

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



For the Period  
July 1, 1946 to June 30, 1947

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For the Period  
July 1, 1946 to June 30, 1947



**GOVERNOR HERBERT B. MAW**

To His Excellency, Herbert B. Maw,  
Governor of the State of Utah.

Dear Governor Maw:

We have the honor to submit herewith the twenty-ninth annual report of the Public Service Commission of Utah covering the period July 1, 1946, to June 30, 1947. This report has been prepared and is submitted in compliance with the requirements of Section 76-1-11, Utah Code Annotated 1943.

Respectfully submitted,

DONALD HACKING /s/  
Chairman

W. R. McENTIRE /s/  
Commissioner

OSCAR W. CARLSON /s/  
Commissioner

Attest:

ROYAL WHITLOCK /s/  
Secretary



**PUBLIC SERVICE COMMISSION****Commissioners**

Joshua Greenwood .....	Nephi .....	1917-1923
Henry H. Blood .....	Kaysville .....	1917-1921
Warren Stoutner .....	Salt Lake City .....	1917-1925
Abbot R. Heywood .....	Ogden .....	1921-1923
Elmer E. Corfman .....	Salt Lake City .....	1923-1937
Thomas E. McKay .....	Huntsville .....	1923-1937
George F. McGonagle .....	Salt Lake City .....	1925-1933
Thomas H. Humphreys .....	Logan .....	1933-1935
Joseph S. Snow .....	St. George .....	1935-1937
Ward C. Holbrook .....	Clearfield .....	1937-1941
Otto A. Wiesley .....	Salt Lake City .....	1937-1941
Walter K. Granger .....	Cedar City .....	1937-1940
George S. Ballif .....	Provo .....	1941-1943
Donald Hacking .....	Price .....	1941-
Oscar W. Carlson .....	Salt Lake City .....	1941-
W. R. McEntire .....	Huntsville .....	1943-

**Secretaries to Commission**

Thomas E. Banning .....	Salt Lake City .....	1917-1923
Frank L. Ostler .....	Salt Lake City .....	1923-1935
Theodore E. Thain .....	Logan .....	1935-1936
Wendell D. Larson .....	Salt Lake City .....	1936-1938
J. Allan Crockett .....	Salt Lake City .....	1938-1940
Charles A. Esser .....	Salt Lake City .....	1941-1943
Theodore E. Thain .....	Logan .....	1943-1944
Royal Whitlock .....	Gunnison .....	1945-



**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 \* ..... Cashier  
 Florence Wallace \* ..... Assistant Cashier  
 Mary Taylor ..... Stenographer  
 Clair Johnson ..... Reporter

**Accounting Division**

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

**Engineering Division**

Wilford A. Robinson ..... Chief Valuation Engineer  
 W. John Tolson ..... Engineer

**Transportation Rate Division**

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

**Inspection Division**

Robert N. Slaughter \* ..... Chief Inspector  
 A. M. Thomas ..... Assistant Director of Transportation  
 Peter Carlston \* ..... Inspector  
 Wilbur F. Just \* ..... Inspector  
 William Bywater \* ..... Inspector  
 Rawlins B. Young \* ..... Inspector  
 Ray M. Cox \* ..... Inspector  
 Benjamin H. Smith \* ..... 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

During the fiscal year covered by this report the commission had before it 232 formal cases of which number 123 were disposed of. A summary of the formal cases before the commission by types of cases is presented in Table No. 1 which follows below:

TABLE NO. 1

**Formal Cases Before the Commission**  
**July 1, 1946 to June 30, 1947**

	Cases Pending July 1 1946	Cases Filed 7-1-46 to 6-30-47	Total	Cases Disposed of	Cases Pending June 30 1947
Electric Power and Light Rates .....	1	--	1	--	1
Railroad Rates .....	1	1	2	1	--
Express Rates .....	--	1	1	1	--
Telephone Rates .....	1	3	4	2	2
Telegraph Rates .....	--	1	1	1	--
Water Rates .....	--	--	--	--	--
Boat Passenger Carrier .....	1	1	2	1	1
Gas Rates .....	2	--	2	--	2
Grade Crossing .....	5	9	14	8	6
Urban Passenger Carrier .....	--	2	2	2	--
Motor Transport ..	96	90	186	96	90
Station Agency .....	1	6	7	6	1
Miscellaneous .....	6	4	10	4	6
<b>TOTAL .....</b>	<b>114</b>	<b>118</b>	<b>232</b>	<b>123</b>	<b>109</b>

A summary of all the orders issued by the commission in formal cases may be found in Table Nos. 5 to 18, Appendix I. A brief discussion is presented below of a few of the more prominent cases handled by the commission.

### Investigation of Gas Rates

The events leading up to the filing of a complaint (Case No. 2906) against Mountain Fuel Supply Company for the purpose of determining the reasonableness of the company's earnings were discussed at some length in our last annual report. It was pointed out that hearing in the case would be held as soon as possible after an examination of the company's original cost and reclassification studies was completed. The examina-

tion referred to was completed in December, 1946. The commission's staff thereupon proceeded to prepare the necessary evidence and exhibits for presentation in the general rate case. The hearing commenced on June 16, 1947, but had not been completed at the final date of this report.

Upon motion of Mountain Fuel Supply Company the commission entered an order on July 12, 1946, dismissing Case No. 2881 and Investigation Docket No. 40, without prejudice, and also allowing Mountain Fuel Supply Company to withdraw a proposed schedule of rates filed in September, 1945. The commission found that the issues in Case No. 2906, discussed above, encompassed all of the issues in Case No. 2881 and Investigation Docket No. 40. Case No. 2881 involved an application of Mountain Fuel Supply Company for permission to decrease its rates for domestic and commercial natural gas service and to increase the rates for industrial natural gas service, with no change in the over-all revenues of the company. In Investigation Docket No. 40 the commission suspended the proposed rates involved in Case No. 2881 for the purpose of entering into an investigation of the reasonableness of such proposed rates.

### **Electric Power and Light Service in Wendover, Utah**

Electric power and light service by an authorized public utility was instituted during the year 1946 in Wendover, Utah. Wendover Light and Power Co., a corporation organized under the laws of Nevada, was granted a certificate of convenience and necessity by this commission in Case No. 2963, authorizing it to sell and distribute electric energy for light and power purposes in the town of Wendover and immediate vicinity. This corporation had been granted a 50 year franchise by Tooele County authorizing it to render electric service in Wendover.

The source of the energy which this company will distribute is from two 50 KW caterpillar Diesel electric sets at Wendover, owned by Western Service Station, Inc., capable of supplying 100 KW of power. These units were installed originally to supply power for the business of Western Service Station, Inc., and a trailer court of over one hundred house trailers. Following the close of the war these house trailers were moved away leaving a surplus of 70 KW of electric power available.

Approximately forty residents of Wendover will be supplied electric energy by this new utility.

### **Improved Telephone Service at Blanding, Utah**

Sixty-four telephone subscribers of The Midland Telephone Company filed a petition with this commission on July 12, 1946, in which it was requested that said telephone company be required to establish a twenty-four hour continuous service at Blanding in place of the then fourteen hour service on week days and four hour service on Sundays.

The petitioners certified a willingness to pay the same exchange rates that were in effect in Monticello and Moab, Utah, if the improved service should be provided. Following a hearing on the matter the commission issued a report and order on October 18, 1946, in which it granted the petition of the petitioners; authorized The Midland Telephone Company to file somewhat higher rates to cover the improved service; ordered the telephone company to make all of its lines in the Blanding exchange completely metallic within sixty days from the date of the order; and ordered the company to make special effort to bring its whole system up to the standards required by the commission's General Order No. 54.

### **Railroad, Telegraph, and Motor Carrier Rates — Intrastate**

*Case No. 2525*

*Increased Rates, Fares, and Charges of Railroads Operating in the State of Utah — 1942*

At the close of our annual report for the period ended June 30, 1946, the increased rates, fares, and charges of railroads operating in the State of Utah were under suspension until a date six months after the legal termination of the war, unless sooner vacated or set aside. The suspension paralleled that ordered by the Interstate Commerce Commission in Ex Parte 148 on interstate traffic.

The Interstate Commerce Commission in an order dated June 20, 1946, in Ex Parte 148-162, set aside the suspension of increases involved in that proceeding. This commission, after hearing on the application filed July 2, 1946, for all steam and

electric carriers operating within the State of Utah, authorized the restoration of the increases granted in its original report and order of April 16, 1942, but retained jurisdiction for the purpose of determining, if need be, the lawfulness of any and all rates, fares, and charges involved in this proceeding.

*Investigation and Suspension Docket No. 44  
Increased Rates and Charges—The Western Union Telegraph  
Company*

On June 27, 1946, an order was issued by the commission in I. & S. Docket No. 44 suspending to October 2, 1946, schedules to The Western Union Telegraph Company Tariff, P.S.C.U. No. 1, stating increases in rates, charges, rules, and regulations intrastate in Utah, and the matter was set for hearing at Salt Lake City, Utah, July 12, 1946.

Hearing was held and in a decision rendered July 15, 1946, the commission found that the increases sought were justified. The proposed rates, charges, and classifications were permitted to become effective July 20, 1946, as published.

*Investigation and Suspension Docket No. 45  
Increased Freight Rates and Charges  
Fuller-Toponce Truck Company*

On September 27, 1946, an order was issued by the commission in I. & S. Docket No. 45 suspending to February 12, 1947, schedules to Fuller-Toponce Truck Company Class and Commodity Tariff No. 4, P.S.C.U. No. 4, stating increased rates and charges involving pick-up and delivery service to become effective October 15, 1946. The matter was set for hearing November 6, 1946.

Before the matter was heard, the respondent withdrew the schedules under suspension and the proceeding was dismissed.

*Investigation and Suspension Docket No. 46  
Increased Freight Rates and Charges  
Fuller-Toponce Truck Company*

The commission issued an order on November 23, 1946, in I. & S. Docket No. 46, suspending to March 25, 1947, schedules

to Fuller-Toponce Truck Company Class and Commodity Tariff No. 4, P.S.C.U. No. 4, stating increased rates and charges on the transportation of shipments intrastate in Utah to become effective November 25, 1946.

The matter was set for hearing December 6, 1946. Upon request of the carrier before the date of the hearing, the commission authorized the withdrawal of the schedules containing the matters under suspension and the proceeding was closed.

*Case No. 3093*

*In the Matter of the Application of The Western Union Telegraph Company to Increase Intrastate Rates in Utah*

This application was filed on January 10, 1947, and provided for increases in The Western Union Telegraph Company's rates and revenues within the state. It was shown that the company's labor, supplies, and material costs had increased to the extent that the company was operating at a loss. The increases granted followed those authorized by the Federal Communications Commission on interstate traffic.

*Case No. 3069*

*Application of Railway Express Agency, Inc., for an Increase in Its Rates and Charges on Intrastate Business in Utah*

This application was filed in November, 1946, for an increase in the express rates intrastate in Utah. The company showed that its labor and material charges had so increased that it was no longer making a profit on its operations. The Interstate Commerce Commission had granted increases in the interstate rates, and upon the showing made by the company, this commission granted reasonable increases intrastate in Utah.

*Case No. 2998*

*Application of Railroads Operating in Utah for Increases in Freight Rates and Charges*

The railroads operating intrastate in Utah first applied to the Interstate Commerce Commission in Ex Parte 162 for increases in their interstate rates and charges. That commission granted some increases which became effective. The railroads then sought similar increases from this commission on intrastate



business in Utah. At the hearing the applicants showed that the increases in wages, supplies, and materials made it necessary for an increase in rates and charges. This commission granted the increases with certain exceptions on sugar beets and non-ferrous ores, and the matter was closed.

*Case No. 3040*

*In the Matter of the Application of Utah Motor Transport Association, Inc., Common Carrier Division, for a General Increase in Freight Rates and Charges on Utah Intrastate Traffic*

The common motor carriers operating intrastate in Utah filed an application with the commission for an increase in their freight rates and charges. At the hearing the applicants presented evidence showing that increases in labor costs, materials, and supplies had practically depleted their net income. The commission granted an increase amounting to 10 per cent mandatory and an additional 5 per cent permissive increase to offset the increases in cost.

*Case No. 3076*

*In the Matter of the Application of Fuller-Toponce Truck Company for Increases in Rates and Charges*

Fuller-Toponce Truck Company's application for increases in its rates and charges was not considered in the general case of other common carriers. This carrier filed a separate application asking for a 10 per cent increase in its rates and charges. The company showed that increased labor costs and the cost of material and supplies had become so great that an increase in freight rates was necessary to continue operations. The commission allowed a 10 per cent increase in the rates and charges of Fuller-Toponce Truck Company.

*Case No. 3087*

*In the Matter of the Application of the Ogden Transit Company For Increases in Certain Rates and Fares*

Ogden Transit Company filed a new tariff with the commission on December 17, 1946, naming increased fares for certain classes of passenger transportation service rendered by that

company in and about the city of Ogden, to become effective January 19, 1947. A study made by the commission's rate division of the proposed increases indicated that they were reasonable and justified. An order was issued by the commission on January 14, 1947, under summary procedure, allowing the proposed increases to become effective January 19, 1947, as published, with the proviso that should a protest be filed with the commission against such increases prior to twenty days after January 19, 1947, a hearing would be scheduled on the company's proposal.

Protests were filed with the commission by numerous residents of Ogden against the proposed increases. Pursuant to the provisions of the commission's order of January 14, 1947, the matter was set for hearing. After two postponements the application was heard on May 27, 1947, at Ogden, Utah. The case was pending at June 30, 1947.

*Case No. 3117*

*In the Matter of the Application of the Utah Motor Transport Association, Inc., to Increase Freight Rates on Special Hauling in Special Equipment*

This application was filed February 26, 1947, and was submitted May 21, 1947. These carriers handle special commodities in special equipment. The case of the applicant carriers was based on higher operating costs due to increased wages, and higher costs of material, supplies, and insurance. The case was pending at the close of the period for which this report is prepared.

*Case No. 3128*

*Application of the Railroads Operating Within the State of Utah for Authority to Increase Certain Passenger Fares and Charges Within the State*

This application was for the purpose of increasing the station-to-station round-trip first-class passenger fares from 150 per cent of the one-way fare to 166  $\frac{2}{3}$  per cent of the one-way fare, and to increase the present one-way intermediate class fares from 2.475 cents per mile to 2.75 cents per mile, with corresponding increases in the round-trip fares. At the hearing

the applicants showed that the costs of labor, supplies, and material had increased to such an extent that it was no longer possible or proper to continue the low passenger fares in effect. The commission granted the increases sought.

### Motor Transport Cases

Ninety-six motor carrier cases were disposed of by the commission during the period covered by this report. Ninety-two of these cases involved applications for operating rights while four of the cases involved applications for adjustments in rates, discussed above. There were also 73 supplemental orders issued in motor transport cases which had previously been disposed of. The accompanying Table No. 2 presents a tabulation of the 96 cases referred to.

