, and other matters not in conformity with the rules of the commission.

Before the matter could be set for hearing, the respondent published new tariffs which cancelled the matter under suspension and the case was closed.

Motor Transport Cases

Applications of motor carriers for different types of operating rights over the highways of Utah continue to occupy a considerable part of the commission's time. During the period covered by this report 55 motor carrier applications were disposed of and 27 supplemental orders were issued in cases previously closed. A summary is presented in Table No. 2 covering the 55 cases referred to.

TABLE NO. 2
Motor Transport Cases Disposed of
July 1, 1945, to June 30, 1946

	Number of Applications			Total
	Granted	Denied	Dismissed	
Certificates of convenience and necessity.....	24	6	1	31
Contract carrier permits.....	10	2	--	12
Interstate carrier licenses.....	10	--	--	10
Temporary interstate carrier licenses.....	--	--	2	2
Total.....	44	8	3	55

Table No. 3 shows a summary of the types of operating rights granted to motor carriers.

TABLE NO. 3
Summary of Operating Rights Granted to Motor Carriers
July 1, 1945, to June 30, 1946

	Number of Certificates Issued	Number of Permits Issued	Number of Licenses Issued
Freight service only (General commodities).....	13	3	1
Freight service only (Specified commodities).....	5	6	7
Passenger service only.....	2	1	1
Passenger and general commodities, special commodities, express, mail, packages, etc.....	4	--	1
Total.....	24	10	10

Each year numerous operating rights held by motor carriers are cancelled by formal orders of the commission. Failure to comply with the motor carrier act or the rules and regulations of the commission, and the transfer of operating rights from one carrier to another constitute the two principal reasons for

cancellation of these rights. During the fiscal year covered by this report the following operating rights were cancelled:

Certificates of convenience and necessity	12
Contract carrier permits	19
Interstate carrier licenses	9
Temporary interstate carrier licenses	3

Summaries of orders issued in formal cases may be found in Table Nos. 5 to 17, Appendix I.

SECTION II

INTERSTATE TRANSPORTATION RATES

Section 76-4-6, Utah Code Annotated 1943, imposes upon the commission the power and the duty to investigate existing or proposed interstate rates relating to the transportation of persons or property affecting the people of the State of Utah when, in the opinion of the commission, such existing or proposed rates are excessive or discriminatory. The commission, through its Transportation Rate Division, carefully scrutinizes all proposed changes in interstate rates affecting the State of Utah, and in those cases where it appears desirable, appropriate action is taken before the Interstate Commerce Commission. The commission participated in numerous cases of this nature, some of which were disposed of during the period covered by this report while others were pending a decision of the Interstate Commerce Commission.

The following brief summary touches upon these cases.

*I. & S. Docket No. M-2458
Bakery Goods*

This matter was pending before the Interstate Commerce Commission at the close of our annual report for the period ended June 30, 1945. The commission in its decision of November 7, 1945, found that the proposed increased rates were unjust and unreasonable to the extent that they exceeded the fourth-class rates and ordered the rates reduced to this basis on or before January 15, 1946. The commission also ordered that no prejudice or discrimination be practiced against Utah.

*I. & S. Docket No. 4208
Grain To, From and Between Southern Territory*

This case was pending decision at the end of the period covered by this report.

*I. & S. Docket No. 5091
Vegetables, Intermountain Territory to East and South*

This case was pending at the end of the period covered by this report.

I. C. C. Docket No. 29066
Rocky Mountain Association of Distributors vs. Union Pacific
Railroad Company, et al.

This case was still pending at the close of the period covered by this report.

I. C. C. Docket No. 28300
Class Rate Investigation, 1939

This case was decided by the Interstate Commerce Commission on October 30, 1945. This decision, which covered a large number of problems concerning the various non-uniform freight rate levels in the territory east of Denver, Colorado, and Cheyenne, Wyoming, prescribed a new set of first-class rates to take effect in that territory. These freight rates are lower than those in the Western district and higher than those in effect in the Official Classification east of Chicago. As an interim adjustment pending the publication of a new classification prescribed in Docket No. 28310, the commission ordered class rates increased 10 per cent in the Official Territory, and decreased 10 per cent in the Western Trunk Line territory, which lies between Chicago and Denver.

It is the opinion of this commission that eventually the Mountain Pacific district, extending from Denver to the Pacific Coast, will also receive the benefit of these lower class rates.

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

This matter is pending at the present time, and the railroads are presumed to be working on the classification to be submitted to the Interstate Commerce Commission.

I. C. C. Docket No. 29335
Grain and Products From Oregon,
Idaho and Utah to the Pacific Coast

This is an investigation on this commission's own motion into the level of freight rates on grain from Idaho, Oregon, and Utah to the Pacific Coast. Hearing was held at Pocatello, Idaho, November 12, 1945, at which time the grain growers of the three

sections named showed that the rates from these districts to the Pacific Coast were exceptionally high, that the prices of grains in these districts are lower than generally obtain throughout the Western district, and that the explanation for such a condition is the high level of freight rates charged by the transportation companies.

This case was pending at the close of year for which this report is made.

I. & S. Docket No. 5388

Groceries — Ogden and Salt Lake City, Utah to Idaho

The Union Pacific Railroad Company published rates on groceries from Ogden and Salt Lake City, Utah, to points in Idaho on the basis of the contract motor carrier rates in effect between those points. These rates include quite a broad list of groceries as well as other articles with a minimum of 40,000 pounds. The Public Utilities Commission of Idaho protested to the Interstate Commerce Commission that these rates would be discriminatory against the jobbers in Idaho, and the commission suspended the tariff and held a hearing in Boise, Idaho, in May, 1946.

This case was pending at the close of the year for which this report is made.

I. C. C. Docket No. 29546

*American Packing & Provision Company
vs. Union Pacific Railroad Company, et al*

This is a complaint filed by the commission on behalf of the American Packing & Provision Company and other packing houses in Utah. After the reduction in rates westbound from points in Iowa, Nebraska, and Wisconsin, as referred to in our report for the period ended June 30, 1945, it was felt that the rates from Ogden to points in the East were very much out of line. For example, the rate on fresh meats from Ogden to Washington, D. C., a distance of 2204 miles was \$2.49; whereas, from Madison, Wisconsin, to San Francisco, California, a distance of 2172 miles, the rate was \$1.67. We felt that the situation called for attention and filed a complaint with the

Interstate Commerce Commission. This case was pending at the close of the year for which this report is made.

I. C. C. Docket No. 29555
Pick-up and Delivery Services by Railroads

This is an investigation into the pick-up and delivery services performed by railroads under their line-haul rates instituted before the Interstate Commerce Commission. The case was pending at the close of the year for which this report is prepared.

I. C. C. Docket No. MC-C 542
Pick-up and Delivery Services by Motor Carriers

This is an investigation by the Interstate Commerce Commission into the services and charges of motor carriers performing pick-up and delivery services under their line-haul rates. This case was pending at the close of the year for which this report is prepared.

Ex Parte 104, Part II
Terminal Services and Charges

This case was decided adversely to the contentions of the smelter and mining interests of Utah by Division 3 of the Interstate Commerce Commission on June 27, 1946. The commission held that the railroads were hauling and switching intraplant without charge and the carriers were ordered to cease and desist from such practice for the smelting companies. The complainants decided to appeal the decision of Division 3 to the commission as a whole. This was done and the commission took the matter under advisement. Argument was held in Washington on June 27, 1946, and our interests were presented to the commission as a whole by our Commerce Attorney. The case is pending.

Ex Parte 162
Increased Railway Rates, Fares, and Charges, 1946

This was a petition of the railroads of the United States filed with the Interstate Commerce Commission. One hearing was held in Salt Lake City and considerable resistance to the proposed increases was expressed by many witnesses. On June

20, 1946, the commission rendered its report in this case which granted increases on certain specified commodities moving in interstate commerce. An increase of 20 per cent was granted on most commodities, although on farm commodities an increase of 15 per cent was allowed, and on class rates 25 per cent.

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 and charges on carload shipments of wool throughout the United States. Hearings were held during the year at various points in the United States, including Salt Lake City, and the matter was taken under advisement by the Interstate Commerce Commission.

SECTION III

GENERAL AND MISCELLANEOUS*Reclassification of Utility Plant of Electric and Gas Utilities on Original Cost Basis*

The uniform systems of accounts adopted by the commission effective January 1, 1937, for the larger electric utilities, and effective January 1, 1940, for gas utilities, required these utilities to prepare studies showing the original cost and a reclassification of their utility plant. Utah Power & Light Company prepared and filed such a study which was reviewed by this commission's staff in conjunction with a field staff of the Federal Power Commission. Following such examination Utah Power & Light Company filed revised statements in which adjustments to the original report were reflected. These adjustments had been agreed upon by the staffs and the company.

Similar studies and revised statements were filed by Utah Light and Traction Company. The electric properties and other assets (other than transportation properties) of the latter named company were acquired by Utah Power & Light Company on December 31, 1944.

This commission issued an order on January 18, 1946, approving the revised statements of Utah Power & Light Company and Utah Light and Traction Company, and approving the disposition of amounts classified in utility plant acquisition adjustment account (account 100.5) and in utility plant adjustment account (account 107).

The total amounts finally classified in accounts 100.5 and 107 of these two companies were as follows:

	Account 100.5	Account 107
Utah Power & Light Company.....	\$ 864,319.59	\$28,049,380.09
Utah Light and Traction Company....	2,851,184.39	1,946,625.52
Total.....	<u>\$3,715,503.98</u>	<u>\$29,996,005.61</u>

The amounts classified in account 100.5 represent the excess of recorded cost paid in arms-length transactions over origi-

nal cost of acquired operating units or systems. The items classified in account 107 consist principally of write-ups. The commission's order of January 18, 1946, authorized Utah Power & Light Company to amortize the amount in account 100.5 over a period of twelve years, through charges to account 505, Amortization of Utility Plant Acquisition Adjustments, with concurrent credits to account 252, Reserve for Amortization of Utility Plant Acquisition Adjustments.