TABLE NO. 2  
**Motor Transport Cases Disposed of  
July 1, 1946 to June 30, 1947**

Nature of Rights Granted	Number of Applications			
	Granted	Denied	Dismissed	Total
Certificates of convenience and necessity .....	65	1	3	69
Contract carrier permits ..	6	1	3	10
Interstate carrier licenses	13	--	--	13
Motor carrier rate cases	4	--	--	4
<b>TOTAL</b> .....	<b>89</b>	<b>2</b>	<b>6</b>	<b>96</b>

The figures and information shown in Table No. 3 present 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, 1946 to June 30, 1947**

Nature of Rights Granted	Number of Certificates Issued	Number of Permits Issued	Number of Licenses Issued
Freight service only (General commodities) ..	23	--	1
Freight service only (Specified commodities) ..	26	3	11
Passenger service only .....	12	1	1
Passenger and general commodities, special commodities, express, mail, packages, etc. ....	9	1	--
Express only .....	--	1	--
<b>TOTAL</b> .....	<b>70</b>	<b>6</b>	<b>13</b>

Table No. 3 includes five certificates of convenience and necessity that were issued in cases disposed of in prior years.

Each year the operating rights of certain motor carriers are canceled. In some cases these rights are rescinded because of the failure of a motor carrier to comply with the requirements of the motor carrier act or the regulations of the commission, while in other cases the cancellation of the rights is due to a transfer of such rights to another carrier. The number of operating rights canceled during the period covered by this report was as follows:

Certificates of convenience and necessity.....	17
Contract carrier permits.....	8
Interstate carrier licenses.....	5

Tables Nos. 8 to 15, Appendix I, contain summaries of the orders issued by the commission in motor transport cases.

## SECTION II

**INTERSTATE TRANSPORTATION RATES**

In conformity with the requirements of Section 76-4-6, Utah Code Annotated 1943, the commission through its transportation rate division was represented in numerous cases before the Interstate Commerce Commission involving the rates, classifications, etc., of railroads and motor carriers. The following discussion relates to the cases in which this commission participated.

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

The Interstate Commerce Commission prescribed a schedule of mileage class rates to apply to all of the territory interstate east of Denver and Cheyenne, which would have the effect of reducing the rates in Western Trunk Line territory and increasing by 10 per cent the rates in the Official territory. Several of the states in Official territory complained to the Federal Court that this would unduly injure their industries and asked that the rates be enjoined.

The Federal Court for New York refused to issue the injunction, but held the case open until an appeal could be taken to the Supreme Court of the United States. On May 12, 1947, the Supreme Court of the United States issued its report, 331 U. S. ...., upholding the Interstate Commerce Commission, and on July 7, 1947, the Interstate Commerce Commission issued its second supplemental report ordering the carriers to place the interim class rates in effect without prejudice to an increase of 22.5 per cent in lieu of the general increases in class rates authorized in Ex Parte 162, *Increased Railway Rates, Fares and Charges*, 1946. In our judgment, the next step will be for the Interstate Commerce Commission to act on the carriers' interpretation of the commission's order to the railroads to publish a uniform classification to extend throughout the United States.

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

The Interstate Commerce Commission in this docket has required the railroad companies throughout the United States to establish, publish, and put into effect a uniform classification of commodities moving under class rates, and rules and regulations connected therewith. The railroad companies are now engaged in the preparation of this classification and the matter will be brought to the attention of the Interstate Commerce Commission when said classification is completed.

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

This proceeding was brought in 1944, and the commission in its finding ordered the rates on iron and steel articles to Colorado reduced but did not disturb the rates to Utah. On June 25, 1947, the commission entered a further order in which it required the railroads to publish 29 per cent of their first class rate on iron and steel articles moving to Colorado, minimum weight 80,000 pounds. The rates to Utah were practically on that basis. The case may be considered closed.

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

In this case all the hearings have been held and the Interstate Commerce Commission has taken the matter under advisement, and we expect a proposed report in the near future.

*I. C. C. Docket No. MC-C-550*  
*Investigation of Bus Fares*

The Interstate Commerce Commission on May 15, 1947, instituted an investigation of the bus rate structure throughout the United States, and prescribed hearings at various points in the nation commencing July 11, 1947, and closing January 19, 1948. The proceeding was pending at June 30, 1947.

*I. C. C. Docket No. 29546  
American Packing & Provision Company  
vs. Union Pacific Railroad Company, et al.*

In this case the commission started a complaint case before the Interstate Commerce Commission in an effort to secure rates for our meat packers to the East, particularly to points along the Atlantic Coast line, which would compare with those secured by the Midwest packers to the west coast, the mileage to such points being very similar.

We were joined by The Denver Union Stock Yard Company on behalf of the packing companies in that city, by the Ogden Union Stockyards, and by the Public Utilities Commission of Idaho. Hearings were held at Ogden and Chicago in 1946. The examiners rendered their proposed report on May 23, 1947, in which they suggested certain revisions in the assailed rates on fresh meats. For example, a reduction of 70 cents in the existing rate of \$2.52 per hundred pounds on fresh meat from Ogden to New York was proposed. The recommendation was not satisfactory to the commission's Commerce Attorney, nor to the complainants, and objections were filed thereto asking that Ogden be accorded the same percentage accorded Iowa packers of whatever scale the commission might adopt. For example, the Iowa packers have a percentage of about 92 per cent of the so-called Florida Scale, whereas, the examiners proposed 100 per cent for Ogden. The case is pending.

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

*I. C. C. Docket No. 29556  
Charges on Small Shipments by Railroads*

On April 11, 1947, the Interstate Commerce Commission instituted an investigation into the matters covered by the headings. All respondent railroads were ordered to furnish certain information to the commission on or before August 15, 1947, pertaining to costs on less-than-carload traffic. The commission also ordered the carriers to supply traffic data on less-than-carload traffic on or before November 1, 1947. It is presumed that hearings will be held on these matters before the commission issues any order.

*I. C. C. Docket No. 29663  
Transcontinental Rail Rates*

*I. C. C. Docket No. 29664  
Intercoastal Water Rates*

*I. C. C. Docket No. 29708  
All-Water, Water-Rail, and Rail-Water Rates  
Between Pacific Coast Ports and Interior Points*

These were applications filed on behalf of the intercoastal and coastwise boat lines seeking increases in the Transcontinental rail freight rates and fourth section rates along the Pacific coast. The boat lines claim that their costs have greatly increased, largely by reason of the unionization of their employees and that they can no longer operate on the rates in effect prior to the war; that the commission has granted or allowed the Transcontinental rail carriers to publish and put in effect railroad rates on a subnormal basis; and that the commission should require the railroads to increase their Transcontinental rail rates to a normal basis at which the boat lines operating through the Panama Canal and along the Pacific coast could do business at a profit. This matter was pending at the close of the year for which this report is prepared.

*I. C. C. Docket No. 20769*

*Investigation of Charges for Furnishing Protective Service  
to Perishable Freight*

In this case the Interstate Commerce Commission held in its report of April 2, 1946, 262 I. C. C. 243, that the failure of the respondent railroads in eastern districts to provide protective services against cold was unreasonable and accorded the respondents six months within which to establish said service. Upon reconsideration the Interstate Commerce Commission reopened this matter for further investigation and ordered further hearings at such times and places as the commission shall hereafter direct.

*I. C. C. Docket No. 29335*

*Grain and Products From Oregon, Idaho, and Utah  
to Pacific Coast*

This case was pending at the close of this year.



*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 to points in Idaho on the basis of contract motor carrier rates in effect between those points. The Interstate Commerce Commission suspended these rates and held a hearing at Boise, Idaho, in May, 1946. On October 10, 1946, the Interstate Commerce Commission rendered its final report in which it condemned the suspended rates. The commission held that such rates were unreasonable and too low and resulted in undue prejudice and preference. The tariff was ordered canceled and the case was closed.

*Ex Parte 104, Part II**Terminal Services and Charges*

The respondent railroad companies and the smelters appealed from the decision of Division 3 of the Interstate Commerce Commission to the entire commission. This appeal was eventually granted and the case set for oral argument on June 27, 1946.

The case was argued and submitted to the commission which rendered its final decision on October 14, 1946, in which the commission held that the carriers were rendering switching service without charge. The carriers were ordered to cease and desist such practice. The respondent railroads and the smelting companies together with this commission and the Public Utilities Commission of Colorado decided to appeal this case to the Federal Courts. Such appeal was perfected and oral argument was had thereon before three judges at Salt Lake City on June 18, 1947. The case was pending in the Federal Court at the closing date of this report.

## SECTION III

**GENERAL AND MISCELLANEOUS****Rate Revisions**

During the period covered by this report Big Springs Power Company, Telluride Power Company, and Southern Utah Power Company filed revised schedules reducing the rates charged their customers for certain classes of service.

Big Springs Power Company filed an optional rate for general residential service which includes water heating. This rate was introduced to promote electric water heating in the area served by this company.

Telluride Power Company filed reduced rates for general industrial service, power for general purposes, and municipal incandescent street lighting service. These rates were designed to establish lower rates for large industrial users, and to encourage better street lighting in municipalities within the company's area.

Southern Utah Power Company filed a new schedule pertaining to residential service in Kanab. The new schedule eliminated the room basis for billing and added a 2½ cent energy block. It is felt that these changes will increase the consumption of electricity by the residential customers in Kanab.

The above rate changes result in estimated annual savings of \$6,000.

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

The examination of the original cost and reclassification studies of Mountain Fuel Supply Company was completed in December, 1946, by the staff of this commission and a field staff of the Federal Power Commission. Adjustments proposed by the two staffs to the company's studies were settled by conferences with company officials. The company thereupon filed amended statements in conformity with the agreements reached at these conferences.

An order was issued by the commission under date of Janu-

ary 31, 1947, (Investigation Docket No. 32) approving the amended studies, and approving a plan for disposition of amounts classified in account 100.5, Utility Plant Acquisition Adjustments, and of amounts classified in account 107, Utility Plant Adjustments. The agreed amounts classified in accounts 100.5 and 107 were as follows:

Account 100.5.....	\$ 225,092.54
Account 107.....	1,519,357.13

The commission's order authorized the company to dispose of \$59,183.50 of the amount classified in account 100.5 by charging that amount to account 250.1, Reserve for Depreciation of Utility Plant, with a concurrent credit to account 100.5. The company was authorized to amortize the balance of \$165,909.04 in account 100.5 over a period of ten years, effective January 1, 1947, by charges to account 505, Amortization of Utility Plant Acquisition Adjustments, with concurrent credits to account 252, Reserve for Amortization of Utility Plant Acquisition Adjustments.

The amount of \$1,519,357.13 classified in account 107 was disposed of by charges to reserves, surplus, and other accounts.

At June 30, 1947, the original cost and reclassification studies of four utilities in Utah had been completed, the entries necessary to record the reclassifications on the companies' books had been made, and authorizations had been issued by the commission covering the dispositions of amounts classified in accounts 100.5 and 107. Below is a summary of the amounts classified in these accounts for each of the four companies.

	Account 100.5	Account 107	Total
Southern Utah Power Co. ....	\$( 12,722.31)	\$ 134,624.91	\$ 121,902.60
Utah Power & Light Co. ....	864,319.59	28,049,380.09	28,913,699.68
Utah Light and Traction Co. ....	2,851,184.39	1,946,625.52	4,797,809.91
Mountain Fuel Supply Co. ....	225,092.54	1,519,357.13	1,744,449.67
Total .....	\$3,927,874.21	\$31,649,987.65	\$35,577,861.86

The amounts classified in account 100.5 represent the excess of recorded cost paid in arms-length transactions over original cost of acquired operating units or systems. The items classified in account 107 consist of write-ups and other improper items.

In addition to the above amounts Utah Light and Traction Company classified \$400,760.24 in account 108.55, Transportation Plant Acquisition Adjustments. This amount represents the excess of recorded cost over original cost of the transportation properties acquired by Utah Light and Traction Company in 1914. In connection with the entries recording the sale of the transportation properties of Utah Light and Traction Company to Salt Lake City Lines in 1944 the \$400,760.24 was disposed of by a charge to earned surplus on the books of Utah Light and Traction Company.

### **Unclaimed Refunds in Utah Power & Light Company Rate Case**

On May 9, 1947, a check for \$8,545.20 was delivered to the State Treasurer representing the unclaimed refunds due Utah customers of Utah Power & Light Company, and the account containing the money available for refunds was closed. These refunds arose by reason of an order of the commission reducing the rates charged by Utah Power & Light Company for electric service in Utah, which order was sustained by the Utah Supreme Court.

The payment into the state treasury of the unclaimed refunds was in conformity with the requirements of Section 76-6-17, Utah Code Annotated 1943. As required by this statute the commission caused to be published in a newspaper printed and published in Salt Lake City a list of the amounts due and the names of those persons entitled to a refund who had not claimed it. After a period of three months had passed following publication of this list the unclaimed refunds amounting to \$8,545.20 were turned over to the State Treasurer, in conformity with the provisions of the statute referred to.

The unclaimed refunds amounted to less than one-half of one per cent of the total refunds due all Utah customers of the company.

### **Motor Carrier Regulation**

At June 30, 1947, there were 299 common and contract motor carriers operating under the jurisdiction of the commission. This figure includes carriers operating in interstate com-

merce only as well as intrastate carriers.

Seventy complaints were filed in the courts against unauthorized motor carriers. Convictions were obtained in 58 of these cases, while twelve cases were dismissed for cause. Aggregate fines of \$763.00 were imposed upon those convicted.

Inspections of motor vehicle units operated by common and contract carriers showed the following results:

	Defective	Satisfactory	Total
Intercity passenger vehicles .....	23	15	38
Property carrying vehicles .....	59	26	85
	—	—	—
Total .....	82	41	123

The commission follows the practice of notifying the operators of vehicles found to be defective to remedy the situation. The matter is followed up by the inspection division to determine that proper repairs have been made.

Following is a summary of the temporary permits issued to motor carriers and the periods of time covered by such permits:

10 days or less .....	99
15 days .....	9
20 days .....	9
30 days .....	47
60 days .....	81
	—
Total .....	245

Under the rules and regulations prescribed by the commission motor carriers are required to file reports of accidents resulting in injury or death to persons or damage to property. A summary of the reported accidents is presented in Table No. 24, Appendix II.

#### **Abandonment of Railroad of The Utah Idaho Central Railroad Corporation. (I. C. C. Finance Docket 15549)**

An application was filed with the Interstate Commerce Commission by The Utah Idaho Central Railroad Corporation on December 18, 1946, for permission to abandon its line of

railroad extending from Ogden, Utah, to Preston, Idaho, a road mileage of approximately 95 miles, and also two branch lines, one from Harrisville to Warren, 8 miles, known as the Plain City branch, and the other from Lewiston to Thain, a distance of 12 miles.

On December 19, 1946, the United States District Court of Utah appointed a receiver of the carrier and its properties. The receiver was substituted as the applicant in the proceeding before the Interstate Commerce Commission by order of that commission.

A hearing was conducted in Salt Lake City by the Interstate Commerce Commission in this matter on May 5, 1947. An order was issued by that commission on June 20, 1947, in which it certified that the present and future public convenience and necessity permitted the abandonment of the entire line of railroad of The Utah Idaho Central Railroad Corporation. The order became effective fifteen days after the date of the order.

In its findings in this matter the Interstate Commerce Commission noted that the line had operated at substantial losses for the four years prior to receivership; that no additional traffic was in prospect; that the line was in need of rehabilitation for which large expenditures would be required; and that continued operation at financial losses would impose an undue burden upon the applicant.

The advent of The Utah Idaho Central Railroad Corporation going out of business marked the second electric interurban railway in Utah to be abandoned in the recent past. In the fore-part of 1946 the electric line between Salt Lake City and Payson and branch line to Magna operated by The Salt Lake & Utah Railroad Corporation also were abandoned by permission of the Interstate Commerce Commission and this commission.

#### **Proposed Abandonment of a Portion of the Sanpete Branch Line of The Denver and Rio Grande Western Railroad Company**

This is an application by The Denver and Rio Grande Western Railroad Company, through its trustees, to the Interstate Commerce Commission (I. C. C. Finance Docket No. 15476) for permission to abandon in interstate commerce, the

operation and trackage of a certain portion of its Sanpete, Utah branch line of railroad extending from Moroni to Nephi, Utah. The hearing was held at Nephi, Utah, on May 8, 1947, at which time the applicant and protestants introduced evidence before Examiner Lyle of the Interstate Commerce Commission, and the matter was taken under advisement.

### **Mobile Telephone Service**

On January 13, 1947, The Mountain States Telephone and Telegraph Company introduced in the Salt Lake City area a new service known as mobile radiotelephone service. Mobile radiotelephone service is a communication service through a land radiotelephone station between a wire telephone and a mobile unit, or between two mobile units involving the combined use of land facilities and radio channels.

Mobile telephone service is an extension of regular telephone service via very high frequency radio, to vehicles equipped with sending and receiving apparatus. It enables occupants of such vehicles to make and receive telephone calls to and from any Bell System or connecting telephone — local or long distance.

To place a call to a person in a car or truck equipped with this type of apparatus a "long distance" call is placed. When the long distance operator answers, the mobile service operator is requested. The mobile service operator completes the call through telephone lines to a radio transmitter, thence by radio to the car or truck. When the called party answers, his voice travels by air to a receiving antenna, then by telephone line back to the caller.

Business firms will be the principal customers of this type of service. Typical users of the service are newspapers, radio stations, ambulance operators, delivery companies, physicians, construction contractors, public service companies, and police and fire departments.

### **Special Permissions**

The commission issued 114 special permissions to the carriers and other utilities operating in Utah. In 89 of these special

permissions the publication of reduced rates on less than statutory notice was authorized. The other 25 special permissions covered miscellaneous matters such as tariff corrections, changes in time schedules, publication of rates and fares to new points, etc. Table No. 19, Appendix II contains a summary of these special permissions.

### **Informal Dockets**

The commission disposed of 12 informal dockets during the period covered by this report. In 11 of these dockets carriers were authorized to make reparation on freight shipments or to waive collection of undercharges. The total specific reparation awards authorized were \$1,538.92. In one of these dockets the construction of certain unloading equipment with an impaired clearance was authorized. A summary of the informal dockets is contained in Table No. 20, Appendix II.

### **Investigation Dockets**

Orders were issued by the commission in three investigation dockets. The subject matter and a description of the orders issued by the commission in each of these dockets may be found in Table No. 21, Appendix II.

### **General Orders**

Two general orders were issued by the commission. One of these had to do with the rates of contract motor carriers hauling motion picture films and accessories. The other order related to the original cost study of the Utah Power & Light Company which matter was discussed above. Table No. 22, Appendix II contains a summary of these orders.

### **Joint Board Hearings**

The commission participated in 26 joint board hearings in the administration of the federal motor carrier act. These hearings were held at Salt Lake City and Ogden, Utah; Grand Junction, Colorado; Rock Springs, Wyoming; Boise and Twin Falls, Idaho; and Ely, Nevada.



### Commission Finances

The funds appropriated by the 1945 Legislature for the use of the commission during the biennium July 1, 1945, to June 30, 1947, were covered by four separate appropriations as follows:

General fund .....	\$133,370.00
Motor transport fund .....	26,104.00
Rate investigation fund .....	20,000.00
Freight rate investigation fund ..	25,000.00
Total .....	\$204,474.00

The general fund appropriation was provided one-fourth from the state general fund and three-fourths from a special levy assessed against the public utilities subject to the commission's regulation. The funds appropriated for motor transport regulations came from the motor vehicle registration fund. The amounts appropriated for rate investigations and freight rate investigations were provided in the same manner as the general fund appropriation.

On July 1, 1946, a total of \$121,277.76 was available for the ensuing fiscal year in the four funds described above.

Due to reemployment of returned veterans and authorized increases in the general salary level of state employees the commission found itself without sufficient funds in the personal services appropriation to meet the required payroll. Accordingly, a request was filed with the Board of Examiners for an additional appropriation of \$15,000 for personal services to complete the fiscal year, which request was granted.

Total expenditures of the commission during the fiscal year ended June 30, 1947, from each of the above described funds were as follows:

General fund .....	\$77,122.70
Motor transport fund .....	12,296.32
Rate investigation fund .....	3,672.50
Freight rate investigation fund ..	530.00
Total .....	\$93,621.52

At June 30, 1947, the total unexpended balance in the four

funds was \$42,712.74. Under existing statutes all of this amount except the balance of \$1,527.29 in the motor transport fund remains dedicated to the commission's use.

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

### **Cases in Litigation in Courts**

*Marion H. Rowley, Plaintiff, v. Public Service Commission of Utah, et al., Defendants. (Supreme Court Case No. 6985)*

The plaintiff in the above action filed an application with the commission (Case No. 2967) for a permit to operate as a contract motor carrier of steel rail, mining machinery, scrap, and various items of government surplus property from Salt Lake City to all points in Utah and return, over irregular routes, for United Steel and Rail Company. The applicant based his case on the so-called "grandfather" clause of Section 76-5-21, Utah Code Annotated 1943. The commission found that the applicant's past operations had been conducted illegally in that he had not obtained the necessary permits or authority from the commission, as required by law. Accordingly, the application was denied.

After denial of an application for rehearing, the applicant petitioned the Supreme Court of Utah to review the commission's order, which petition was granted. The opinion of the court had not been handed down at the closing date of this report.

*Wilson McCarthy and Henry Swan as Trustees of the Property of The Denver and Rio Grande Western Railroad Company, Plaintiffs, v. Public Service Commission of Utah, et al., Defendants*

This case involves a review of orders issued by the commission on applications of eight trucking concerns for certificates of convenience and necessity to operate as common motor carriers of property. The commission issued certificates authorizing each of the eight applicants to operate as a common motor carrier of sand, gravel, loose earth, and cement in bulk to and from all points in the State of Utah.

The case was pending in the court at the closing date of this report.

## SECTION IV

**SELECTED DATA ON UTILITY OPERATIONS****Trend of Electric Rates and Use of Electricity**

A pronounced increase in the use of electric energy by residential customers of privately owned utilities in 1946 over the war years is indicated by Table No. 4. This increase may be accounted for to a large extent by the partial satisfaction of a pent-up demand for electrical appliances which were not available during the war years. A further factor was the construction of needed transmission and distribution facilities made possible by greater availability of materials and labor in 1946.

The figures in Table No. 4 show that the average annual consumption of electricity by residential users increased from 820 kilowatt hours in 1936 to 1718 kilowatt hours in 1946. Percentage-wise this represents an increase of about 110 per cent. The average kilowatt hour cost to the residential user decreased 40 per cent over the same period, from 4.33 cents in 1936 to 2.60 cents in 1946. On the other hand, the average annual bill of this class of consumer increased to \$44.66 in 1946 from \$35.51 in 1936, an increase of only 26 per cent. The consistent decline in the average cost to the residential user of a kilowatt hour of electricity over the years covered by Table No. 4 is due to decreased rates put into effect during the period, and, also due to higher consumption which gives the consumer the benefit of the lower blocks in the rate schedules.

The figures in the last column of Table No. 4 indicate an increase in each of the years 1944, 1945, and 1946 in the average kilowatt hour revenue for all classes of service. The cause of these increases was a drop in the use of electric power for industrial purposes since the close of the war, which, together with increased domestic use, resulted in a higher average kilowatt hour revenue. This situation is portrayed in Chart No. III, Appendix III.

TABLE NO. 4

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

Year	Revenue Per Kilowatt Hour	Average Annual Consumption Per Customer	Annual Average Bill Per Customer	All Classes of Service Revenue Per Kilowatt Hour
1933 .....	4.94c	707 KWH	\$34.93	2.14c
1934 .....	4.83	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	1041	38.00	1.76
1939 .....	3.54	1087	38.48	1.54
1940 .....	3.40	1170	39.78	1.41
1941 .....	3.37	1199	40.40	1.39
1942 .....	3.29	1230	40.47	1.35
1943 .....	3.21	1313	42.15	1.29
1944 .....	2.70	1579	42.57	1.32
1945 .....	2.69	1530	41.11	1.54
1946 .....	2.60	1718	44.66	1.74

By the end of 1946, over 127,000 customers received electric power and light service from the privately owned electric utilities in Utah.

### **Trends in Utility Operations**

A graphic and pictorial summary of certain statistical data covering utility operations in the State of Utah is presented in Charts I to VI, Appendix III, of this report.

Chart I is a pictorial presentation of the statistics mentioned under the heading "Trend of Electric Rates and Consumption." The drop in the annual average kilowatt hour revenue is shown as a continuously decreasing part of a nickel. Rate regulation by the Public Service Commission has played a considerable part in keeping these residential rates in the position of sixth lowest in the nation.

Charts II and III are graphical presentations of the power produced and used in the state. As can be readily ascertained, the peak year for electric power production in Utah was 1943 when an all-out effort to win the war drew heavily on the electrical resources of the state. Recent years have seen a decline in the production and consumption of electric power as

war plants decreased production, and several large industrial plants installed their own electric power generating equipment.

Residential power use during this time continued to climb each year except for 1945 when lack of equipment and appliances on the scarce war dominated markets prevented replacement of worn out equipment. Based on the recent trend, it appears that a bright future still remains for the electric utilities in the sale of domestic power.

Chart IV shows the billions of cubic feet of gas sold in Utah during the past ten years. As can be seen from this graph, gas consumption in 1946 fell off 5.3 billion cubic feet or better than 21 per cent of the total gas sold in the peak year of 1945. This tremendous drop was largely due to a smelter strike which lasted for five months during 1946. Such a drop indicates to some extent the amount of gas used by the smelting industry in Utah.

One of the most remarkable developments of the post war era as indicated by Chart V has been the unprecedented demand for telephone service in Utah. As a result of this demand Utah showed an increase of nearly 21,000 telephones during 1946 in spite of critical scarcities in lead covered cable, copper wire, and central office equipment. Although the telephone companies in the state have installed an average of eight and one-half telephone instruments an hour for each 48 hour work week, the subscriber demand of unfilled orders is still far ahead of the ability of the companies to fill them. Lack of facilities is particularly bad in the recent housing developments and in rural areas where line crowding becomes a factor as more than the usual number of subscribers are added to the lines.

## APPENDIX I

## SUMMARY OF ORDERS ISSUED IN FORMAL CASES

	Table No.	Page No.
Railroad rates .....	5	39
Telephone rates .....	5	40
Telegraph rates .....	5	40
Express rates .....	5	40
Grade crossing .....	6	41
Certificates of convenience and necessity issued to boat passenger carriers .....	7	43
Certificates of convenience and necessity issued to motor carriers .....	8	44
Contract carrier permits issued .....	9	59
Interstate carrier licenses issued .....	10	60
Motor carrier applications denied or dismissed .....	11	62
Miscellaneous orders in motor transport cases .....	12	63
Certificates of convenience and necessity cancelled .....	13	79
Contract carrier permits cancelled .....	14	80
Interstate carrier licenses cancelled .....	15	80
Urban passenger carrier .....	16	81
Station agency .....	17	82
Miscellaneous .....	18	83



TABLE NO. 5  
**SUMMARY OF ORDERS ISSUED IN  
 RAILROAD, TELEPHONE, TELEGRAPH, AND EXPRESS RATE CASES  
 JULY 1, 1946, to JUNE 30, 1947**

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
<b>RAILROAD RATES</b>				
2998	2-14-47	Railroads operating in Utah	Petition to continue in effect without expiration date the increase in passenger fares authorized on February 24, 1942, and to increase freight rates and charges as requested in application	Petition granted except as otherwise provided in Commission's report
2998	3- 8-47	Railroads operating in Utah	Correction of error in rate applied on Iron Ore in Commission's order of February 14, 1947	Correction ordered
3128	6- 3-47	The Denver and Rio Grande Western Railroad Company, Southern Pacific Company, Union Pacific Railroad Company, The Western Pacific Railroad Company	Application to increase certain passenger fares and charges within the State of Utah	Application granted through Special Permission No. 5008



TABLE NO. 5  
**SUMMARY OF ORDERS ISSUED IN  
 RAILROAD, TELEPHONE, TELEGRAPH, AND EXPRESS RATE CASES  
 JULY 1, 1946, to JUNE 30, 1947  
 (Continued)**

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
<b>TELEPHONE RATES</b>				
3032	10-18-46	Subscribers of the Midland Telephone Company	Petition of sixty-four subscribers at Blanding requesting twenty-four hour service and an adjustment of rural and urban rates at Blanding	Company ordered to file a schedule of rates as specified, make all lines in Blanding Exchange completely metallic, and bring its whole system up to a standard required by General Order No. 54
3099	4-28-47	Fairview Telephone Company	Permission to make certain adjustments in rates	Company ordered to file rates as specified
<b>TELEGRAPH RATES</b>				
3093	2-11-47	The Western Union Telegraph Company	Application to increase intrastate rates within Utah	Application granted
<b>EXPRESS RATES</b>				
3069	12-9-46	Railway Express Agency	Application to publish on not less than one day's notice certain increases in express rates and charges intrastate in Utah	Application granted through Special Permission No. 4943-A

TABLE NO. 6  
**SUMMARY OF ORDERS ISSUED IN  
 GRADE CROSSING CASES  
 JULY 1, 1946, to JUNE 30, 1947**

Case No.	Date of Order	Applicant or Parties to Complaint	Authority Granted or Action Taken	Location
2342	2-24-47	The Denver and Rio Grande Western Railroad Company	Cancellation of Commission's Order of February 23, 1940, and re-opening of grade crossing	The Denver and Rio Grande Western Railroad Company tracks at post No. 49-24 in N.W. Quarter of Sec. 7, Township 7, South Range 3rd East, Salt Lake Base Meridian, at 3rd East Street, Approximately 100 feet North of 6th South Street in Provo City, Utah
2996	8- 2-46	State Road Commission of Utah	Application granted to abandon the existing overhead crossing of the Main Line track of the Utah-Idaho Central Railroad Corporation	Between Nibley and Hyrum, in Cache County, Utah, on State Highway 101
2999	5-16-47	Bamberger Railroad Company	To construct, operate and maintain a single spur track	Running from North to South across Fayette Avenue, approximately 214 feet East of the Center Line of West Temple Street in Salt Lake City, Utah
3018	8- 2- 46	State Road Commission of Utah	Authorized to construct a new railway-highway grade crossing at Railroad Mile Post 56.80	Approximately 3,800 feet east of existing grade crossing at Railroad Mile Post 56.06, located on the Utah-Idaho Central Railroad Corporation right-of-way, on main track in Wellsville, Utah