Under the requirements of orders of the Federal Power Commission, the Securities and Exchange Commission, and the order of this commission the entire amount classified in account 107 has been disposed of by charges to surplus and other accounts, except for a credit amount of \$484,039.23, the disposition of which is dependent upon further studies.

Utah Light and Traction Company also classified \$400,760.24 in account 108.55, Transportation Plant Acquisition Adjustments, representing the excess of recorded cost over original cost of acquired transportation properties. This amount was written off in 1944 by a charge to earned surplus in connection with the sale of the transportation properties to Salt Lake City Lines.

Mountain Fuel Supply Company, the only gas utility operating in Utah, also prepared and filed original cost and reclassification studies. A joint field examination of the studies of this company was commenced in January, 1946, by the staff of this commission and a field staff of the Federal Power Commission. This examination had not been completed at the closing date of this report.

Motor Carrier Regulation

The commission continued its program of motor carrier safety inspections for the purpose of preventing the operation of motor vehicles of common or contract carriers which were found to be in an unsafe operating condition. The following figures show the results of the inspection made of 655 motor vehicle units:

	Defective	Satisfactory	Total
Inter-city passenger vehicles.....	193	18	211
Intra-city passenger vehicles.....	188	121	309
Property carrying vehicles.....	123	12	135
	<hr/>	<hr/>	<hr/>
Total.....	504	151	655

The operators of those motor vehicles found to be defective were required in each instance to remedy the defective condition found to exist in order that the vehicle would be in a satisfactory operating condition.

Nine complaints were filed in courts for violations of the provisions of the motor carrier act. A conviction was obtained in each of these nine cases and aggregate fines of \$77.50 were imposed upon the defendants.

The following tabulations shows a summary of the temporary permits issued to motor carriers and the period of time covered by these permits:

10 days or less.....	166
20 days.....	2
30 days.....	7
45 days.....	4
60 days.....	56
	<hr/>
Total.....	235

A summary of the accidents reported by motor carriers may be found in Table No. 23, Appendix II.

Special Permissions

A total of 127 special permissions were issued authorizing railroads, motor carriers, and other utilities to publish reduced rates or make other changes in published tariffs on less than statutory notice. A summary of the special permissions is presented in Table No. 18, Appendix II.

Informal Dockets

Orders were issued in 20 informal dockets. The majority of these orders authorized reparation payments on freight shipments. Carriers were authorized to make specific reparation payments of \$6,106.27 in these orders. Table No. 19, Appendix

II contains a summary of the informal dockets.

Investigation Dockets

Only one order was issued in an investigation docket and that order had to do with modifications in the rates, charges, rules and regulations governing the transportation of household goods by common and contract motor carriers intrastate in Utah. The commission approved certain modifications and changes in such rates, charges, rules and regulations.

General Orders

Two orders were issued by the commission involving the affairs of Utah Power & Light Company which were handled as a part of General Order No. 34. The one order related to the company's original cost and reclassification study and was discussed above. The other order was concerned with the amortization of the unamortized debt discount and expense of the company in connection with a refunding operation of the company.

A summary of the orders issued in investigation dockets and general orders may be found in Table No. 20, Appendix II.

Joint Board Hearings

A member or representative of the commission participated in 15 joint board hearings conducted by the Interstate Commerce Commission on matters related to the interstate operations of motor carriers subject to the Federal motor carrier act. These hearings were held in the following cities: Salt Lake City, Utah; Reno, Nevada; Casper, Wyoming; Los Angeles, California; Albuquerque, New Mexico; and Boise, Idaho.

Commission Finances

The commission expended \$62,019.34 from its general fund appropriation and \$12,280.39 from the motor transport fund appropriation in the administration of its affairs during the fiscal year July 1, 1945, to June 30, 1946. In addition an amount of \$8,512.81 was expended from a special fund of \$20,000 appropriated for the purpose of investigating public utilities.

The 1945 session of the State Legislature appropriated \$25,000 for the use of the commission making whatever studies of the steel and iron freight rate situation in Utah that might be necessary. The commission made some studies of this situation and used \$530 of the appropriation. The balance of the appropriation was still available to the commission at June 30, 1946.

The total expenditures of the commission for the fiscal year were \$83,342.54. This amount included the commission's proportionate share of the amounts needed to pay the salaries of those persons in the Department of Business Regulation whose time is devoted in part to functions of other divisions of the department besides the Public Service Commission. Further details of the commission's finances are submitted in Table No. 21, Appendix II.

Cases in Litigation in Courts

Davis and Weber Counties Canal Company, Plaintiff, vs. Public Service Commission of Utah, Defendant. (Supreme Court Case No. 6858)

Davis and Weber Counties Canal Company obtained a writ of certiorari from the Supreme Court of Utah on July 10, 1945, in the above-entitled case. The action in the Supreme Court arose as a result of an order issued by the commission in Case No. 2832 on May 2, 1945, in which the State Road Commission of Utah was granted permission to construct an underpass crossing of the tracks of the Bamberger Railroad Company in Sunset, Davis County, Utah, between highway U. S. 91 and the Ogden Arsenal, and to abandon the existing crossing at grade and remove the train actuated signals at the crossings known respectively as the South Warehouse crossing, the Main Entrance crossing, and the Sunset crossing, and to remove the train actuated signals at the Roy grade crossing.

The plaintiff in the action in the Supreme Court took particular exception to the commission's order relating to the abandonment of the crossing at Sunset and also to the removal of the train actuated signals at the Roy crossing.

Subsequent to the filing of the petition in the Supreme Court an informal conference was held before the commission

at which all interested parties were present. As a result of this informal conference it was agreed by all parties that the petition for certiorari in the Supreme Court would be dismissed by counsel for the plaintiff, and that upon dismissal of said petition the commission would amend its order in Case No. 2832 and also schedule a further hearing with reference to the crossings at Sunset and Roy. Pursuant to this agreement the case in the Supreme Court was dismissed by the plaintiff and the commission issued an order on November 27, 1945, amending and modifying its order of May 2, 1945. Following a further hearing the commission issued a report and order on June 15, 1946, in which the State Road Commission again was granted permission to abandon as public crossings the South Warehouse, Main Entrance, and Sunset crossings, and to remove the train actuated signals at said crossings and also at the Roy grade crossing on the condition that such barricades as shall be erected at the Sunset and Main Entrance crossings shall have suitable openings to accommodate pedestrians. In an amended report and order issued on June 25, 1946, the commission made further provision that the Bamberger Railroad Company should install and maintain a gate at the Sunset crossing twenty feet in width for the use of Davis and Weber Counties Canal Company for its vehicle equipment, and that the key to said gate be delivered by said railroad company to said canal company, the latter to be responsible for keeping such gate closed.

The commission's orders of June 15, 1946, and June 25, 1946, appear to have satisfied all interested parties and further litigation in this case is not anticipated.

SECTION IV

SELECTED DATA ON UTILITY OPERATIONS

Trend of Electric Rates and Use of Electricity

The data in Table No. 4 tell an interesting story of the cost and use of electric energy in the State of Utah. The figures presented in this table cover only the privately owned electric utilities operating in Utah under the commission's jurisdiction.

TABLE NO 4

**Trend of Electric Rates and Consumption in
Utah of Privately Owned Utilities
Residential and Domestic Service**

YEAR	Revenue per Kilowatt Hour	Average Annual Consumption per Customer	Average Annual Bill per Customer	All Classes of Service Revenue per Kilowatt Hour
1933.....	4.94c	707 KWH	\$34.93	2.14c
1934.....	4.86	722	34.87	1.98
1935.....	4.69	762	35.74	1.88
1936.....	4.33	820	35.51	1.61
1937.....	3.96	917	36.31	1.48
1938.....	3.65	1,041	38.00	1.76
1939.....	3.54	1,087	38.48	1.54
1940.....	3.40	1,170	39.78	1.41
1941.....	3.37	1,199	40.40	1.39
1942.....	3.29	1,230	40.47	1.35
1943.....	3.21	1,313	42.15	1.29
1944.....	2.70	1,579	42.57	1.32
1945.....	2.69	1,530	41.11	1.54

As indicated in the above table the average cost of a kilowatt hour to the residential consumer has decreased from 4.94 cents in 1933 to 2.69 cents in 1945, a reduction of about 45 per cent. During this same period, however, the average electric energy consumption for residential customers increased from 707 to 1530 kilowatt hours, an increase of 116 per cent. The increase in the average annual residential bill, on the other hand, increased only 18 per cent, from \$34.93 in 1933 to \$41.11 in 1945. This remarkable difference in quantity of power used

and its average cost is due to lower rates and also to an increased use of electric energy which carries the consumer into the lower rate blocks of the rate schedules.

The installation by the Utah Copper Company of its own electric power generating plant, and the decrease in war production in the various industrial plants created a diminishing demand for industrial power from the public utilities after 1943, as shown by Chart III, Appendix III. As a result of a reduction in the use of this low unit price industrial power, the higher cost residential and commercial power became more prominent in the average kilowatt hour revenue for all classes of service. The figures in the last column of Table No. 4 demonstrate the effect of lowered industrial sales in 1944 and 1945 on the average kilowatt hour revenue for all classes of sales.

Trends in Utility Operations

Certain statistical data compiled from information contained in the annual and other reports of public utilities operating in Utah are presented in graphic form in the charts, numbered I to VI, Appendix III.

Chart No. I shows data for the years 1938 to 1945, inclusive, as to annual average kilowatt hour use, the annual average customer bill, and average kilowatt hour revenue, for residential customers of privately owned electric utilities operating in Utah. This chart portrays pictorially part of the data shown in Table No. 4.

Chart No. II shows the total kilowatt hours of electricity used in Utah by all classes of customers of privately owned electric utilities during the years 1935 to 1945, inclusive.

The generation and purchase of electric energy by electrical utilities is depicted in the upper half of Chart No. III. Sales by classes of use are shown in the lower half of this chart.

The total cubic feet of natural and manufactured gas sold in Utah in the years 1935 to 1945, inclusive, is shown in Chart No. IV. Natural gas sales constituted nearly 97 per cent of the total gas sales in the state in 1945.

Chart No. V shows the number of telephone stations in use in Utah for each of the years 1938 to 1945, inclusive. During

1945 more than 7,000 telephone stations were added by the telephone companies operating in Utah.

A record of the reportable railroad-highway grade crossing accidents for the ten years 1936 to 1945 is presented in Table No. VI. This chart shows the number of reported accidents, the number of persons injured, and the number of persons killed.

APPENDIX I

SUMMARY OF ORDERS ISSUED IN FORMAL CASES

	Table No.	Page No.
Railroad rates	5	35
Telephone rates	5	35
Water rates	6	36
Station agency	6	36
Grade crossings	7	37-38
Certificates of convenience and necessity issued to motor carriers	8	39-43
Contract carrier permits issued	9	44-45
Interstate carrier licenses issued	10	46-47
Motor carrier applications denied or dismissed.....	11	48
Miscellaneous orders in motor transport cases	12	49-52
Certificates of convenience and necessity cancelled.....	13	53
Contract carrier permits cancelled	14	54
Interstate carrier licenses cancelled	15	55
Urban passenger carriers	16	56
Miscellaneous	17	57-60

TABLE NO. 5
SUMMARY OF ORDERS ISSUED IN RAILROAD RATE AND TELEPHONE RATE CASES
JULY 1, 1945, to JUNE 30, 1946

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
RAILROAD RATES				
2525	11-10-45	Railroads operating in the State of Utah	Application to Increase rates, fares, and charges within the State of Utah	Commission's previous orders further modified, to require, upon not less than one day's notice to the commission and the public, further suspension of all increases in freight rates and charges, and on passenger commutation fares authorized in said reports and orders, effective January 1, 1946, until a date six months after the legal termination of the war, unless sooner vacated or modified
TELEPHONE RATES				
2503	7-13-45	Public Service Commission of Utah, Comp't., vs. The Mountain States Telephone and Telegraph Company, Def't.	To determine, in accordance with decisions of the Supreme Court of Utah handed down on October 25, 1943 and March 17, 1944, just, reasonable and non-discriminatory rates for interstate toll services rendered by defendant.	Petition of Bear River Valley Telephone Company, Big Springs Power Company, Escalante Telephone, Kamas-Woodland Telephone Company, Mantel Telephone Company, Midland Telephone Company to intervene in case, allowed

TABLE NO. 6
SUMMARY OF ORDERS ISSUED IN WATER RATE AND STATION AGENCY CASES
JULY 1, 1945, to JUNE 30, 1946

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
WATER RATES				
2956	3-23-46	Union & Jordan Irrigation Company	Application to increase service connection charges from \$25.00 to \$35.00 per connection	Application granted
STATION AGENCY				
2861	7- 2-45	The Salt Lake & Utah Railroad Corporation	Application to abandon its depot and certain of its tracks and facilities in Provo	Application granted

TABLE NO. 7
**SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
 JULY 1, 1945, to JUNE 30, 1946**

Case No.	Date of Order	Applicant or Parties to Complaint	Authority Granted or Action Taken	Location
2832	11-27-45	State Road Commission of Utah	Order to modify the Commission's order of May 2, 1945, so as to delete therefrom all findings regarding and references to the abandonment of the Sunset Crossing and to the removal of the train actuated signals at the Roy Crossings and to set March 11, 1946, as the date for further hearing in these matters	Crossings over tracks of the Bamberger Railroad Company
2832	6-15-46	State Road Commission of Utah	Application granted to abandon the South Warehouse, Main Entrance, and Sunset Crossings and remove train actuated signals at these crossings and also at the Roy Crossing	Crossings over tracks of the Bamberger Railroad Company
2832	6-25-46	State Road Commission of Utah	Order amending, order dated June 15, 1946, authorizing the abandonment of the South Warehouse, Main Entrance, and Sunset Crossings and removing of train actuated signals at these crossings and also at the Roy Crossing on the condition that such barricades as should be erected at the Sunset and Main Entrance Crossings should have suitable openings to accommodate pedestrians, and further ordered that Bamberger Railroad Company should install and maintain a gate at Sunset Crossing for use of Davis and Weber Counties Canal Company	Crossings over tracks of the Bamberger Railroad Company

TABLE NO. 7
SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
JULY 1, 1945, to JUNE 30, 1946
 (Continued)

Case No.	Date of Order	Applicant or Parties to Complaint	Authority Granted or Action Taken	Location
2865	4-20-46	Bamberger Railroad Company	Application to close crossing denied	Crossing over tracks of the Bamberger Railroad Company at a point near mile post 24.5
2870	9-11-45	The Denver and Rio Grande Western Railroad Company and Wilson McCarthy and Henry Swan, Trustees of the Property of Said Railroad Company	To construct standard gauge railroad track	Extending in an east and west direction across Lots 8 and 11 of Block 40, Ten Acre Plat 'A' Big Field Survey in the Town of South Salt Lake and crossing a street designated as Main Street near 2327 South, South Salt Lake
2948	5-16-46	State Road Commission of Utah	To abandon and construct railway grade crossings	Abandon railway-highway grade crossing of main line track of Provo subdivision of Los Angeles and Salt Lake Railroad Company on State Highway No. 132 at Rocky Ford, Juab County. Construct railway-highway grade crossing at M. P. 678.779 approximately 350 feet southeasterly of Rocky Ford grade crossing

TABLE NO. 8
**CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS
 JULY 1, 1945, to JUNE 30, 1946**

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued	Between	Route	And	Via Highways
668	2821	11-8-45	GC	Don L. Hicken, dba Hicken Truck Line	Salt Lake City and Provo		Heber, Vivian Park Wildwood, Daniels, Center Creek, Keetley, Midway, Hot Pots	US 40, 91 U 7, 52
669	2840	1-31-46	SC	John Horan, dba Blackie Moving	Salt Lake City		Salt Lake County points	Not specified
670	2837	2-28-46	SC	James H. Greensides, dba Sugar House Transfer	Salt Lake County points		All Utah points	Not specified
671	2916	2-20-46	GC	W. H. Smith, dba Howard Moving Company	Points within corporate limits of Salt Lake City		Fifteen miles beyond Salt Lake City but not beyond the Salt Lake County Line	Irregular routes
672	2877	3-15-46	SC	S. A. Palmer and T. S. Watkins, dba Watkins Music Company, Acme Transfer Company, and Palmer and Watkins	Points within corporate limits of Salt Lake City		All points within a 25 road mile radius beyond the corporate limits of Salt Lake City	Not specified
673	2919	2-28-46	GC	Railway Express Agency	Ogden		US Naval Depot at Clearfield, Ogden Air Depot at Hill Field	US 91, U 108, 193

TABLE NO. 8
**CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS
 JULY 1, 1945, to JUNE 30, 1946**
 (Continued)

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued	Between	Route	And	Via Highways
676	2946	3-25-46	GC	Bryan Vernon operating under the name of Bryan Vernon Truck Line	Salt Lake City	Woodland and intermediate points except Wanship	US 530, 189, 35	
677	2939	4-23-46	GC	Harold Kilgrow, dba Carrier Transfer Company	Within the area included in the corporate limits of Salt Lake City, Ft. Douglas, Cudahy Packing Company and that area on State Street and adjacent thereto to 39th South Street		Irregular routes	
678	2944	4-23-46	GC	A. E. Erickson, dba City Delivery System	Same as above		Irregular routes	
679	2891	4-23-46	GC	Parker-Abbott Transfer Co.	Same as above		Irregular routes	
680	2927	4-23-46	GC	Roy C. Noyce	Same as above		Irregular routes	
681	2896	4-23-46	GC	Carl A. Crowther, dba Carl A. Crowther Moving & Hauling	Same as above		Irregular routes	
682	2937	4-23-46	GC	Jesse A. Watson, dba Jesse Watson Transfer	Same as above		Irregular routes	
683	2909	4-23-46	GC	Delivery Service Company	Same as above		Irregular routes	
684	2945	4-23-46	GC	John M. Murphy, dba Picking Transfer Co.	Same as above		Irregular routes	

TABLE NO. 8
CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS
JULY 1, 1945, to JUNE 30, 1946
 (Continued)

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued	Between	Route	And	Via Highways
685	2890	4-15-46	SC	Kenneth Verl Clark, dba Ken's Moving	Salt Lake City		Salt Lake County points for a distance of 16 miles beyond the corporate limits of Salt Lake City	Irregular routes
686	2950	4-19-46	SC	Lloyd B. Brown and Carl E. Johnson, dba Uintah Basin Dray and Express	Uintah County points		Uintah County points	Irregular routes
			GC		Uintah County points east of a line drawn north and south 10 miles west of Vernal City		Uintah County points east of a line drawn north and south 10 miles west of Vernal City	Irregular routes
687	2889	4-23-46	Pac	William James Telford, dba Store-To-Door Package Taxie	Retail stores in Salt Lake City		Individual homes within Salt Lake City limits on the north and west and within a radius of 10 miles east and south of the Temple Block	Not specified