TABLE NO. 6  
**SUMMARY OF ORDERS ISSUED IN  
 GRADE CROSSING CASES  
 JULY 1, 1946, to JUNE 30, 1947  
 (Continued)**

Case No.	Date of Order	Applicant or Parties to Complaint	Authority Granted or Action Taken	Location
3063	11- 2-46	Western Pacific Railroad Company	Authorized to construct, operate and maintain a standard gauge spur track	Over and across First South Street, West of Fourth West Street all in the Northwest quarter, of the Northwest quarter of Section one, Township One South, Range One West, Salt Lake Base and Meridian and in Salt Lake City, Utah
3068	11-27-46	State Road Commission of Utah	To abandon an existing highway crossing and construct in lieu thereof a new grade crossing	Abandon grade crossing on Los Angeles and Salt Lake Railroad on State Highway 36 near Boulder Summit, in Juab County, Utah. Construct new grade crossing at grade of said railroad and highway near Dunbar in Tooele County
3071	12-31-46	Julian Bamberger, receiver for Salt Lake Terminal Company	Authorized to construct, operate and maintain a single spur track	Near the intersection of 1st West and 5th South Streets in Salt Lake City, Utah
3084	1-27-47	Bamberger Railroad Company	Authorized to construct, operate and maintain a spur track	Over and across the West side of 3rd West Street and across 7th North Street into Block 152, Plat A, Salt Lake City Survey

TABLE NO. 6

**SUMMARY OF ORDERS ISSUED IN  
GRADE CROSSING CASES  
JULY 1, 1946, to JUNE 30, 1947  
(Continued)**

Case No.	Date of Order	Applicant or Parties to Complaint	Authority Granted or Action Taken	Location
3130	6-16-47	Los Angeles and Salt Lake Railroad Company and the Union Pacific Railroad Company its Lessee	Authorized to construct, operate and maintain a standard gauge railroad spur track	Over and across 9th South Street in Provo City, Utah

\* Supplemental to original order

TABLE NO. 7

**CERTIFICATE OF CONVENIENCE AND NECESSITY  
ISSUED IN BOAT PASSENGER CARRIER CASES  
JULY 1, 1946, to JUNE 30, 1947**

Certificate No.	Date of Order	Type of Service	ROUTE		
			To Whom Issued	Between	And
703	2995	7-27-46	P Duane C. Brough and Conrad G. Gettner	Salt Lake City Yacht Club Pier	Any point on Great Salt Lake

TABLE No. 8

**CERTIFICATES OF CONVENIENCE AND NECESSITY  
ISSUED TO MOTOR CARRIERS  
JULY 1, 1946, to JUNE 30, 1947**

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued	ROUTE			Via Highways
					Between	And		
694	2954	7-18-46	GC	J. D. Karver, dba Karver Transfer	Within corporate limits of Salt Lake City	Same	Same	Irregular routes
704	2989	7-18-46	GC	J. H. Cornwall, dba Cornwall Warehouse Company	Applicant's warehouse	Points within corporate limits of Salt Lake City	Same	Irregular routes
705	3003	7-18-46	P	Robert F. Warren	Price	Castle Gate, Spring Glen, Helper, Carbonville	US 50	
			MTP		Within Price City	Same	Same	
706	2974	7-22-46	GC	Harold T. Saxton and Arnold C. Bolinder, dba J & M Transfer Company	Within corporate limits of Salt Lake City	Same	Same	Irregular routes
707	2913	7-22-46	GC	Wm. Campbell, dba Campbell's Transfer & Storage	Within corporate limits of Price	Same	Same	Irregular routes
708	2986	7-31-46	PT	Jane Davis, dba Price Taxicab Company	Within Price City	For a distance of 15 miles beyond Price city limits	Price city limits	Irregular routes

TABLE No. 8

**CERTIFICATES OF CONVENIENCE AND NECESSITY  
ISSUED TO MOTOR CARRIERS  
JULY 1, 1946, to JUNE 30, 1947  
(Continued)**

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued	ROUTE			Via Highways
					Between	And		
709	2932	7-23-46	GC	Clifford Warren	Price		Sweets, Consumers, Coal City, National	Not specified
710	2958	7-31-46	SG Cem.	Clyde W. Reaveley	All Utah points Points within Salt Lake, Davis, Weber, Utah, Tooele, Summit Counties	Same Same		Irregular routes Irregular routes
711	2992	7-31-46	SG Cem.	E. J. Huber and Ray Davis, dba Huber and Davis	All Utah points	Same		All highways
712	2994	7-31-46	SG Cem.	M. K. Moffat	All Utah points	Same		All highways
713	2997	7-31-46	SG Cem.	John Dooley, dba Mountain States Trucking	All Utah points	Same		All highways
714	3001	7-31-46	SG Cem.	Clinton A. Gunderson and Edward J. Orgill, dba G & O Transportation Company	All Utah points	Same		All highways

TABLE No. 8

**CERTIFICATES OF CONVENIENCE AND NECESSITY  
ISSUED TO MOTOR CARRIERS  
JULY 1, 1946, to JUNE 30, 1947  
(Continued)**

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued	ROUTE			Via Highways
					Between	And		
715	3002	7-26-46	SG	Paul W. Nielsen and Hans Nielsen, dba Paul W. and Hans Nielsen	Points within Salt Lake, Davis, Weber, Tooele, Utah Counties	Same		Irregular routes
716	3004	7-31-46	SG Cem.	W. H. Harman and R. E. Thayer, dba W. M. Harman, Contractor	All Utah Points	Same		All highways
717	3007	7-31-46	SG Cem.	Louis E. Howcroft and Linden J. Howcroft, dba Howcroft Brothers	All Utah Points	Same		All highways
718	2991	7- 7-46	GC SC	Mrs. Fay H. Vail and Donald L. Marvin, dba Grantsville Trucking Company	Salt Lake City Grantsville	Grantsville Draper, Erda, Lake Point, Flux and Dalomite		US 40 US 40, 50, 91
719	2973	8- 6-48	PT	S. D. Hatch and M. E. McDonald, dba Basin Taxi Service	Roosevelt	All points in Duchesne and Uintah Counties Price, Heber City		Irregular routes Irregular routes

TABLE No. 8

**CERTIFICATES OF CONVENIENCE AND NECESSITY  
ISSUED TO MOTOR CARRIERS  
JULY 1, 1946, to JUNE 30, 1947  
(Continued)**

Certificate No.	Date of Order	Type of Service	To Whom Issued	ROUTE			Via Highways
				Between	And		
720 2899	8- 6-46	GC	Charles R. Johnson, dba Johnson Transfer Company	Points within Logan City	Same		Not specified
721 2905	8- 6-46	GC	J. W. Ault & Son Transfer Company	Points within Logan City	Same		Not specified
722 2993	8- 9-46	SC	James Reed, dba Reed Trucking Company	Lark	Points within a 15-mile radius of Lark		Not specified
723 3006	8- 9-46	GC	Clarence Ceibert Colyar, dba Murray Transfer	Points within Murray City	Same, and Salt Lake County points not served by on-route authorized carriers		Irregular routes
724 3022	8-17-46	PT, WS SC B	Orange Checker Cab Company	Salt Lake City Salt Lake City	Any Utah point Points within a 10-mile radius of Salt Lake City		Not specified Not specified
725 3012	11- 1-46	Cem. SG	Clarence C. Crosby	All points in Davis, Salt Lake, Tooele Counties	Same		Irregular routes



TABLE No. 8  
**CERTIFICATES OF CONVENIENCE AND NECESSITY  
 ISSUED TO MOTOR CARRIERS  
 JULY 1, 1946, to JUNE 30, 1947**  
 (Continued)

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued	ROUTE			Via Highways
					Between	And		
726	2898	9- 6-46	GC	John A. Astill, dba A-1 Moving and Transfer	Points within Salt Lake City		Same, and area on State Street and adjacent thereto as far South as 39th South Street	Irregular routes
727	2123	8-30-46 P, B, E, M, N		Union Pacific Stage Lines, Inc.	Salt Lake City		Utah-Idaho line	US 91, 89
728	2794	8-30-46 P, B, M		J. Vernon Cook, dba Cook Transportation Company	Lewiston		Salt Lake City	US 91, U 61
729	3019	9-26-46 HHG		Farm DeVries, dba Stouts Moving	Points within limits of Salt Lake City		Same	Irregular routes
732	3052	9-25-46 P, B		J. Vernon Cook, dba Cook Transportation Company	Brigham City		Lewiston, intermediate points	US 89, 91 U 61
					Brigham City		Garland, Logan, intermediate points	US 30S, 89
					All Cache County points		Same, but not including intracity service within the City of Logan	Not specified

TABLE No. 8

**CERTIFICATES OF CONVENIENCE AND NECESSITY  
ISSUED TO MOTOR CARRIERS  
JULY 1, 1946, to JUNE 30, 1947  
(Continued)**

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued	ROUTE			Via Highways
					Between	And		
733	2976	10-31-46	GC	Rodney Pearce Sorenson, dba Bountiful Transfer and Delivery Service	All points within Bountiful, Centerville, Woods Cross, and one mile radius beyond these towns Bountiful	Same		Irregular routes
			HHG			25 mile radius of Bountiful		Irregular routes
734	2606	11- 3-46	P	Bert D. Isaac, dba Isaac Transportation Company	Payson, Benjamin, Mapleton	Geneva, intermediate points, excluding intermediate points between Provo and Geneva		US 91, U 114
735	2987	10-14-46	PT, B	Marguerite Kidd, dba Vets' Taxi Service	Vernal and 25 mile radius of Vernal	All Utah points		Irregular routes
736	3011	10-11-46	GC	Orson A. Johnson, dba Provo Delivery Service	Provo and 15 mile radius	Same		Irregular routes
737	3021	10-31-46	SG	Earl C. Wade	Ogden and 15 mile radius	Same		Irregular routes

TABLE No. 8

**CERTIFICATES OF CONVENIENCE AND NECESSITY  
ISSUED TO MOTOR CARRIERS  
JULY 1, 1946, to JUNE 30, 1947  
(Continued)**

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued	ROUTE			Via Highways
					Between	And		
738	2831	12-3-46	GC	Fuller-Toponce Truck Company	All points within Ogden, Logan and Brigham City	Same		Not specified
739	3036	10-31-46	P	Harry T. Hardman, dba Heber-Provo Transit	Heber City, Midway, Charleston	Same		US 189, U 52
740	2901	12-2-46	N, F, IC, GC	M. S. Wycoff, dba Wycoff Stage Company and Carbon Transfer & Storage Company	Salt Lake City Helper	Price Carbon County points		US 91, 50 Irregular routes
741	3034	12-7-46	SC	Guy Prichard, dba Guy Prichard Transfer Company	All points within Carbon, Emery, Duchesne, Uintah, Grand, San Juan Counties, and from any point within said counties to rail head at Heber City	Same		Irregular routes
743	3039	12-31-46	PT	Rose C. Hardy, DeLoy Hardy, Craig Grandell, dba Silver Streak Taxi Cab	All Carbon County points	Same		Irregular routes

TABLE No. 8

**CERTIFICATES OF CONVENIENCE AND NECESSITY  
ISSUED TO MOTOR CARRIERS  
JULY 1, 1946, to JUNE 30, 1947  
(Continued)**

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued	ROUTE		
					Between	And	Via Highways
744	3048	12- 7-46	GC	Eugene Tuckett, dba Uintah Basin Dray and Express	All points in Uintah County east of a line drawn north and south 10 miles west of Vernal	Same	Irregular routes
745	3035	12- 7-46	SC	Hal H. Bradshaw, dba Hurricane Truck Line	All points in Uintah County	Same	Irregular routes
746	2903	12-31-46	GC HHG	Sam Fuoco, dba Eagle Moving and Transfer	Cedar City	Hurricane, Toquerville, LaVerkin	US 91, U 15, 17
747	3027	12-31-46	P	Bingham Stage Lines, Inc.	Points within Salt Lake City Points within Salt Lake County	Same Same	Irregular routes Irregular routes
748	3033	12-31-46	HHG B	Wm. E. Bills, dba Bills Pickup	Routes now served (local groups on charter service originating on routes served by carrier)	Utah points	Not specified
749	3016	1- 3-47	P, F GC	James A. Lewis	Points within Salt Lake City	Points within a 17-mile radius of Salt Lake City	Irregular routes
				Beaver		Greenville, Minersville, Milford	U 21

TABLE No. 8

**CERTIFICATES OF CONVENIENCE AND NECESSITY  
ISSUED TO MOTOR CARRIERS  
JULY 1, 1946, to JUNE 30, 1947  
(Continued)**

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued	ROUTE		
					Between	And	Via Highways
750	3073	1- 3-47	PT, B	Eugene Johnson, dba 44 Taxi	Logan	Points within 50 mile radius of Logan	Irregular routes
751	3049	1- 3-47	GC	B. C. Rookledge, dba Central Warehouse	Applicant's warehouse	Salt Lake City points	Irregular routes
752	3055	1- 3-47	GC	E. K. Hirahara Transfer	Area within corporate limits of Salt Lake City, Ft. Douglas, Cudahy Packing Company and area on State Street and adjacent thereto to 39th South Street, also portions of Salt Lake County not served by on-route authorized carriers	Same	Irregular routes
753	2500	1- 3-47	P, B E	Orson Lewis, dba Lewis Brothers Stages	Salt Lake City	Park City	US 40

TABLE No. 8  
**CERTIFICATES OF CONVENIENCE AND NECESSITY  
 ISSUED TO MOTOR CARRIERS  
 JULY 1, 1946, to JUNE 30, 1947  
 (Continued)**

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued	ROUTE		
					Between	And	Via Highways
754	3067	1- 3-47	HHG GC	Overland Moving Company	All Utah points Area within corporate limits of Salt Lake City, Ft. Douglas, Cudahy Packing Company and area on State Street and adjacent thereto to 39th South Street, also portion of Salt Lake County not served by on-route authorized carriers	Same Same	Irregular routes Irregular routes
755	3077	12-31-46	GC	Grant Crockett, dba Murray and Midvale Truck Line	Salt Lake City	Murray, Midvale, Sandy intermed- iate points	Not specified

TABLE No. 8

**CERTIFICATES OF CONVENIENCE AND NECESSITY  
ISSUED TO MOTOR CARRIERS  
JULY 1, 1946, to JUNE 30, 1947  
(Continued)**

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued	ROUTE		
					Between	And	Via Highways
756	3028	1-22-47	P	Byron R. Rampton and Maxwell E. Rich, dba Bountiful Transportation Company	Salt Lake City	Area bounded on the north by a line drawn east and west at Chase Lane in Centerville; on the east by a line drawn north and south at foot of Wasatch Mountains; on the west by a line drawn north and south along the Denver and Rio Grande Western Railroad right-of-way; on the south by a line drawn east and west at the five point road	Val Verda Highway US 91, North and West Temple Streets, and 3rd South Street, Salt Lake City

TABLE NO. 8  
**CERTIFICATES OF CONVENIENCE AND NECESSITY  
 ISSUED TO MOTOR CARRIERS  
 JULY 1, 1946, to JUNE 30, 1947  
 (Continued)**

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued	ROUTE		
					Between	And	Via Highways
757	3053	4-2-47	EH	Everett H. Belcher, dba B & B Housemovers	All Utah points	Same	All highways
758	3060	3-26-47	EH	W. C. Burnett	All Utah points	Same	All highways
759	3061	3-26-47	EH	Vere Westwood	All Utah points	Same	All highways
760	3065	3-26-47	EH	Elwood B. Carter	All Utah points	Same	All highways
761	3066	3-26-47	LH	Forrest Waters	All Utah points	Same	All highways
762	3072	3-26-47	EH	Joseph F. Koyle	All Utah points	Same	All highways
763	3075	3-26-47	EH	Dean Wilcox and Davis J. Russel, dba Wilcox and Russell	All Utah points	Same	All highways
764	3057	3-26-47	EH	Lewis Lavell Webster	All Utah points	Same	All highways
765	3058	3-26-47	EH	L. A. Smith & Son	All Utah points	Same	All highways
766	3083	4-7-47	GC SC	R. Sterling Halladay, dba Grantsville Trucking Company	Salt Lake City Grantsville	Grantsville Draper	US 40 US 40, 50, 91