TABLE NO. 8
**CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS
 JULY 1, 1945, to JUNE 30, 1946**

(Continued)

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued	Between	Route	And	Via Highways
688	2951	4-19-46	Pac	Max G. Bateman, dba Jiffy Messenger Service	All Salt Lake County points	All Salt Lake County points	All Salt Lake County points	Irregular routes
689	2813	5-20-46	P	George Robert Moss, dba Moss Transportation Company	Ogden and Weber County points	Ogden and Weber County	Any point within an area not to exceed 40 miles beyond the boundaries of Weber County	Irregular routes
690	2955	6-18-46	SC	Vernal C. Webb and Milo G. Webb, dba Blackties Moving	All Salt Lake County points	All Salt Lake County points	All Salt Lake County points	Irregular routes
691	2868	5-29-46	P	V. B. Coon, dba V. B. Coon Bus Line	Area bounded on the North by US Highway 40, on the East by Redwood Road and on the South by 3400 South Street	Area bounded on the West by Salt Lake County Line, on the North by US Highway 40, on the East by Redwood Road and on the South by 3400 South Street	Any point within a radius of 40 miles beyond the above described area	Not specified

TABLE NO. 8
CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS
JULY 1, 1945, to JUNE 30, 1946
 (Continued)

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued	Between	Route	And	Via Highways
692	2910	6-19-46	P, E	John R. Jackson	Richfield		Torrey and intermediate points of Glenwood, Venice, Burville, Koo-sharem, Fish Lake, Loa, Lyman, Bicknell, Teasdale, and Sigurd	US 89, U 24, 25, 62, 119
693	2884	6-19-46	P, B	Allen Cameron, dba Cameron Scenic Service	Panguitch		Panguitch Lake, Navajo, Lake Cedar Breaks, Bryce Air Port, Escalante Table Cliff Plateau	US 89, U 12, 14, 22, 23, 55

P —denotes passenger service

B —denotes baggage

E —denotes express

GC—denotes general commodities

SC —denotes specified commodities

Pac—denotes packages

TABLE NO. 9
**CONTRACT CARRIER PERMITS ISSUED TO MOTOR CARRIERS
 JULY 1, 1945, to JUNE 30, 1946**

Permit Case No.	Date of Order	Type of Service	To Whom Issued	Between	Route	And	Via Highways
311	2851	7-14-45	GC	J. B. Haycock	Price	Wattis	U 10, 122, 50
313	2860	7- 6-45	SC	Wells, Incorporated	Bonanza and Uintah Basin	All Utah points	Not specified
315	2897	2-28-46	SC	Carl A. Growther, dba Carl A. Growther Moving and Hauling	Salt Lake City	Points in Davis and Weber Counties except Ogden	Not specified
316	2947	4-18-46	GC	Myron Brough, dba Brough Truck	Salt Lake City	Randlett, Ouray	US 40
317	2888	4-18-46	GC	Paul E. Nelson	Roosevelt, Neola, Altona	Salt Lake City	US 40
318	2965	4-19-46	P	Clifford H. Jennings	West Temple and 21st South, and 3rd South and Rio Grande Avenue, Salt Lake City	West side of railroad tracks at 5th West and 21st South, Salt Lake City	3rd South, Main, 21st South Streets
319	2934	4-22-46	SC	Dale R. Taylor, dba Associated Service	Salt Lake City points	Salt Lake City points	Not specified
320	2959	5-16-46	GC	Rae H. Goodrich, dba Tridell Truck Line	Salt Lake City	White Rocks, Tridell, LaPoint	US 40

TABLE NO. 9
CONTRACT CARRIER PERMITS ISSUED TO MOTOR CARRIERS
JULY 1, 1945, to JUNE 30, 1946
 (Continued)

Permit Case No.	Date of Order	Type of Service	To Whom Issued	Between	Route	And	Via Highways
321	5-16-46	SC	DeVere Dennis and Don S. Strong	Vernal		Salt Lake City	US 40, 91, 189 U 52
323	6-18-46	SC	Osmond C. Hansen, dba Wasatch Trucking Company	45 mile radius of Ouray		Price, Heber City, Midvale, Salt Lake City, Woods Cross	US 40, 50, 189, 91 U 33

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

TABLE NO. 10
**INTERSTATE CARRIER LICENSES ISSUED TO MOTOR CARRIERS
 JULY 1, 1945, to JUNE 30, 1946**

License Case No.	Date of Order	Type of Service	To Whom Issued	Between	Route	And	Via
252	2857	7-16-45	SC	Dora, R. W. and Edwin Goodman, dba Sun Transportation Company	Salt Lake City and points within three miles thereof	Utah-Idaho line	US 91, 30S
253	2862	8-11-45	SC	Mogul Transportation Company, Inc.	Same as above	Same as above	US 30, 30S, 91
254	2858	9-24-45	SC	Charles John Novak, dba Novak Transportation	Same as above	Same as above	US 30S, 89
255	2864	9-24-45	SC	David G. Grant	Same as above	Same as above	US 30, 91
256	2382	8-11-45	SC	Bekins Van Lines Co.	Points in Oregon, Washington, Idaho, Nevada, Montana, Wyoming, Colorado	All Utah points	All highways
257	2848	9-24-45	SC	W. G. Shipman and C. R. Shipman, dba Shipman Bros. Transfer Co.	Utah-Idaho line	Utah points	All Utah highways
258	2872	12-31-45	SC	Transporters, Inc.	Omaha, Nebraska, Kansas City, Kansas, Springfield, Missouri; Colorado, Idaho, Montana, New Mexico, Wyoming, and El Paso, Texas	Utah points	Not specified

TABLE NO. 10
INTERSTATE CARRIER LICENSES ISSUED TO MOTOR CARRIERS
JULY 1, 1945, to JUNE 30, 1946
 (Continued)

License No.	Case No.	Date of Order	Type of Service	To Whom Issued	Between	Route	And	Via Highways
259	2908	1-31-46	P, SC	Mt. Hood Stages, Inc., dba Pacific Trailways	Utah-Idaho line	Salt Lake City	Salt Lake City	US 30S, 89
260	2936	5-21-46	P	Cosmopolitan Tourist Company, Inc.	Eastern points	Utah points	Utah points	All highways
263	2843	6-12-46	GC	Eugene Brown, dba Gene Brown Heavy Hauling	Salt Lake City	Utah-Wyoming line	Utah-Wyoming line	US 91, 30S, 40, 189, U 530

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, 1945, to JUNE 30, 1946**

Case No.	Date of Order	Name of Applicant	Nature of Application	Disposition
2270 Sub 1	5-16-46	M. E. Alexander & Sons	Contract Carrier Permit	Denied
2654 Sub 2	10- 9-45	Delta Coal Transportation Company	Certificate of Convenience and Necessity	Dismissed
2868	8-14-45	V. B. Coon	Temporary Seasonal Permit	Denied
2880	10- 9-45	Delta Coal Transportation Company	Certificate of Convenience and Necessity	Dismissed
2886	5-20-46	Woodey B. Searle, dba Searle Truck Line	Certificate of Convenience and Necessity	Denied
2895	6-24-46	R. P. Worsley and Gordon C. Holt, dba National Cartage Company	Contract Carrier Permit	Denied
2903	6-24-46	Sam Fuoco	Certificate of Convenience and Necessity	Denied
2904	4-18-46	Mark E. Pope, dba Pope Transportation	Contract Carrier Permit	Denied
2933	4-22-46	Charles B. Temple, dba Temple Delivery Service	Certificate of Convenience and Necessity	Denied
2953	6-24-46	Steven L. West, dba West Coal Service	Certificate of Convenience and Necessity	Denied
2967	6-18-46	Marion H. Rowley, dba Great Basin Supply Company	Contract Carrier Permit	Denied

TABLE NO. 12
**SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES
 JULY 1, 1945, to JUNE 30, 1946**

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
1604	7-14-45	Comet Motor Exchange Company	Application for vacation of Commission's order dated January 24, 1945, cancelling License No. 64 for failure to file an annual report for the year 1944	Application granted
1754	7-26-45	Marion Campbell	Application for reinstatement of rights formerly held under License No. 82, which were cancelled for failure to file insurance	Application granted
1954	9-11-45	Carbon Freight Lines, Inc.	Application to extend operating rights under Certificate No. 484 to include transportation of salt between Royal Crystal and Morton Salt plants, Saltair and Salt Lake City	Application granted
2061	7-20-45	Leatham Brothers	Application to temporarily suspend operations under License No. 138	Application granted
2231	9-14-45	Utah Transportation Company	Application for reinstatement of operating rights which were suspended to conform with General Order No. 10-A of the Office of Defense Transportation	Application granted
2447	3-30-46	Lang Transportation Corporation	Application for reinstatement of rights under License No. 185, said rights having been cancelled for failure to file insurance	Application granted
2497	2-28-46	Overland Greyhound Lines	Application to discontinue one schedule of its operations between Garfield and Salt Lake City under Certificate No. 562	Application granted
2515	9-14-45	Utah Transportation Company	Application for reinstatement of operating rights which were suspended to conform with General Order No. 10-A of the Office of Defense Transportation	Application granted

TABLE NO. 12
SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES
JULY 1, 1945, to JUNE 30, 1946
(Continued)

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
2594	2-28-46	Vivian B. Coon, dba Vivian B. Coon Bus Line	Application to discontinue operations under Certificate No. 610 until need arises for resumption of operations by settlement of strike at Utah Copper Company and American Smelting and Refining Company	Application granted
2613	4-23-46	George A. Brown- ing	Application to temporarily discontinue service under Supplements No. 1 and No. 2 of Certificate No. 590	Supplements No. 1 and No. 2 cancelled
2655	4-9-46	Newman C. Petty, dba Salt Lake- Panguitch-Kanab Freight Line	Application to extend operating rights under Certificate No. 607 to include Salt Lake City on the one hand, and all intermediate points between Nephi and Kanab on the other hand, and also between Salt Lake City on the one hand and all intermediate points between Fairview and Kanab on the other hand	Application extended under Supplement No. 1 to include operations between Salt Lake City on the one hand and intermediate points between Fairview and Kanab on the other hand
2655	4-17-46	Neuman C. Petty, dba Salt Lake- Panguitch-Kanab Freight Line	Application to clarify routes and points to which applicant was authorized to serve under order issued April 9, 1946	Clarification order issued
2767	3-15-46	Thomas Patrick Culleton	Supplemental application to extend routes under Certificate No. 632	Application granted

TABLE NO. 12
SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES
JULY 1, 1945, to JUNE 30, 1946
 (Continued)

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
2789	9-24-45	Burton Van Wagoner	Application for reinstatement of rights under Permit No. 303 which were cancelled for failure to file insurance	Cancellation order revoked
2792	7-27-45	Fred Leon Bearden, dba Wolf Creek Stages	Application to temporarily suspend operations on the portion of the rights between Kamas and Maeser Ward, Utah, under Certificate No. 649	Suspension granted for a period of six months
2792	6-24-46	Fred Leon Bearden, dba Wolf Creek Stages	Application to vacate suspension order dated July 27, 1945	Application granted
2807	1- 4-46	LeGrand L. Belnap, dba Salt Lake Delta Freight Line	Application to temporarily discontinue operations between Delta and Topaz under Certificate No. 647	Application granted
2815	3-15-46	Melva H. Seamons	Application to include newspapers under Permit No. 266	Application granted
2819	5-31-46	Rio Grande Motor Way, Inc.	Application to extend operations under Certificate No. 654 to include points between Spanish Fork and Payson	Application granted
2819	6-19-46	Rio Grande Motor Way, Inc.	Application to discontinue alternate route authorized January 5, 1945, under Certificate No. 654	Application granted

TABLE NO. 12
SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES
JULY 1, 1945, to JUNE 30, 1946
 (Continued)

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
2820 Sub 1	9-11-45	Rio Grande Motor Way, Inc.	Application to extend authority under Certificate No. 653 to include the transporting of salt from Saltair Junction to Salt Lake City; from Salt Lake City to Pleasant Grove; and from Pleasant Grove to Geneva	Application tentatively granted
2820	10- 2-45	Rio Grande Motor Way, Inc.	Application to extend authority under Certificate No. 653 to include the transportation of salt from Saltair Junction to Salt Lake City	Order vacated tentative order dated September 11, 1945, and granted application
2838	9-12-45	Airway Motor Coach Lines, Inc., and Rio Grande Motor Way, Inc.	Joint application for approval to the acquisition by Airway Motor Coach Lines, Inc., of certain rights of Rio Grande Motor Way, Inc., authorizing the movement of passengers between Salt Lake City and Riverton	Application denied

TABLE NO. 13

**CERTIFICATES OF CONVENIENCE AND NECESSITY
CANCELLED DURING PERIOD
JULY 1, 1945, to JUNE 30, 1946**

Certifi- cate No.	Case No.	Date of Order	Name of Carrier
494	2085	2-27-46	Airway Motor Coach Lines, Inc.
498	2052	2-28-46	James H. Greensides
502	2137	11- 8-45	Hicken Truck Line
517	2223	1-31-46	L. J. Little
522	2250	2-27-46	Airway Motor Coach Lines, Inc.
534	2343	2-27-46	Airway Motor Coach Lines, Inc.
582	2601	4-23-46	Richard J. Myers
605	2670	1-31-46	Leonard Brown & Reed E. Brown
633	2765	2-27-46	Airway Motor Coach Lines, Inc.
645	2804	4-23-46	Malcom N. McKinnon, dba American Fuel Company
624	2741	3-25-46	Guy E. Bronson
669	2840	6-18-46	John Horan, dba Blackies Moving

TABLE NO. 14
**CONTRACT CARRIER PERMITS CANCELLED
 DURING PERIOD
 JULY 1, 1945, to JUNE 30, 1946**

Permit No.	Case No.	Date of Order	Name of Carrier
33	1317	2-13-46	Blake Messenger
132	1864	5-17-46	Hemmingsen & Reed
133	1847	7-26-45	Wilson J. Smith
164	1980	5-16-46	Martin Lyman Campbell, dba Campbell Truck Line
168	2003	4-18-46	Paul Nelson
171	1979	5-16-46	Naples Store and Service Station
224	2234	1-29-46	Leslie S. Dunn
257	2376	7-26-45	Carlos Murdock
270	2458	5-20-46	George Robert Moss
283	2543	5-17-46	Thomas J. Peck
296	2694	2-28-46	Delta Coal Transportation Company
297	2704	1-31-46	Bryan Vernon
301	2793	8- 7-45	Carl Fife
302	2760	5-17-46	J. B. Haycock
303	2789	8-14-45	Burton Van Wagoner
304	2771	8- 7-45	A. J. Kirkman
307	2882	4-19-46	Cecil F. Evans
309	2829	4-23-46	Leslie McMichael
311	2851	5-17-46	J. B. Haycock

TABLE NO. 15
**INTERSTATE CARRIER LICENSES CANCELLED
 DURING PERIOD
 JULY 1, 1945, to JUNE 30, 1947**

License No.	Case No.	Date of Order	Name of Carrier
38	1491	2-13-46	Blake Messenger, dba Messinger Truck
46	1404	1-31-46	John E. Slagowski
138	2061	8- 7-45	Leatham Brothers
155	2257	8- 7-45	William Hess
161	2356	8- 7-45	N. A. Riggs
185	2447	2-13-46	Lang Transportation Corporation
211	2590	1-31-46	William E. Greek
246	2806	3-30-46	Boyce R. Clark
252	2857	2-13-46	Dora, R. W., and Edwin Goodman, dba Sun Transportation Company

TEMPORARY LICENSES

XIX	2016	9-24-45	Sloan's Moving & Storage Company
XXIX	2288	7-26-45	C. Hobson Dunn
XXXVIII	2382	8-11-45	Bekins Van Lines Co.

TABLE NO.16
SUMMARY OF ORDERS ISSUED IN URBAN PASSENGER CARRIER CASES
JULY 1, 1945, to JUNE 30, 1946

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
2941 and 2942	2-27-46	C. H. McFarland, N. Z. Larson, and L. W. Davis, Sellers, and Salt Lake City Lines, Buyer	Request for consent and approval to an agreement for acquisition by Buyer of all the corporate stock of Airway Motor Coach Lines, Inc., owned by the Sellers, and the acquisition by the former of the transportation property and operating rights of the latter	Salt Lake City Lines authorized to purchase all the capital stock of Airway Motor Coach Lines, Inc., for the sum of \$125,000.00, thereby acquiring Airway Motor Coach Line's operating rights and transportation equipment. Certificates Nos. 494, 522, 534, 633 held by Airway Motor Coach Lines, Inc., were cancelled and Certificate of Convenience and Necessity No. 674 was issued to Salt Lake City Lines authorizing operation as a common motor carrier of passengers between Salt Lake City and Salt Lake County points

TABLE NO. 17
**SUMMARY OF ORDERS ISSUED IN MISCELLANEOUS CASES
 JULY 1, 1945, to JUNE 30, 1946**

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
2867	8- 8-45	Utah Power & Light Company	Application for certificate to exercise the rights and privileges conferred by franchise granted by the Town of Snowville	Application granted under Certificate of Convenience and Necessity No. 662
2869	9-24-45	Utah Power & Light Company	Application for certificate to exercise the rights and privileges conferred by franchise granted by the Town of Nibley	Application granted under Certificate of Convenience and Necessity No. 663
2871	10- 8-45	Telluride Power Company	Application to construct a transmission line extension from Sulphurdale to Milford and to exercise the rights and privileges conferred by franchise granted by Juab and Beaver counties and by the towns of Leamington, Aurora, Kingston, Sterling, and Elsinore	Application granted under Certificate of Convenience and Necessity No. 664
2873	10-18-45	Utah Power & Light Company	Application for certificate to exercise the rights and privileges conferred by franchise granted by the Town of East Layton	Application granted under Certificate of Convenience and Necessity No. 665
2874	10-18-45	Utah Power & Light Company	Application for certificate to exercise the rights and privileges conferred by franchise granted by the Town of Howell	Application granted under Certificate of Convenience and Necessity No. 666

TABLE NO. 17

**SUMMARY OF ORDERS ISSUED IN MISCELLANEOUS CASES
JULY 1, 1945, to JUNE 30, 1946
(Continued)**

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
2878	10-18-45	Utah Power & Light Company	Application for certificate to exercise the rights and privileges conferred by franchise granted by the Town of Genola	Application granted under Certificate of Convenience and Necessity No. 667
2915	2-13-46	Utah Power & Light Company and Heber Light and Power Plant	Application for approval of interchange power agreement	Application approved
2922	1-23-46	Central Land Company	Application for an order directing Mountain Fuel Supply Company to provide natural gas service to Central Land Company for new units of Covey's New America Motor Lodge owned by petitioner and located in Salt Lake City	Application granted upon condition of the voluntary discontinuance of natural gas services at the Covey Corporation premises at 24 West 5th South Street, Salt Lake City
2925	6- 6-46	Salt Lake & Utah Railroad Corporation and S. J. Quinney, Receiver	Application for abandonment of company's operations and entire line of railroad located in Salt Lake and Utah counties	Application granted
2926	2-25-46	Utah Power & Light Company and J. H. Perry, dba Gohsen Electric Company	Application for approval of agreement between applicants for the purchase by Utah Power & Light Company of the electric distribution facilities of the Goshen Electric Company	Application granted and Certificate of Convenience and Necessity No. 675 issued to Utah Power & Light Company to exercise the rights and privileges conferred by franchise granted by the Town of Goshen