TABLE NO. 8  
**CERTIFICATES OF CONVENIENCE AND NECESSITY  
 ISSUED TO MOTOR CARRIERS  
 JULY 1, 1946, to JUNE 30, 1947  
 (Continued)**

Certificate No.	Date of Order	Type of Service	To Whom Issued	ROUTE		
				Between	And	Via Highways
767	4-2-47	EH	Dell Hutchins and Golden W. Harris, dba Hutchins and Harris	All Utah points	Same	All highways
768	4-2-47	EH	C. H. Ketchum, dba Western Moving and Transfer Company	All Utah points	Same	All highways
769	4-28-47	PT	Edward M. Howa and Albert Santi, dba Price Taxicab Company	Price	Carbon County points	Irregular routes
770	4-28-47	PT	W. R. Minceer, dba Richfield Taxi Company	Redmond	Fish Lake, Venice, Annabella, Cove Fort, intermediate points	US 89, U 11, 13, 24, 25, 62, 119
771	5-6-47	GC	Magna Garfield Truck Line	Salt Lake City	Garfield, Bacchus, West Jordan, South Jordan, Riverton, Bluffdale, Harriman, Bingham, intermediate points except between 33rd South on US 91 and Sandy	US 91, 50, State and County roads

TABLE NO. 8  
**CERTIFICATES OF CONVENIENCE AND NECESSITY  
 ISSUED TO MOTOR CARRIERS  
 JULY 1, 1946, to JUNE 30, 1947  
 (Continued)**

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued	Between	ROUTE	And	Via Highways
772	3113	5-12-47	RES	Stewart C. Campbell	Salt Lake City	Arches National Monument, Monument Valley, Natural Bridges National Monument, Hite, Capitol Reef National Monument. Boat trip on Colorado River between Moab and Cataract Canyon and Utah-Arizona line	Arches National Monument, Monument Valley, Natural Bridges National Monument, Hite, Capitol Reef National Monument. Boat trip on Colorado River between Moab and Cataract Canyon and Utah-Arizona line	US 91, 89, 50, 160, U 47, 95, 24 and Colorado River
773	3102	6-16-47	EH	Arthur Poulson	All Utah points	Same	Same	All highways
774	3096	6-5-47	P, B, A WS, D AL QPD	Yellow Cab Company	Provo Within Provo City Provo	Provo	All Utah points	Not specified
							Same Points within 15-mile radius of Provo	Not specified Not specified

TABLE NO. 8

**CERTIFICATES OF CONVENIENCE AND NECESSITY  
ISSUED TO MOTOR CARRIERS  
JULY 1, 1946, to JUNE 30, 1947  
(Continued)**

Certificate No.	Date of Order	Type of Service	To Whom Issued	ROUTE		
				Between	And	Via Highways
775	3064	6-17-47	PT Donald Hase, dba Salina Taxi	Salina	Mt. Pleasant, Sevier Junction, Sevier, Wellington, Scipio, Fish Lake, intermediate points	Irregular routes
GC	—denotes general commodities					
SC	—denotes specified commodities					
N	—denotes newspapers					
P	—denotes passenger service					
MTP	—denotes mass transportation passenger service					
PT	—denotes passengers by taxicab					
EH	—denotes erected houses					
SG	—denotes sand, gravel, and road materials					
Cem	—denotes cement					
WS	—denotes wrecker service					
HHG	—denotes household goods					
F	—denotes motion picture films					
IC	—denotes ice cream					
RES	—denotes recreational, educational and sightseeing service					
A	—denotes automobiles with or without drivers					
D	—denotes drive-it-yourself service					
AL	—denotes automobile livery service					
QPD	—denotes quick package delivery service					

TABLE NO. 9

**CONTRACT CARRIER PERMITS ISSUED TO MOTOR CARRIERS  
JULY 1, 1946, to JUNE 30, 1947**

Permit Case No.	Date of Order	Type of Service	To Whom Issued	Between	ROUTE	And	Via Highways
324	2928	7-20-46	E D. K. Downey	Within Helper and between Helper	Peerless, Spring Canyon, Standardville, Latuda, Rains, Mutual		Not specified
325	3015	10-31-46	SC R. Elgin Gardner	Provo	Nephi		US 91
326	3041	10-31-46	SC R. D. Rutherford and Grant C. Atkinson, dba Rutherford and Atkinson	Ogden	Points in Weber, Davis, Morgan, Box Elder and Salt Lake Counties		Irregular routes
327	3082	3-28-47	PB Timberline Guest Ranches, Ltd.	Ogden	Various Utah points		Irregular routes
329	3097	6-17-47	P Hardy M. McFarlane	Bluffdale	Bingham Canyon		Various streets and highways in Tooele County
330	3086	6-17-47	SC James W. Newman, dba Newman Trucking Company	Butterfield Canyon	Bauer, Salt Lake City, Snyder, Spur, Lark, Point of Mountain		U 36, 48, 111, 179, US 91

SC—denotes specified commodities  
 E —denotes express service  
 P —denotes passenger service  
 B —denotes baggage service

TABLE NO. 10  
**INTERSTATE CARRIER LICENSES  
 ISSUED TO MOTOR CARRIERS  
 JULY 1, 1946, to JUNE 30, 1947**

Lic. No.	Case No.	Date of Order	Type of Service	To Whom Issued	Between	ROUTE	And	Via Highways
260	2949	7-15-46	SC	Paul J. Cox, dba Cox Transportation Company	All rail stations in Utah	All Utah points	All Utah points	Irregular routes
261	2966	7-15-46	SC	Parco Garage Company	Points in Utah	Utah state lines	Utah state lines	Irregular routes
262	2912	7-19-46	HHG	T. James Kitto, dba Kitto's Transfer & Storage	Utah-Idaho State Line	All points and places in Utah	All points and places in Utah	Irregular routes
264	2988	8-14-46	HHG	M. E. Van Sante, dba Safety Van Lines	No authority authorized for pick up or delivery within the State of Utah	Operating convenience only	Operating convenience only	Irregular routes
264	2982	7-31-46	GC	John D. McGee and C. L. Maker, dba M & M Fast Freight	Utah-Idaho State Line	Salt Lake City, Utah	Salt Lake City, Utah	US 30S, 89, 91 and 191
265	2983	8-13-46	HHG	United Van Lines, Inc.	All points and places in Utah	All points and places in Utah	All points and places in Utah	Irregular routes
266	2964	8-12-46	HHG	George W. and Robert M. Warberg, dba Warberg Bros. Coal & Transfer Company	All points and places in Utah	All points and places in Utah	All points and places in Utah	Irregular routes

TABLE NO. 10  
**INTERSTATE CARRIER LICENSES ISSUED TO MOTOR CARRIERS**  
**JULY 1, 1946, to JUNE 30, 1947**  
 (Continued)

Lic. No.	Case No.	Date of Order	Type of Service	To Whom Issued	Between	ROUTE	And	Via Highways
267	2943	8-12-46	SC	Randall Kearl	Utah-Wyoming State Line Places in Rich County	Randolph and Lake- town vac. Wyoming State Line, Idaho State Line, Box Elder, Cache and Weber Counties		Irregular routes
268	3029	8-14-46	SC	Parkhill Truck Company	All points and places in Utah			Irregular routes
269	2859	8- 9-46	P	Alfred L. Riddle, dba Riddle Scenic Tours	Utah-Nevada State Line	All points and places in Utah		Irregular routes
270	3085	12-31-46	HHG	Great Falls Transfer and Storage	Utah-Montana State Line	All points and places in Utah		Irregular routes
271	3098	6-16-47	SC	Roy Hill	Salt Lake City, Utah	Utah-Idaho State Line		US 91 and Utah 101
272	3101	2-25-47	HHG	Lynch Transfer and Storage Company	Utah State Line	Points in Utah		Irregular routes

SC —denotes specified commodities  
 GC —denotes general commodities  
 HHG—denotes household goods  
 P —denotes passengers

TABLE NO. 11  
 APPLICATION FOR COMMON CARRIER  
 CERTIFICATES OF CONVENIENCE AND NECESSITY,  
 CONTRACT CARRIER PERMITS, AND INTERSTATE  
 CARRIER LICENSES, DENIED OR DISMISSED  
 JULY 1, 1946, to JUNE 30, 1947

Case No.	Date of Order	Name of Applicant	Nature of Application	Disposition
2940	8-30-46	Roy C. Noyce	Contract Carrier Permit	Dismissed
2962	8-17-46	Dean F. Watson, dba Heber-Provo Stages	Certificate of Convenience and Necessity	Dismissed
2969	9-26-46	Melvin H. Harwood, dba AAA Pickup and Delivery	Certificate of Convenience and Necessity	Denied
2972	8-17-46	Max K. Bell, dba Heber Provo Transit	Certificate of Convenience and Necessity	Dismissed
2985	10-31-46	L. I. Meldrum and A. W. Pulsipher, dba Meldrum and Pulsipher	Contract Carrier Permit	Denied
3013	8-17-46	George J. Morris	Contract Carrier Permit	Dismissed
3024	8-30-46	J. A. Wilkin, dba Lehi-Geneva Line	Certificate of Convenience and Necessity	Dismissed
3088	4-28-47	Joshua S. Robinson, dba Joshua S. Robinson Truck Line	Contract Carrier Permit	Dismissed

TABLE NO. 12  
**SUMMARY OF MISCELLANEOUS ORDERS ISSUED  
 IN MOTOR TRANSPORT CASES  
 JULY 1, 1946, to JUNE 30, 1947**

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
1260	7-22-46	Arrow Auto Line, Inc.	Application to amend certificate of convenience and necessity No. 369 to include transportation of local groups of persons from points and places in Carbon County, Utah, to other points in Utah in round trip charter service. Also the right to transport uncrated furniture and household goods (on call) from Carbon County points to all points in the State of Utah	Certificate of convenience and necessity No. 369 amended to include transportation of persons as applied for and denied as to transportation of uncrated furniture and household goods
1294	8- 5-46	Rio Grande Motor Way, Inc.	Application to cancel War Service Order No. 2 and War Service Order No. 2 Sub 1 and resume passenger service between Elsinor, Monroe and Marysvale, Utah, as authorized under certificate of convenience and necessity No. 401	Application granted
1570	1- 3-47	James A. McHale	Application to extend operations authorized under contract carrier permit No. 71 to include transportation of beer and return empty containers from Heber City, Utah, to Duchesne and Uintah Counties	Application granted



TABLE NO. 12  
**SUMMARY OF MISCELLANEOUS ORDERS ISSUED  
 IN MOTOR TRANSPORT CASES  
 JULY 1, 1946, to JUNE 30, 1947**  
 (Continued)

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
1780	9-24-46	O. J. Ames	Failure to file annual report	Interstate carrier license No. 87 suspended for failure to file annual report
1780	12-31-46	O. J. Ames	Application for reinstatement of interstate carriers license No. 87	Application granted
1797	12-31-46	Denver-Salt Lake-Pacific Stages, Inc.	Application to amend certificate of convenience and necessity No. 447 to include express, mail and newspapers between Salt Lake City, Utah, and Utah-Colorado State Line	Application granted
1797	1-31-47	Denver-Salt Lake-Pacific Stages, Inc.	Application to amend order dated 12-31-46	Order of 12-31-46 amended to read as follows—"except that no local service shall be rendered between Salt Lake City and points west of Heber City over either US Highway 40 or the alternate route hereinto set forth."
1802	6- 2-47	M. S. Wycoff, dba Stage Company	Application to amend contract carrier permit No. 123 operating between Salt Lake City and Vernal, Utah	Contract carrier permit No. 123 amended to read as follows: "The commodities to be transported shall consist of motion picture films, motion picture supplies, motion picture advertising matter and newspapers

TABLE NO. 12  
**SUMMARY OF MISCELLANEOUS ORDERS ISSUED  
 IN MOTOR TRANSPORT CASES  
 JULY 1, 1946, to JUNE 30, 1947**  
 (Continued)

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
1896	8-17-46	Salt Lake Transportation Company	Application to amend certificate of convenience and necessity No. 538 transferring all the rights of the Yellow Cab Company to the applicant and extending certain other rights	Application granted
1958	7-10-46	Redman Van and Storage Company	Application to amend certificate of convenience and necessity No. 471 authorizing applicant to operate as a common motor carrier of commodities over irregular routes, within corporate limits of Salt Lake City, Fort Douglas, Cudahy Packing Company, and that area on State Street and adjacent thereto as far south as 39th South and the portions of Salt Lake County not now served by regular on-route authorized motor carriers	Application granted
1958	8-17-46	Redman Van and Storage Company	Application for rehearing	Application denied
2071	7-10-46	Joseph Andrew Mollerup, dba Mollerup Moving & Storage Company and Mollerup Van Lines	Application to amend certificate of convenience and necessity No. 489 authorizing the same amendments as in Case No. 1958-Sub 1	Application granted

TABLE NO. 12  
**SUMMARY OF MISCELLANEOUS ORDERS ISSUED  
 IN MOTOR TRANSPORT CASES  
 JULY 1, 1946, to JUNE 30, 1947  
 (Continued)**

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
2071	8-17-46	Joseph Andrew Mollerup, dba Mollerup Moving & Storage Company	Application for rehearing	Application denied
2114	7-10-46	George A. Sims and M. K. Sims, dba Salt Lake Transfer Company	Application to amend certificate of convenience and necessity No. 51 authorizing the same amendments as in Case No. 1958-Sub 1	Application granted
2114	8-17-46	George A. Sims and M. K. Sims, dba Salt Lake Transfer Company	Application for rehearing	Application denied
2115	7-22-46	M. F. Lyman	Application to amend certificate of convenience and necessity No. 495, authorizing the transportation of passengers and commodities from Monticello to Utah State Line via Utah Highway No. 47 and return, service between Bluff and Utah-Arizona State Line to be an on call service only. Also from Blanding to Natural Bridge via Utah Highway No. 95 and return, on call service only.	Application granted

TABLE NO. 12  
**SUMMARY OF MISCELLANEOUS ORDERS ISSUED  
 IN MOTOR TRANSPORT CASES  
 JULY 1, 1946, to JUNE 30, 1947  
 (Continued)**

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
2131 2139	2-17-47	Sterling Transportation Company	Application to change corporate name from Sterling Transportation Company to Uintah Freight Lines	Application granted
2148	10-14-46	Yellow Cab & Transfer Company, dba Yellow Cab Company of Provo	Application to amend certificate of convenience and necessity No. 500 authorizing applicant to transport commodities generally to and from all points within Provo City and within 15 mile radius of Provo City over irregular routes, on call	Application granted
2181	7-10-46	Hadley Transfer & Storage Company	Application to amend certificate of convenience and necessity No. 515 authorizing the same amendments as in Case No. 1958-Sub 1	Application granted
2181	8-17-46	Hadley Transfer & Storage Company	Application for rehearing to operate as a common motor carrier of property in intrastate commerce within Salt Lake City, and a 15 mile radius thereof	Application denied
2237	4-24-47	Northwestern Express, Inc.	Application to reinstate rights formerly held by applicant by virtue of interstate carrier license No. 146	Application granted