TABLE NO. 17
SUMMARY OF ORDERS ISSUED IN MISCELLANEOUS CASES
JULY 1, 1945, to JUNE 30, 1946
(Continued)

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
2952	3-23-46	Utah Power & Light Company	Application for approval of interchange power agreement between applicant and Provo City	Application approved
2957	4-22-46	Utah Power & Light Company	Application for approval of agreement between applicant and The North Logan Telephone and Electric Light Company for the purchase by applicant of the electric properties of The North Logan Telephone and Electric Light Company	Application granted and Certificate of Convenience and Necessity No. 695 issued to Utah Power & Light Company to exercise the rights and privileges conferred by franchise granted by the Town of North Logan
2961	4-23-46	Utah Power & Light Company	Application for certificate to exercise the rights and privileges conferred by franchise granted by the Town of Francis	Application granted under Certificate of Convenience and Necessity No. 696
2977	5-24-46	Utah Power & Light Company	Application for certificate to exercise the rights and privileges conferred by franchise granted by the Town of West Jordan	Application granted under Certificate of Convenience and Necessity No. 697
2978	5-24-46	Utah Power & Light Company	Application for certificate to exercise the rights and privileges conferred by franchise granted by the Town of Woods Cross	Application granted under Certificate of Convenience and Necessity No. 698

TABLE NO. 17
SUMMARY OF ORDERS ISSUED IN MISCELLANEOUS CASES
JULY 1, 1945, to JUNE 30, 1946
(Continued)

Case No.	Date of Order	Applicant or Parties to Complain	Nature of Case	Nature of Order
2979	5-24-46	Utah Power & Light Company	Application for certificate to exercise the rights and privileges conferred by franchise granted by the Town of Centerville	Application granted under Certificate of Convenience and Necessity No. 699
2980	5-24-46	Utah Power & Light Company	Application for certificate to exercise the rights and privileges conferred by franchise granted by Murray City	Application granted under Certificate of Convenience and Necessity No. 700
2981	5-24-46	Utah Power & Light Company	Application for approval of interchange power agreement between applicant and Murray City	Application approved
3005	6-24-46	Utah Power & Light Company	Application for certificate to exercise the rights and privileges conferred by franchise granted by the City of Lehi	Application granted under Certificate of Convenience and Necessity No. 701
3017	6-27-46	Board of County Commissioners of Juab County vs. Telluride Power Company and Utah Power & Light Company	Application for authority for the Utah Power & Light Company to extend its service south from Mona and to render electric service to the Thermoid Company at its proposed plant site near Nephi	Authority granted to Utah Power & Light Company to render electric service to the Thermoid Company only at the plant site mentioned but not to any other customer in the territory being served by Telluride Power Company

APPENDIX II

MISCELLANEOUS ORDERS AND TABLES

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TABLE NO. 18
SPECIAL PERMISSIONS ISSUED
FROM JULY 1, 1945 to JUNE 30, 1946

Purpose For Which Issued	No. Issued
To reduce railroad freight rates	68
To reduce motor carrier freight rates	18
To reduce motor carrier passenger fares	3
To reduce railroad passenger fares	4
To reduce electric light and power rates	3
To reduce telephone rates	1
To reduce telegraph rates	1
Miscellaneous	29
Total	127

TABLE NO. 19
INFORMAL DOCKETS
JULY 1, 1945, to JUNE 30, 1946

Docket No.	Date of Order	Description	Disposition
572	8- 3-45	Taylor Bros. Company, Comp't., vs. Utah Central Truck Line and Salt Lake-Ogden Transportation Company, Def'ts.	Defendants authorized to refund \$10.06 through reparation on shipment of one piano
573	7- 7-45	Pacific Fruit Express Company, Comp't., vs. Union Pacific Railroad Company, Def't.	Applicant authorized to construct a new ice conveyor with in-paired overhead clearance
574	8-29-45	Gladding, McBeam & Company, Comp't., vs. Union Pacific Railroad Company, Def't.	Defendant authorized to waive collection of undercharge on carload of silica rock
575	8- 1-45	Geneva Steel Company, Comp't., vs. Union Pacific Railroad Company, Def't.	Defendant authorized to refund \$40.40 through reparation on one carload of sulphate of ammonia
576	7- 7-45	Utah Construction Company, Comp't., vs. Salt Lake County, Def't.	Applicant authorized to construct spur track over a portion of 4th West Street 525 feet north of 21st South Street
577	9-10-45	Deseret Livestock Company, Comp't., vs. Union Pacific Railroad Company and Western Pacific Railroad Company, Def'ts.	Defendants authorized to waive collection of undercharge on six carloads of sheep
578	1- 4-46	Independent Coal & Coke Company, Comp't., vs. The Denver and Rio Grande Western Railroad Company, Def't.	Defendant authorized to refund \$418.86 through reparation on 18 carloads of sand
579	10-25-45	Parry Land & Livestock Company, Comp't., vs. Southern Pacific Company, Def't.	Defendant authorized to waive collection of undercharge on 93 carloads of sheep and sheep camp outfits

TABLE NO. 19
INFORMAL DOCKETS
JULY 1, 1945, to JUNE 30, 1946
(Continued)

Docket No.	Date of Order	Description	Disposition
580	9-25-45	Defense Plant Corporation, Comp't., vs. The Denver and Rio Grande Western Railroad Company, Def't.	Defendant authorized to refund \$560.00 through reparation on shipment of one locomotive moving on own wheels but not under own power
581	9-26-45	Ryberg Strong & Grant Company, Comp't., vs. Union Pacific Railroad Company, Def't.	Defendant authorized to waive collection of undercharge on two tank cars of liquid asphalt
582	1- 4-46	Independent Coal & Coke Company, Comp't., vs. The Denver and Rio Grande Western Railroad Company, Def't.	Defendant authorized to refund \$504.41 through reparation on 23 carloads of sand
583	12-11-45	Combined Metals Reduction Company, Comp't., vs. Union Pacific Railroad Company, and Tooele Valley Railway Company, Def'ts.	Defendants authorized to waive collection of undercharge of \$629.69 and refund \$835.48 through reparation on 21 carloads of ore
584	1-11-46	Pacific Coal Company, Comp't., vs. Bamberger Railroad Company, Def't.	Defendant authorized to waive collection of undercharge on one carload of coal
585	2-14-46	United States Smelting Refining and Mining Company, Comp't., vs. The Denver and Rio Grande Western Railroad Company and The Western Pacific Railroad Company, Def'ts.	Defendants authorized to refund \$50.68 through reparation on seven carloads of lime rock

TABLE NO. 19
INFORMAL DOCKETS
JULY 1, 1945, to JUNE 30, 1946
(Continued)

Docket No.	Date of Order	Description	Disposition
586	3- 2-46	Defense Plant Corporation, Comp't., vs. The Denver and Rio Grande Western Railroad Company, Def't.	Defendant authorized to waive collection of undercharge of \$464.80 and to refund \$935.20 through reparation on shipment of locomotives
587	3- 4-46	Utah-Idaho Sugar Company, Comp't., vs. The Salt Lake and Utah Railroad Corporation and Union Pacific Railroad Company, Def'ts.	Defendants authorized to refund \$447.03 through reparation on six carloads of lime rock
588	3-12-46	John Scowcroft & Sons Company, Comp't., vs. Bamberger Railroad Company, Def't.	Defendant authorized to waive collection of undercharge on one carload of canned goods
589	5- 8-46	Deseret Livestock Company, Comp't., vs. Union Pacific Railroad Company and The Western Pacific Railroad Company, Def'ts.	Defendants authorized to waive collection of undercharge on four carloads of cattle
590	5-10-46	H. E. Bassford, Comp't., vs. Warner Truck Line, Def't.	Defendant authorized to refund \$21.20 through reparation on one wrecked automobile
591	5-31-46	Ora Bundy Gravel Company, Comp't., vs. Union Pacific Railroad Company, Def't.	Defendant authorized to refund \$1,037.68 through reparation and to waive \$150.78 undercharge on 31 cars of sand and gravel

TABLE NO. 20
**INVESTIGATION DOCKET AND GENERAL ORDER ISSUED
 JULY 1, 1945, to JUNE 30, 1946**

INVESTIGATION DOCKET

Investi- gation Docket No.	Date of Order	Description	Nature of Order
3	5-18-46	Modifications in the rates, charges, rules, and regulations governing the transportation of household goods by common and contract motor carriers intrastate in Utah	Carriers ordered to post and file with the Commission the modifications and changes set out, approved, and adopted in the Commission's report

GENERAL ORDER

General Order No.	Date of Order	Subject Matter
34	3- 4-46	Utah Power & Light Company authorized to amortize remaining balance in its unamortized debt discount and expense account over a ten year period in the event said company refunds its present bonds in the manner described in the application