TABLE NO. 12  
**SUMMARY OF MISCELLANEOUS ORDERS ISSUED  
 IN MOTOR TRANSPORT CASES  
 JULY 1, 1946, to JUNE 30, 1947  
 (Continued)**

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
2308	4-24-47	Northwestern Express, Inc.	Application to reinstate rights formerly held by applicant by virtue of contract carrier permit No. 241	Application granted
2357	2- 8-47	Walter Utzinger, dba J. J. Stanton Transportation Co.	Application to reinstate rights formerly held by applicant by virtue of contract carrier permit No. 255	Application granted
2370	8-17-46	Lyle B. Nichols, B. H. Robinson, Glen R. Anderson and D. Howe Moffat, dba Utah Transportation Company	Application to extend certain rights and amend certificate of convenience and necessity No. 539	Application granted
2497	7-31-46	Overland Greyhound Lines (Union Pacific Railroad Co.)	Application to resume operations between Salt Lake City and Garfield, Utah, for the transportation of passengers under certificate of convenience and necessity No. 562	Application granted
2500	1- 3-47	Orson Lewis and Rio Grande Motor Way, Inc.	Application of Orson Lewis to purchase the rights between Salt Lake City and Park City, Utah, held by the Rio Grande Motor Way, Inc., by virtue of certificate of convenience and necessity No. 521 (Passengers, baggage and express. Express being limited to 150 pounds for any one shipment)	Application granted and certificate of convenience and necessity No. 521 amended to cover commodities generally over this route. Certificate of convenience and necessity No. 753 issued to Orson Lewis, dba Lewis Bros. Stages covering passengers, baggage and express

TABLE NO. 12  
**SUMMARY OF MISCELLANEOUS ORDERS ISSUED  
 IN MOTOR TRANSPORT CASES  
 JULY 1, 1946, to JUNE 30, 1947  
 (Continued)**

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
2537 3040	6- 2-47	Utah Motor Transport Association on behalf of interstate common carriers of property by motor vehicle	Application to continue without expiration date	Application granted
2594	7-19-46	Vivian B. Coon, dba Vivian B. Coon Bus Line	Application to resume bus operations between Salt Lake City and Garfield, Utah, under certificate of convenience and necessity No. 610	Application granted
2643	1- 3-47	Rio Grande Motor Way, Inc., and Gronway R. Parry, dba Geneva Transportation Company	Application of Gronway R. Parry to purchase certain rights held by Rio Grande Motor Way, Inc., under certificate of convenience and necessity No. 654 to operate as a common motor carrier of passengers in Provo City, Utah. Applicants also request cancellation of War Service Order No. 15	Certificate of convenience and necessity No. 596 issued to Gronway R. Parry amended to include rights in Provo City, Utah, and certificate of convenience and necessity No. 654 issued to Rio Grande Motor Way, Inc., amended to cancel rights in Provo City, Utah. Order also cancels War Service Order No. 15
2655	8-17-46	Neuman C. Petty, dba Salt Lake-Panguitch-Kanab Freight Line	Application of protestants for rehearing	Application denied

TABLE NO. 12  
**SUMMARY OF MISCELLANEOUS ORDERS ISSUED  
 IN MOTOR TRANSPORT CASES  
 JULY 1, 1946, to JUNE 30, 1947  
 (Continued)**

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
2656	8- 9-46	James Reed, dba Reed Trucking Company	Application to amend contract carrier permit No. 295 authorizing the applicant to operate between Lark, Utah, and Salt Lake City, Utah, via Highways US 91 and Utah 48 and 159 and return in behalf of United States Smelting and Refining Company.	Application granted
2660	4-24-47	William B. McDonald, dba Mid-States Trailer Transport	Application for reinstatement of interstate carrier license No. 224	Application granted
2661	12-31-46	Donivan A. Click, dba National Driveaway System	Application for reinstatement of interstate carrier license No. 221	Application granted
2689	7-10-46	Rulon C., Josephine G., Rulon Jr., and Ralph G. Ashworth, dba Ashworth Transfer Company	Application to amend certificate of convenience and necessity No. 621 authorizing the same amendments as in Case No. 1958-Sub 1	Application granted
2689	8-17-46	Rulon C., Josephine G., Ralph G., and Rulon Ashworth, Jr., dba Ashworth Transfer Company	Application for rehearing	Application denied

TABLE NO. 12  
**SUMMARY OF MISCELLANEOUS ORDERS ISSUED  
 IN MOTOR TRANSPORT CASES  
 JULY 1, 1946, to JUNE 30, 1947**  
 (Continued)

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
2693	8- 1-46	Charles Taylor, dba Stephenson Truck Line	Application to change name to Charles Taylor Truck Line	Application granted
2767	5-12-47	Thomas P. Culleton, dba Midvale Bus Line	Application to amend certificate of convenience and necessity No. 632 to include transporting local organized groups of persons in chartered service from Midvale to points and places in Utah and return. On call service only	Application granted
2780	7-31-46	O. T. Barrus, dba Tooele Workmen's Bus Line	Application to amend certificate of convenience and necessity No. 638 to include charter passenger service on round trips within the boundaries presently authorized to any point within the State of Utah	Application granted
2783	11-27-46	Wasatch Motors	Application to amend certificate of convenience and necessity No. 642 granting additional rights from Ogden and Weber County to other points and places in the State of Utah	Application granted



TABLE NO. 12  
**SUMMARY OF MISCELLANEOUS ORDERS ISSUED  
 IN MOTOR TRANSPORT CASES  
 JULY 1, 1946, to JUNE 30, 1947**  
 (Continued)

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
2792	12-31-46	Fred Leon Bearden, dba Creek Stages	Application to suspend a portion of operating rights issued under authority of certificate of convenience and necessity No. 649. Portion to be suspended between Woodland and Maesar Ward, Utah	Authorized to suspend operation between Woodland and Maesar Ward, Utah, for a period of six months
2794	11-27-46	J. Vernon Cook, dba Cook Transportation Company	Application of protestants for rehearing	Application denied
2806	7-19-46	Boyce R. Clark	Application for reinstatement of interstate carrier license No. 246	Application granted
2813	5-12-47	Moss Transportation Company	Application to transport self-organized local groups of persons and their baggage, supplies and equipment on chartered round trips originating in Weber County, to any point within the State of Utah. On call service only	Application granted and certificate of convenience and necessity No. 689 so amended
2815	4-15-47	Roy Hill, dba Seamons Truck Line	Application of Roy Hill to lease all rights held by Melva H. Seamons under contract carrier permit No. 266	Application granted

TABLE NO. 12  
**SUMMARY OF MISCELLANEOUS ORDERS ISSUED  
 IN MOTOR TRANSPORT CASES  
 JULY 1, 1946, to JUNE 30, 1947  
 (Continued)**

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
2819	1- 3-47	Rio Grande Motor Way, Inc., and Gronway R. Parry	Application to amend certificate of convenience and necessity No. 596 issued to Gronway R. Parry, authorizing the operation as a common motor carrier of passengers within Provo City, Utah. That certificate of convenience and necessity No. 654 issued to Rio Grande Motor Way, Inc., be amended cancelling that portion of the certificate covering the right to operate as a common motor carrier of passengers in Provo City, Utah. That War Service Order No. 15 dated August 1, 1944, be cancelled	Application granted
2831	1- 3-47	Fuller-Toponce Truck Company	Amending certificate of convenience and necessity No. 738 to read in part as follows: Movements within Ogden City to be limited to shipments that have an immediately prior or immediately subsequent movement by motor, rail or air carrier, except shipments moving to or from Army Service Forces Depot in Ogden, Utah	Certificate amended to include certain restrictions

TABLE NO. 12  
**SUMMARY OF MISCELLANEOUS ORDERS ISSUED  
 IN MOTOR TRANSPORT CASES  
 JULY 1, 1946, to JUNE 30, 1947**  
 (Continued)

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
2837	7-10-46	James H. Greensides, dba Sugar House Transfer	Application to amend certificate of convenience and necessity No. 678 authorizing the same amendments as in Case No. 1958-Sub 1	Application granted
2837	8-17-46	James H. Greensides, dba Sugar House Transfer	Application for rehearing	Application denied
2884	1-25-47	Allen Cameron, dba Cameron Scenic Service	Application to amend certificate of convenience and necessity No. 693 to transport tourists and self-organized groups and their baggage on round trips from Panguitch, Utah, to other points in the State of Utah	Application granted
2884	1-29-47	Allen Cameron, dba Cameron Scenic Service	Application to suspend operations until April 1, 1947	Authorized to suspend operations granted under certificate of convenience and necessity No. 693
2884	4-24-47	Allen Cameron, dba Cameron Scenic Service	Application to resume operations under authority of certificate of convenience and necessity No. 693	Application granted
2901	1-17-47	M. S. Wycoff, dba Wycoff Stage Company and Carbon Transfer & Storage Company	Application for rehearing	Application denied

TABLE NO. 12  
**SUMMARY OF MISCELLANEOUS ORDERS ISSUED  
 IN MOTOR TRANSPORT CASES  
 JULY 1, 1946, to JUNE 30, 1947**  
 (Continued)

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
2903	9-13-46	San Fuoco, dba Eagle Moving and Transfer Company	Extension of time to file amended application	Application granted
2919	12- 2-46	Railway Express Agency, Inc.	Application to amend certificate of convenience and necessity No. 673 authorizing the transportation of commodities generally from Ogden, Utah, to U. S. Naval Depot at Clearfield and Ogden Air Depot at Hill Field excluding all intermediate service and limiting shipments to express service	Application granted
2924 3040	8-31-46	Fuller-Toponce Truck Line and Utah Motor Transport Association, Inc.	Application to increase rates	Increase of 10% in the case of Fuller-Toponce Truck Line and 10% plus a permissive 5% to those represented by Utah Motor Transport Ass'n., Inc. Said increases to expire September 1, 1947, unless cancelled, extended or amended by the Commission
2958	8-24-46	Clyde W. Reveley	Application of protestant for rehearing	Application denied

TABLE NO. 12  
**SUMMARY OF MISCELLANEOUS ORDERS ISSUED  
 IN MOTOR TRANSPORT CASES  
 JULY 1, 1946, to JUNE 30, 1947**  
 (Continued)

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
2967	9- 5-46	Marion H. Rowley	Application for rehearing—Re: contract motor carrier permit between Salt Lake City, Utah, and all points and places in Utah and return	Application denied
2967	8-17-46	Marion H. Rowley, dba Great Basin Supply Company	Application for rehearing	Application denied
2982	12-31-46	John D. McGee and C. L. Maker, dba M & M Fast Freight	Application to suspend operations granted under authority of interstate carrier license No. 264 until such time as replacement equipment is obtainable	Application granted
2985	8-24-46	June Davis, dba Price Taxicab Company	Application of protestants for rehearing	Application denied
2992	8-24-46	E. J. Huber and Ray Davis, dba Huber and Davis	Application for rehearing—Re: certificate of convenience and necessity for authority to haul sand, gravel and loose earth, between all points and places in Utah	Application denied
2994	8-24-46	M. K. Moffat	Application for rehearing—Re: certificate of convenience and necessity for authority to haul sand, gravel and loose earth, between all points and places in Utah	Application denied

TABLE NO. 12  
**SUMMARY OF MISCELLANEOUS ORDERS ISSUED  
 IN MOTOR TRANSPORT CASES  
 JULY 1, 1946, to JUNE 30, 1947  
 (Continued)**

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
2997	8-24-46	John Dooley, dba Mountain States Trucking Company	Application of protestants for rehearing	Application denied
3001	8-24-46	Clinton A. Gunderson and Edward J. Orgill, dba G & O Transportation Company	Application of protestants for rehearing	Application denied
3002	8-24-46	Paul W. and Hans Nielsen	Application of protestants for rehearing	Application denied
3003	11- 1-46	Robert R. Warren, dba United City Lines	Application to amend certificate of convenience and necessity No. 705 authorizing transportation of passengers from Helper to Kenilworth, Utah, and return; all intermediate points. Helper to Mutual, etc. Price and Carbondale to Carbon County Fair Grounds and return	Application granted
3003	8-21-46	Robert F. Warren, dba United City Lines	Application of protestants for rehearing	Application denied
3004	8-24-46	W. H. Harman and R. E. Thayer, dba W. M. Harman, Contractor	Application of protestants for rehearing	Application denied

TABLE NO. 12  
**SUMMARY OF MISCELLANEOUS ORDERS ISSUED  
 IN MOTOR TRANSPORT CASES  
 JULY 1, 1946, to JUNE 30, 1947**  
 (Continued)

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
3007	8-24-46	Louis C. Howcroft and Linden J. Howcroft, dba Howcroft Brothers	Application of protestants for rehearing	Application denied
3023	2-10-47	Cantlay and Tanzola, Inc., and Utah Motor Transport Ass'n., Inc., on behalf of R. A. Gould and Owen Milton Collett	Application to increase rates	Applicants allowed to increase rates 20% with a maximum of 6 cents per hundred pounds. These increases are inclusive of the 6% increase authorized in Case No. 2537
3028	6-25-47	Bountiful Transportation Company	Investigation of Bamberger Transportation Company making stub runs in areas served by the Bountiful Transportation Company	Bamberger Transportation Company ordered to cease operations of stub runs in areas now served by Bountiful Transportation Company
3040	12-31-46	Utah Motor Transport Association, Inc.	Application of Arrow Auto Line, Inc., to increase rates 15% due to their being omitted in the original order issued in this case	Application granted
3076	1-24-47	Fuller-Toponce Truck Company	Application to increase rates	Applicant allowed to increase its intrastate class and commodity rates to the extent that they will have the effect of increasing the gross revenues approximately 8%

**TABLE NO. 13**  
**CERTIFICATES OF CONVENIENCE AND NECESSITY**  
**CANCELLED DURING PERIOD**  
**JULY 1, 1946, to JUNE 30, 1947**

Certificate Number	Case Number	Date of Order	Name of Carrier
181	3035	12- 7-46	I. H. Bradshaw—Hurricane Truck Line
262	3092	5- 6-47	Magna-Garfield Truck Line
296	3092	5- 6-47	Salt Lake-Bingham Freight Line
471	3067	1- 3-47	Redman Van and Storage Company
476	2905	8- 6-46	J. W. Ault and Son
477	2899	8- 6-46	Chas. R. Johnson
579	2123	8-30-46	Union Pacific Stages, Incorporated
585	2606	11- 3-46	Bert D. Isaac
601	2991	7- 7-46	Harold T. Saxton, dba Grantsville Truck Lines
602	2651	8- 5-46	J. T. Tanner
658	3092	5- 6-47	Salt Lake-Bingham Freight Line
659	3077	12-31-46	Magna-Garfield Truck Line
686	3048	12- 7-46	Lloyd B. Brown and Carl E. Johnson, dba Uintah Basin Dray and Express
687	2889	12-31-46	William James Telford
703	2995	1-25-47	Duane C. Brough and Conread G. Gerber
708	3105	4-28-47	June Davis, dba Price Taxicab Company
718	3083	4- 7-47	Grantsville Truck Lines



**TABLE NO. 14**  
**CONTRACT CARRIER PERMITS CANCELLED**  
**DURING PERIOD**  
**JULY 1, 1946, to JUNE 30, 1947**

Permit Number	Case Number	Date of Order	Name of Carrier
19	1374	8- 9-46	F. L. Gross
75	1559	1-25-47	Byron Carter
195	2112	1-30-47	Earl C. Wade
255	2357	12-31-46	Walter Utzinger, dba J. J. Stanton Transportation Company
277	2512	10- 2-46	Emerald Cox
317	2888	1-30-47	Paul E. Nelson
319	2934	12-31-46	Dale R. Taylor, dba Associated Service
326	3041	4-21-47	Rutherford and Atkinson