TABLE NO. 21

**PUBLIC SERVICE COMMISSION STATEMENT OF FINANCES
FISCAL YEAR JULY 1, 1945 to JUNE 30, 1946**

Appropriation Account	Biennial Appropriation 1945-1947	Allotment Accounts Adjustments	Expenditures	
			July 1, 1945 to June 30, 1946	June 30, 1946 Balance June 30, 1946
GENERAL FUND				
Personal Services.....	\$ 83,476.80	\$ 800.00	\$ 42,004.08	\$ 42,272.72
Travel.....	6,000.00	34.30	2,895.38	3,138.92
Current Expenses.....	16,000.00	(688.00)	4,068.90	11,243.10
Capital Outlay.....	1,660.00		50.47	1,609.53
Total.....	107,136.80	146.30	49,018.83	58,264.27
Central Administration.....	26,233.20		13,000.51	13,232.69
Total Including Central Administration.....	133,370.00	146.30	62,019.34	71,496.96
MOTOR TRANSPORT FUND				
Personal Services.....	16,627.20	525.00	8,835.00	8,317.20
Travel.....	3,000.00	(525.00)	770.51	1,704.49
Current Expenses.....	1,240.00		198.59	1,041.41
Capital Outlay.....	240.00		---	240.00
Total.....	21,107.20	--	9,804.10	11,303.10
Central Administration.....	4,996.80		2,476.29	2,520.51
Total Including Central Administration.....	26,104.00		12,280.39	13,823.61

TABLE NO. 21
PUBLIC SERVICE COMMISSION STATEMENT OF FINANCES
FISCAL YEAR JULY 1, 1945 to JUNE 30, 1946
 (Continued)

Appropriation Account	Biennial Appropriation 1945-1947	Allotment Accounts Adjustments	Expenditures July 1, 1945 to June 30, 1946	Balance June 30, 1946
UTILITY RATE INVESTIGATION FUND				
Personal Services.....	\$ 19,819.70	\$	\$ 8,332.51	\$ 11,487.19
Current Expenses.....	180.30		180.30	--
Total.....	<u>20,000.00</u>		<u>8,512.81</u>	<u>11,487.19</u>
FREIGHT RATE INVESTIGATION FUND				
Personal Services.....	25,000.00		530.00	24,470.00
Grand Total.....	<u>\$204,474.00</u>	<u>\$ 146.30</u>	<u>\$ 83,342.34</u>	<u>\$121,277.76</u>

TABLE NO. 22

**SUMMARY OF REPORTED ACCIDENTS
RAILROADS AND MOTOR CARRIERS
JANUARY 1, 1945, to DECEMBER 31, 1945**

RAILROADS

	No. of Acci- dents Reported	No. of Per- sons Killed	No. of Per- sons Injured
Bamberger Railroad Company	8	3	7
Bingham and Garfield Railway Company.....	4	0	2
Denver and Rio Grande Western Railroad... Co., The	193	8	119
Ogden Union Railway and Depot Co., The....	87	2	56
Salt Lake and Utah Railroad Corp.....	33	2	23
Southern Pacific Company	63	1	51
Tooele Valley Railway Company	1	0	1
Union Pacific Railway Company	106	9	84
Utah Idaho Central Railroad Corp., The.....	27	0	27
Utah Railway Company	9	0	7
Western Pacific Railroad Company, The.....	37	2	24
Total	568	27	401

MOTOR CARRIERS

Passenger Carriers	69	9	134
Property Carriers	24	0	9
Total	93	9	143

TABLE NO. 23
 SUMMARY OF REPORTED ACCIDENTS—ELECTRIC AND GAS UTILITIES
 JANUARY 1, 1945 to DECEMBER 31, 1945

Name of Utility	Employees		Other Persons		Number of Property Damage Accidents		GRAND TOTAL	
	Killed	Injured	Killed	Injured	Utility	Non-Utility	Persons Killed	Persons Injured
Telluride Power Company.....				1				1
Mountain Fuel Supply Company.....				7	2			7
Total.....			8	8	2	2	8	2

TABLE NO. 24

**PUBLIC UTILITIES UNDER JURISDICTION OF
COMMISSION AT JUNE 30, 1946**

Class of Utility	Number
Steam Railroads—Classes I and II	7
Steam Railroads—Class III	2
Steam Railroads—Lessor Company	1
Electric Interurban Railroads	3
Urban Passenger Transportation Systems	4
Terminal Companies	3
Express Company	1
Sleeping Car Company	1
Telegraph Company	1
Telephone Companies	16
Electric Light and Power Companies	6
Gas Company	1
Water Companies	11
Motor Carriers	249
Total	306