**TABLE NO. 15**  
**INTERSTATE CARRIER LICENSES CANCELLED**  
**DURING PERIOD**  
**JULY 1, 1946, to JUNE 30, 1947**

License Number	Case Number	Date of Order	Name of Carrier
201	2482	7-19-46	Insured Driveaway Service
222	2662	3-28-47	William H. and J. Glen Burdett, dba Burdett Transfer Company
224	2660	2-24-47	William B. McDonald Jr., dba Mid-States Trailer Transport
239	2756	10- 2-46	Emerald Cox
257	2848	12-31-46	W. G. and C. R. Shipman, dba Shipman Bros. Transfer Company

TABLE NO. 16  
**SUMMARY OF ORDERS ISSUED IN  
 URBAN PASSENGER CARRIER CASES  
 JULY 1, 1946, to JUNE 30, 1947**

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
3087	1-14-47	Ogden Transit Company	Application to increase certain fares	Application granted under summary procedure subject to protest prior to 20 days after January 19, 1947, the date increases are to become effective
3087	3- 3-47	Ogden Transit Company	Application to increase certain fares	Application set for hearing on basis of protests filed against proposed increases
3121	5-28-47	Ogden Transit Company	Application to acquire by purchase real estate from S. J. Quinney as Receiver of The Utah Idaho Central Railroad Corporation	Application for the purchase of 5.48 acres more or less together with two buildings in Ogden, Utah, approved

TABLE NO. 17  
**SUMMARY OF ORDERS ISSUED IN  
 STATION AGENCY CASES  
 JULY 1, 1946, to JUNE 30, 1947**

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
3079	12-31-46	Wilson McCarthy and Henry Swan, Trustees, The Denver and Rio Grande Western Railroad Company	Application to abandon station at Kearns, Utah	Application granted
3070	12-31-46	Southern Pacific Company	Application to abandon non-agency station known as Marriott, Weber County, Utah	Application granted
3078	1-16-47	Utah-Idaho Central Railroad Corporation, S. J. Quinney, Receiver	Application to discontinue station at Willard, Utah, as an agency station	Application granted
3079	1-16-47	Utah-Idaho Central Railroad Corporation, S. J. Quinney, Receiver	Application to discontinue station at Honeyville, Utah, as an agency station	Application granted
3080	1-16-47	Utah-Idaho Central Railroad Corporation, S. J. Quinney, Receiver	Application to discontinue station at Mendon, Utah, as an agency station	Application granted
3081	1-16-47	Utah-Idaho Central Railroad Corporation, S. J. Quinney, Receiver	Application to discontinue station at Wellsville, Utah, as an agency station	Application granted

TABLE NO. 18  
**SUMMARY OF ORDERS ISSUED IN  
 MISCELLANEOUS CASES  
 JULY 1, 1946, to JUNE 30, 1947**

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
2425	12- 2-46	The Denver and Rio Grande Western Railroad Company and its Trustees	Application to discontinue telephone service and caretaker at its station at Goshen, Utah, and to dismantle and retire the depot structure	Application granted
2612	5- 8-47	Utah Power & Light Company	Authorization to close impounded funds account in Case No. 2612	Order issued closing account, the time in which to claim refunds having expired
2881	7-12-46	Mountain Fuel Supply Company	Application to dismiss Case No. 2881 without prejudice	Application granted
2963	7-16-46	Wendover Light and Power Co.	Application for certificate of convenience and necessity authorizing the purchase and the sale of electric energy for light and power purposes in the town of Wendover, Utah, and vicinity	Application granted under certificate of convenience and necessity No. 702
3008	8- 5-46	F. C. Tonkelson Company	Application to construct a thaw shed at Bauer, Utah, for the Combined Metals Reduction Company with an impaired overhead clearance	Application denied
3030	9- 9-46	Utah Power & Light Company	Application for certificate to exercise the rights and privileges conferred by franchise granted by Sevier County, Utah	Application granted under certificate of convenience and necessity No. 730
3031	9- 9-46	Utah Power & Light Company	Application for certificate to exercise the rights and privileges conferred by franchise granted by Sanpete County, Utah	Application granted under certificate of convenience and necessity No. 731



## APPENDIX II

**MISCELLANEOUS ORDERS AND COMMISSION FINANCES**

	Table No.	Page No.
Special permissions .....	19	87
Informal dockets .....	20	88
Investigation dockets .....	21	90
General orders .....	22	91
Commission finances .....	23	92
Summary of reported accidents— railroads and motor carriers .....	24	94
Summary of reported accidents— electric and gas utilities .....	25	95
Typical net monthly electric bills—residential.....	26	96
Public utilities under jurisdiction of commission .....	27	97



## TABLE NO. 19

**SPECIAL PERMISSIONS ISSUED**  
**JULY 1, 1946, to JUNE 30, 1947**

Purpose for Which Issued	No. Issued
To reduce intrastate railroad freight rates .....	46
To reduce intrastate motor carrier freight rates .....	27
To reduce intrastate railroad passenger fares .....	2
To reduce intrastate motor carrier passenger fares .....	9
To reduce electric light and power rates .....	3
To reduce telephone rates .....	2
To publish authorized increased railway express rates .....	1
To publish authorized increased railroad passenger fares .....	1
Miscellaneous .....	23
Total .....	114



TABLE NO. 20  
**INFORMAL DOCKETS**  
**JULY 1, 1946, to JUNE 30, 1947**

Docket No.	Date of Order	Description	Disposition
592	7- 8-46	Pacific Farm Company, Comp't., vs. The Denver and Rio Grande Western Railroad Company, Def't.	Defendant authorized to waive collection of undercharge and to refund \$192.51 through reparation on 14 carloads of ice
593	7- 9-46	United States Smelting Refining & 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 \$4.12 through reparation on two carloads of lime rock
594	7-13-46	Farmers Grain Co-op., Comp't., vs. Union Pacific Railroad Company, Def't.	Applicant authorized to construct unloading equipment with impaired clearance
595	10-18-46	Union Portland Cement Company, Comp't., vs. Union Pacific Railroad Company, Def't.	Defendant authorized to make refund of \$339.41 through reparation on five carloads of coal
596	12-13-46	Utah Poultry Co-op. Association, Comp't., vs. Union Pacific Railroad Company, Def't.	Defendant authorized to waive collection of undercharge on 19 carloads of grain
597	12-13-46	Utah Poultry Co-op. Association, Comp't., vs. Union Pacific Railroad Company, Def't.	Defendant authorized to waive collection of undercharge on 216 carloads of grain
598	1-31-47	Fred Bertagnole, Comp't., vs. The Denver and Rio Grande Western Railroad Company, Def't.	Defendant authorized to refund \$78.50 through reparation on ten carloads of sheep
599	2-24-47	United States Smelting Refining & Mining Company, Comp't., vs. The Denver and Rio Grande Western Railroad Company, Def't.	Defendant authorized to refund \$331.47 through reparation on four carloads of lumber

TABLE NO. 20  
**INFORMAL DOCKETS**  
**JULY 1, 1946, to JUNE 30, 1947**  
**(Continued)**

Docket No.	Date of Order	Description	Disposition
600	4-9-47	Utah-Idaho Sugar Company, Comp't., vs. The Denver and Rio Grande Western Railroad Company, Def't.	Defendant authorized to waive collection of the undercharge and to refund \$412.91 through reparation on eight carloads of coal
601	4-9-47	United States Smelting Refining & Mining Company, Comp't., vs. The Denver and Rio Grande Western Railroad Company, Def't.	Defendant authorized to waive collection of undercharge on 72 carloads of ore
602	4-17-47	Utah Oil Refining Company, Comp't., vs. Cox Transportation Company, Def't.	Defendant authorized to waive collection of undercharge on 23 tank truck shipments of fuel oil
603	6-3-47	Anderson Lumber Company, Comp't., vs. The Denver and Rio Grande Western Railroad Company and Utah Idaho Central Railroad Company, Def'ts.	Defendants authorized to refund \$180.00 through reparation on four carloads of lime

TABLE NO. 21  
**INVESTIGATION DOCKETS**  
**JULY 1, 1946, to JUNE 30, 1947**

Investi- gation Docket	Date of Order	Description	Nature of Order
42	3-4-47	Investigation relating to service equipment, and facilities of Gunnison Telephone Company	Company ordered to rehabilitate its plant and to file monthly progress reports with the Commission
46	5-21-47	Investigation relating to the extension of natural gas service by Mountain Fuel Supply Company	Company ordered to extend its local natural gas distribution system to serve natural gas in lieu of coke oven gas in Spanish Fork, Springville, Provo, Orem, and Lindon, and to terminate its contract dated April 1, 1931, with Geneva Steel Company covering purchase of coke oven gas at Ironton
47	6-13-47	Investigation of facilities of Odell Water Company to furnish an adequate supply of water to its customers	Company ordered to discontinue making any additional water service connections except those specified in order, and proceed with such improvements as are necessary to its springs and tunnels to develop additional water

## TABLE NO. 22

**GENERAL ORDERS**  
**JULY 1, 1946, to JUNE 30, 1947**

General Date of Order No. Order	Subject Matter
34 1-18-46	Order approving Utah Power & Light Company original cost and reclassification studies approving disposition of amounts classified in account 100.5 Utility Plant Acquisition Adjustments; approving disposition of amounts classified in account 107, Utility Plant Adjustments; and directing classification of amounts in account 107
58 6-20-47	Commission ordered "That the rates of contract motor carriers operating under authority of this Commission to transport motion picture films and accessories apply only on motion picture films and film accessories."

TABLE NO. 23

**PUBLIC SERVICE COMMISSION STATEMENT OF FINANCES**  
**FISCAL YEAR — JULY 1, 1946 to JUNE 30, 1947**

General Fund	Balance July 1, 1946	Allotment Accounts Adjustments	Expenditures July 1, 1946 to June 30, 1947	Balance June 30, 1947
Personal Services .....	\$42,272.72	*\$15,000.00	\$50,575.07	\$ 6,697.65
Travel .....	3,138.92	52.50	2,698.58	492.84
Current Expenses .....	11,243.10	( 3,496.00)	6,945.12	801.98
Capital Outlay .....	1,609.53	3,500.00	3,718.03	1,391.50
Total .....	\$58,264.27	\$15,056.50	\$63,936.80	\$ 9,383.97
Central Administration .....	13,232.69	—	13,185.90	46.79
Total Including Central Administration.....	\$71,496.96	\$15,056.50	\$77,122.70	\$ 9,430.76
Motor Transport Fund				
Personal Services .....	\$ 8,317.20	—	\$ 7,545.00	\$ 772.20
Travel .....	1,704.49	—	1,440.99	263.50
Current Expenses .....	1,041.41	—	744.87	296.54
Capital Outlay .....	240.00	—	53.86	186.14
Total .....	\$11,303.10	—	\$ 9,784.72	\$ 1,518.38
Central Administration .....	2,520.51	—	2,511.60	8.91
Total Including Central Administration.....	\$13,823.61	—	\$12,296.32	\$ 1,527.29

TABLE NO. 23  
**PUBLIC SERVICE COMMISSION STATEMENT OF FINANCES**  
**FISCAL YEAR—JULY 1, 1946 to JUNE 30, 1947**  
 (Continued)

	Balance July 1, 1946	Allotment Accounts Adjustments	Expenditures July 1, 1946 June 30, 1947	Balance June 30, 1947
Utility Rate Investigation Fund				
Personal Services .....	\$10,818.42		\$ 3,003.73	\$ 7,814.69
Travel .....	479.27		479.27	--
Current Expenses .....	189.50		189.50	--
Total .....	<u>\$11,487.19</u>		<u>\$ 3,672.50</u>	<u>\$ 7,814.69</u>
Freight Rate Investigations Fund				
Personal Services .....	<u>\$24,470.00</u>		<u>\$ 530.00</u>	<u>\$23,940.00</u>
Grand Total .....	<u>\$121,277.76</u>	\$15,056.50	<u>\$93,621.52</u>	<u>\$42,712.74</u>
Additional Appropriation				

TABLE NO. 24  
**SUMMARY OF REPORTED ACCIDENTS  
 RAILROADS AND MOTOR CARRIERS  
 JANUARY 1, 1946, to DECEMBER 31, 1946**

	No. of Accidents Reported	No. of Persons Killed	No. of Persons Injured
Bamberger Railroad Company .....	5	3	7
Carbon County Railway Company .....	2	0	2
Denver and Rio Grande Western Railroad Co., The .....	151	10	75
Ogden Union Railway and Depot Company, The .....	43	1	38
Salt Lake and Utah Railroad Corp. ....	4	0	5
Southern Pacific Company .....	43	5	31
Tooele Valley Railway Company .....	3	0	3
Union Pacific Railroad Company .....	71	8	45
Utah Idaho Central Railroad Corp., The	29	0	21
Utah Railway Company .....	14	1	8
Western Pacific Railroad Company, The	31	1	43
Total	396	29	278

MOTOR CARRIERS

Passenger Carriers .....	35.	7	127
Property Carriers .....	29	0	21
Total	64	7	148





TABLE NO. 26  
**TYPICAL NET MONTHLY ELECTRIC BILLS — RESIDENTIAL**  
**JUNE 30, 1947**

Date Effective	Schedule	Lighting and Small Appliances				Date Effective	Schedule	Lighting, Cooking Refrigeration Billing For					Average Charge, Cents Per KWH For Consumption of			
		Minimum Amount	Bill KWH	Billing For				100 KWH	150 KWH	250 KWH	100 KWH	25 KWH	100 KWH	250 KWH	100 KWH	250 KWH
				25 KWH	40 KWH											
Utah Power & Light Co. ....	1	\$ .75	21	\$ .88	\$1.40	1-12-45	1	\$3.10	\$4.35	\$6.35	3.5c	3.1c	2.5c			
Telluride Power Co.* .....	1-H-2	1.00	14	1.73	2.72	9- 1-46	1-J-4	3.90	5.33	8.18	6.9	3.9	3.2			
Southern Utah Power Co. ....	4-A	1.00	10	1.97	2.60	10-25-41	2-A	3.52	4.52	6.52	7.9	3.5	2.6			
(Note 1) .....	8	1.00	16	1.45	2.20	6-26-44	8	3.50	4.50	6.50	5.8	3.5	2.6			
Big Springs Power Co.* ....	1	1.00	12	2.03	3.20	10-26-46	1-J-4	3.90	5.33	8.18	8.1	3.9	3.2			
Uintah Power & Light Co. ....	1	1.50	15	2.50	3.02	6- 1-39	1	5.12	6.50	8.50	10.0	5.1	3.4			
Swan Creek Electric Co. ....	1-A	1.20	12	2.24	3.14	6- 1-46	1-A	5.14	6.64	9.64	9.0	5.1	3.8			
Wendover Light & Power Co. ....	1	3.00	23	2.95	4.40	Note 2										

Note 1 Southern Utah Power Schedule No. 8, covers service in Cedar City only

Note 2 Wendover Light & Power Co. commenced operations in 1946. Total capacity 70 KW

\* Bills are for contract period in excess of one year

TABLE NO. 27  
**PUBLIC UTILITIES UNDER JURISDICTION  
 OF COMMISSION  
 AT JUNE 30, 1947**

Class of Utility	Number
Steam Railroads—Classes I and II .....	7
Steam Railroads—Class III .....	2
Steam Railroads—Lessor Company .....	1
Electric Interurban Railroads .....	2
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 .....	7
Gas Company .....	1
Water Companies .....	11
Motor Carriers .....	299
Total .....	356

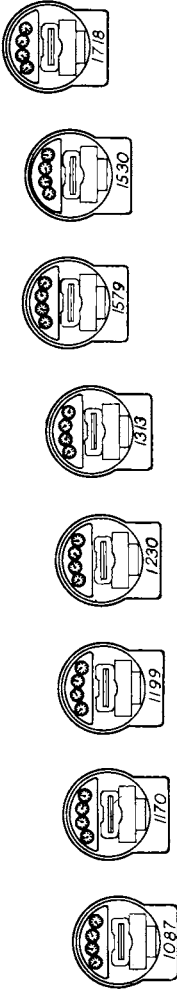


APPENDIX III  
CHARTS OF UTILITY STATISTICS

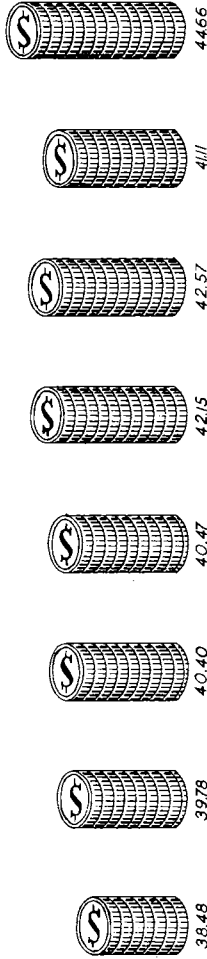
	Chart No.	Page No.
Residential customer data—electric utilities .....	I	101
Electric power used by customers of privately owned utilities .....	II	102
Electric energy generated, purchased, and sold.....	III	103
Volume of gas sold in Utah .....	IV	104
Telephone stations in use in Utah .....	V	105
Reportable railroad-highway grade crossing accidents....	VI	106



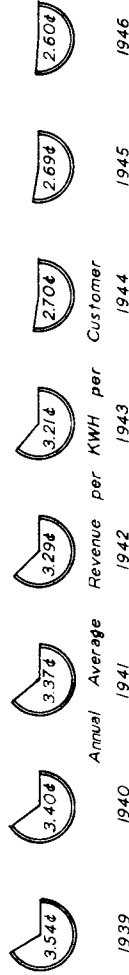
RESIDENTIAL CUSTOMER DATA - ELECTRIC UTILITIES



Annual Average KWH Consumption per Customer



Annual Average Bill per Customer



Annual Average Revenue per KWH per Customer

CHART I

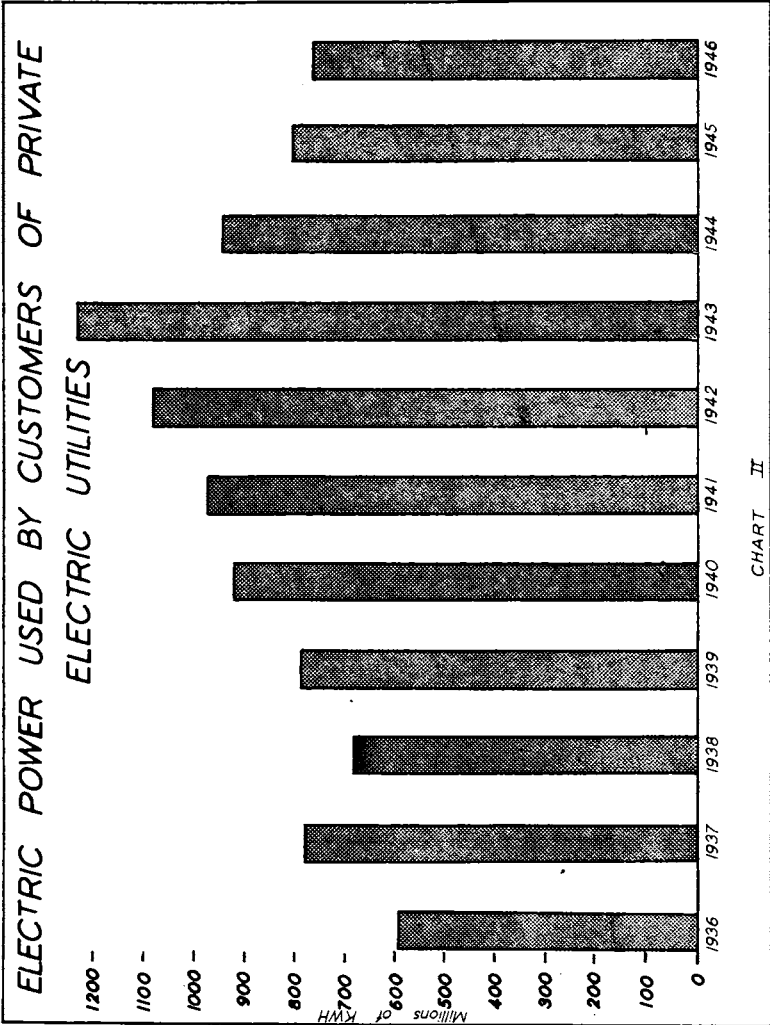
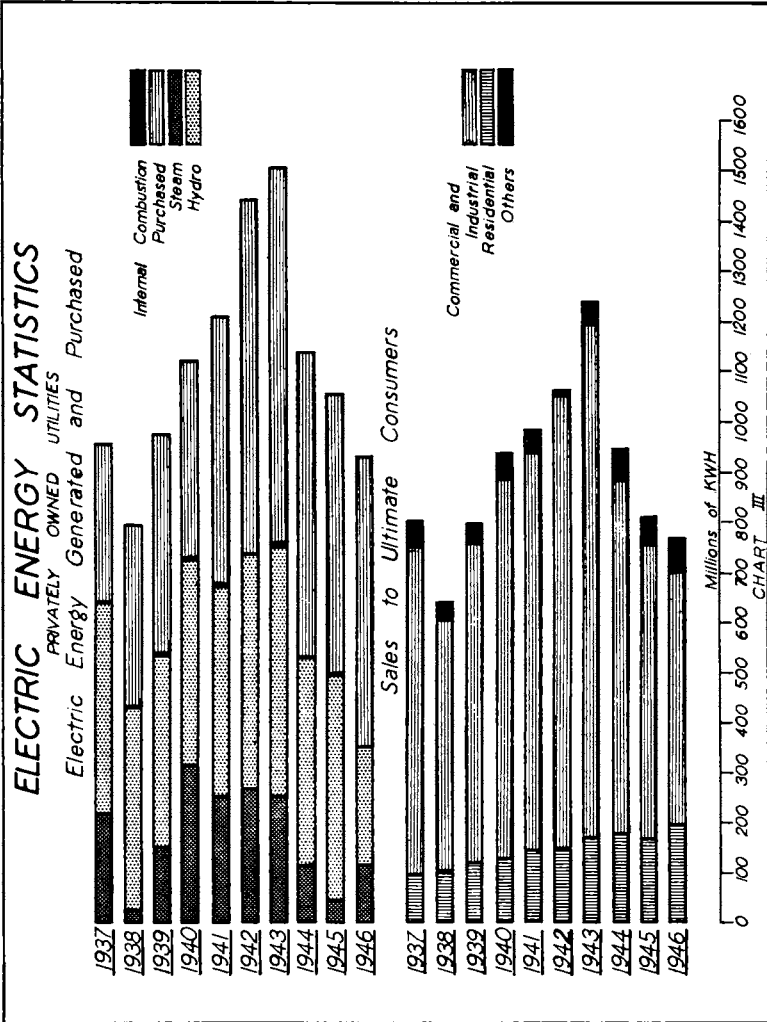
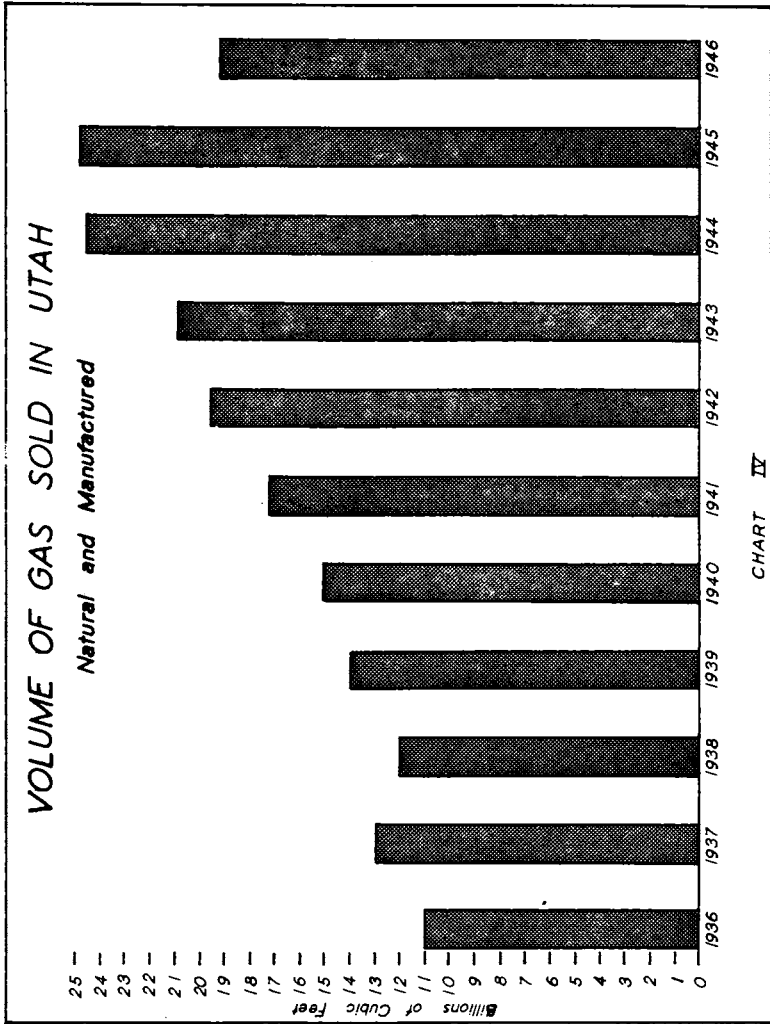
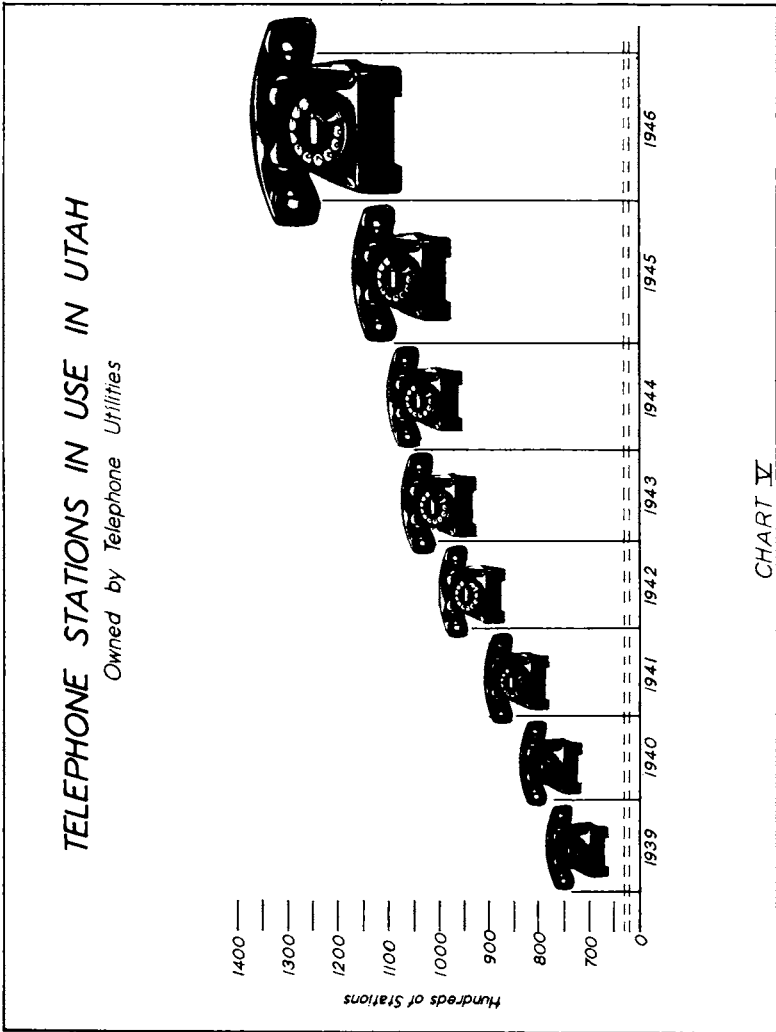


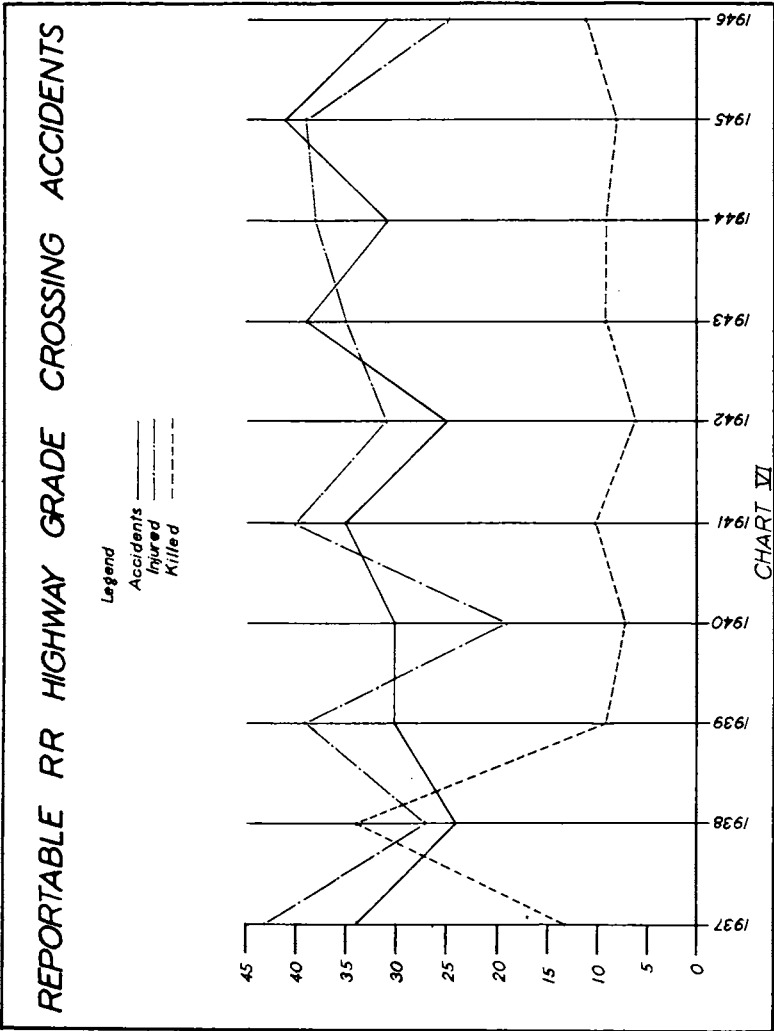
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