APPENDIX III

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RESIDENTIAL CUSTOMER DATA - ELECTRIC UTILITIES

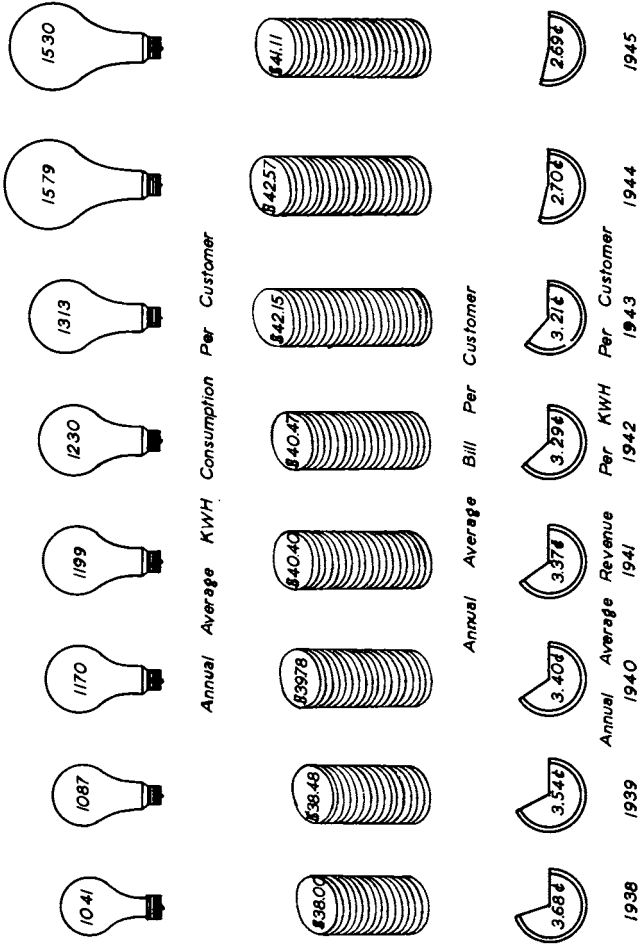


CHART I

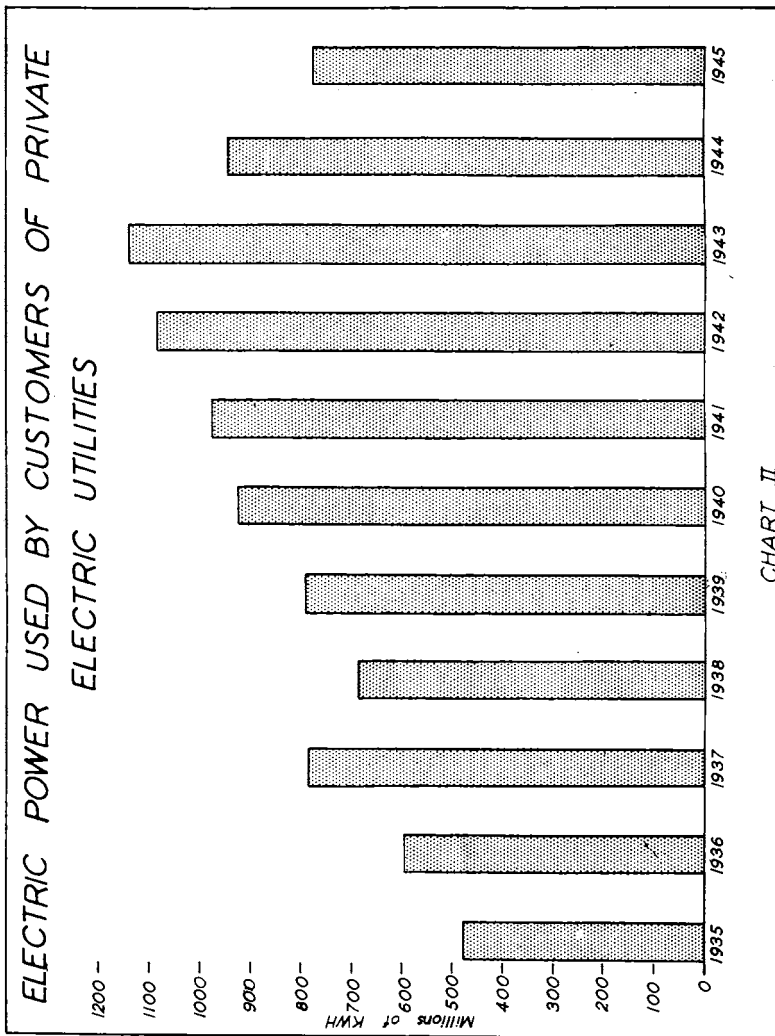
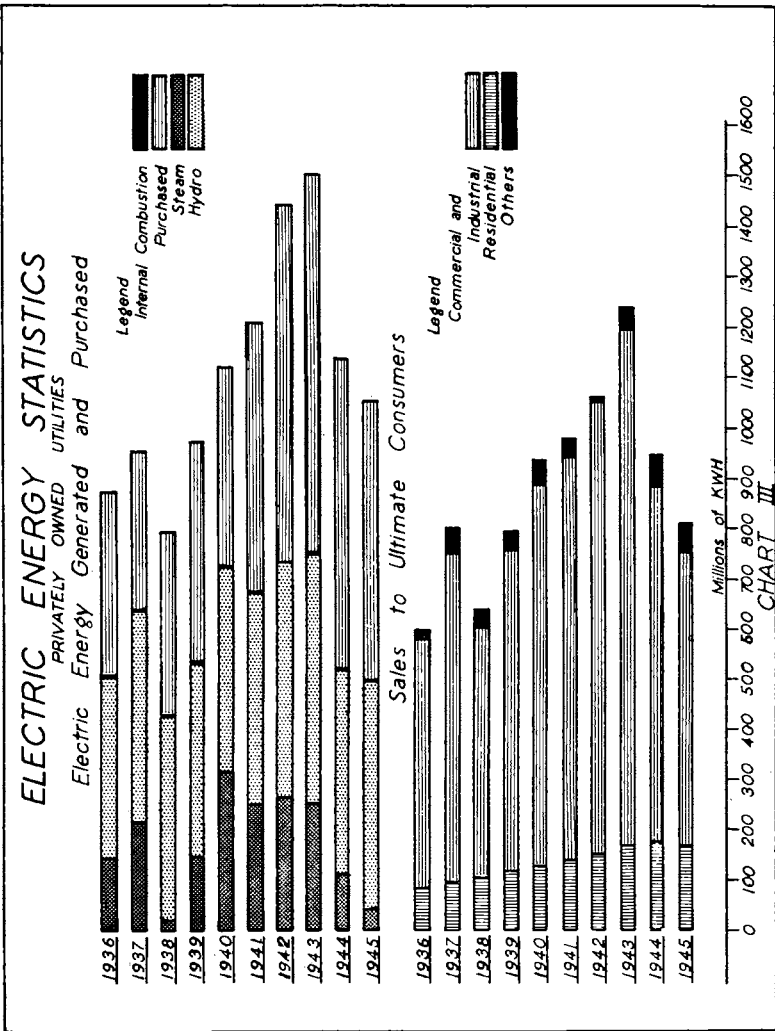
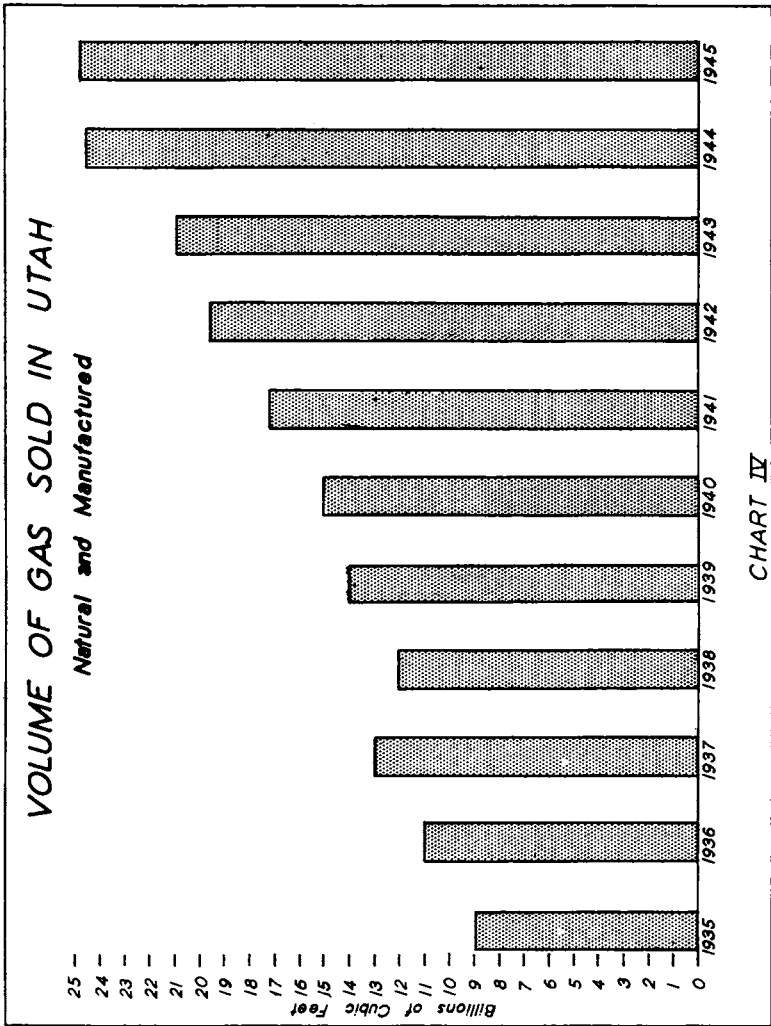
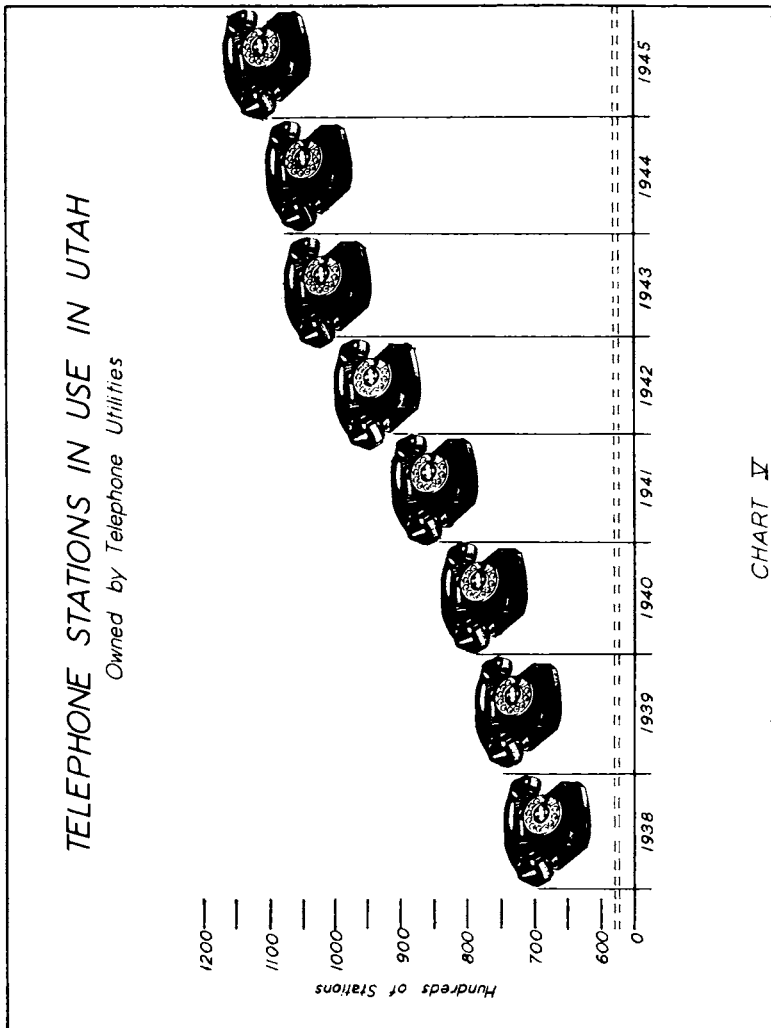
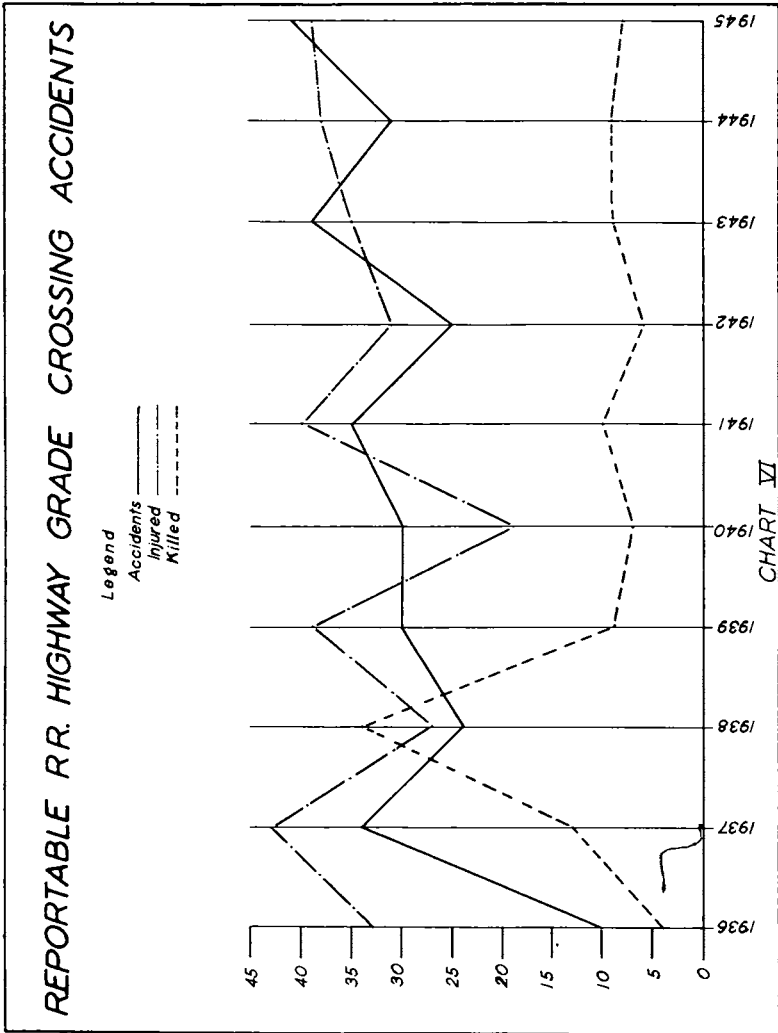


CHART II









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