

THIRTIETH
REPORT

of the

PUBLIC SERVICE
COMMISSION

OF UTAH

to the

GOVERNOR



For the Period

July 1, 1947 to June 30, 1948

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To His Excellency, J. Bracken Lee,
Governor of the State of Utah

Dear Governor Lee:

Pursuant to the requirements of Chapter 1-11, Title 76, Utah Code Annotated 1943, it is our pleasure to submit herewith the thirtieth annual report of the Public Service Commission of Utah. This report contains an account of the transactions of the commission's office for the fiscal year July 1, 1947, to June 30, 1948.

Prior to the completion of this report the term of office of Commissioner Oscar W. Carlson had expired, and Mr. Royal W. Whitlock, who served as the commission's secretary during the period covered by this report, had resigned, consequently their signatures do not appear on this letter of transmittal.

Respectfully submitted,

(SEAL)

DONALD HACKING,
Chairman.

W. R. McENTIRE,
Commissioner.

Attest:

F. A. YEAMANS,
Secretary.

PUBLIC SERVICE COMMISSION ROSTER

The Commission

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

Central Office

Evelyn Jensen	Chief Clerk
Charles E. Pettersson*	Cashier
Florence Wallace*	Assistant Cashier
G. Valery Freeze	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
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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
Benjamin H. Smith*	Inspector
Max G. Leonard*	Inspector
George H. Lord*	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

Complaints and petitions which require formal procedure continue to occupy a considerable part of the commission's time and attention. During the fiscal year ended June 30, 1948, there were 152 new formal cases filed. At July 1, 1947, there were 109 cases pending, hence a total of 261 formal cases were on the commission's docket during the fiscal year, of which number 133 were disposed of. To illustrate the increase in volume of cases handled, a comparison with the fiscal year ended June 30, 1944, might be of interest. In that year 88 cases were filed and 95 were disposed of. The volume handled in the fiscal year ended June 30, 1948, represents an increase of 73 per cent in cases filed and 40 per cent in cases disposed of over the fiscal year ended June 30, 1944.

The following table contains a summary of the formal cases:

TABLE NO. 1
Formal Cases Before the Commission
July 1, 1947, to June 30, 1948

	Cases Pending July 1, 1947	Cases Filed 7-1-47 to 6-30-48	Total	Cases Disposed of	Cases Pending June 30, 1948
Electric power and light rates..	2	2	4	2	2
Railroad rates	1	3	4	3	1
Pullman car company rates.....		2	2	1	1
Express rates		2	2	2	
Gas rates	2	1	3	3	
Water rates		1	1		1
Telephone rates	2	3	5	3	2
Boat transportation	1		1	1	
Station agency	1	3	4	2	2
Grade crossing	6	9	15	9	6
Urban carrier		3	3	2	1
Motor transport	87	110	197	98	99
Miscellaneous	5	13	18	7	11
Total	107	152	259	133	126

Some idea may be gained as to the amount of the commissioners' time required in conducting formal hearings from the fact that in the fiscal period covered by this report the commissioners devoted 218 "man-days" to such work.

Further details covering orders issued in formal cases are presented in Tables No. 6 to 19, Appendix I. The following comments relate to a few of the cases of considerable interest to the users of public utility service in Utah.

Gas Rates and Service

Case No. 2906

*Public Service Commission of Utah, Comp't., vs.
Mountain Fuel Supply Company, Def't.*

Case No. 3275

*Application of the Mountain Fuel Supply Company for
Readjustment of Rates and Charges for Natural Gas
Service in the State of Utah*

In Case No. 2906 the commission instituted an investigation of Mountain Fuel Supply Company for the purpose of determining a rate base, a reasonable rate of return on such rate base, and the rates which this utility should be permitted to charge for gas service in Utah. Hearing in this case was concluded on July 3, 1947. Extensive written briefs were filed by interested parties. On November 14, 1947, the commission issued its report, findings of fact, and order. Mountain Fuel Supply Company was ordered to file new rates with the commission for natural and manufactured gas service in Utah reflecting a reduction in revenue to the company of \$1,366,291 when applied to the volume of sales for the year ended April 30, 1947, such new rates to become effective as to all bills rendered on and after 65 days from the date of the order.

The commission held that 6 per cent was a fair and reasonable rate of return on the rate base found by it. The

following figures show a summary of the net investment rate base determined by the commission covering the year ended April 30, 1947:

Utility plant in service.....	\$30,154,995
Utility plant held for future use.....	651,396

Total plant	30,806,391
Reserves for depreciation and depletion	10,495,246

Net plant investment.....	20,311,145
Working capital	700,000

Net investment rate base.....	21,011,145

A subsequent order, dated December 15, 1947, extended the time for the filing of the new schedule of rates and also extended the effective date of the reduction in rates. The application of the company for rehearing was denied under date of January 7, 1948. The defendant company filed, under protest, on January 16, 1948, a new schedule of rates for domestic and commercial service, which rates were found to produce the reduction in revenue ordered by the commission. Mountain Fuel Supply Company also filed a petition in the Supreme Court of Utah in which the lawfulness of the commission's orders was challenged. The court granted the company's request that the commission's order, as amended, reducing the rates of the company, be stayed and suspended pending further order of the court. The court ordered Mountain Fuel Supply Company to pay monthly into an account standing jointly in the names of the company and the commission ". . . all sums of money which it may collect from any person in excess of the sum which such person would have been compelled to pay for natural and manufactured gas service rendered on and after February 16, 1948, if the said orders of the Public Service Commission of Utah, and the new schedule of rates and charges filed with the said commission on January 16, 1948, had not been stayed and suspended." The court also required the company to file a suspending bond with the

commission conditioned to pay all damages caused by delay in enforcement of the commission's orders.

During the course of the hearing before the commission in Case No. 2906, Mountain Fuel Supply Company presented a motion to limit the delivery of natural gas in Utah to 18.4 billion cubic feet of gas a year. The reason advanced in support of the proposed limitation was that the extent of the company's developed gas reserves warranted such a restriction. In its report and order of November 14, 1947, the commission denied this motion for the reason that such matter was not within the issues of the case as defined by the pleadings. The right of the company to bring the matter before the commission again by a proper petition was reserved.

In February, 1948, Mountain Fuel Supply Company notified its customers taking natural gas service under industrial Class V rate, that it would be necessary, due to a shortage of gas supply, to curtail gas service to such users during the period of peak load in the winter of 1948-49, and subsequent years. Service under the Class V rate was furnished to establishments such as apartment houses, schools, bakeries, dairies, hotels, office buildings, laundries, and manufacturing concerns. These customers were advised by the company to take steps to provide other fuel during such periods of curtailment. Soon after the release of this notice numerous inquiries and complaints reached the commission's office on the matter. After consideration of the problem the commission concluded to hold an informal conference with the Class V users and representatives of the gas company. This conference was held on April 2, 1948. Several hundred affected users attended the meeting. These consumers of gas represented that to secure and install the necessary equipment to provide standby service with another type of fuel would entail a great deal of expense and practical difficulties.

As an outgrowth of the meeting referred to above, the commission directed its staff to confer further with company representatives in an effort to find a means of averting the contemplated curtailment of gas service. One aspect of the commission's findings in Case No. 2906 which

the company took serious exception to was the allowance for exploration and development costs. The Class V industrial customers had indicated at the meeting on April 2nd that they would be willing to pay higher rates for service to allow the company a greater amount to be used in explorations for new sources of natural gas. This and other phases of the gas company's operations were reviewed again, with company representatives.

The outcome of the several conferences and discussions on this problem was the filing of an application (Case No. 3275) by Mountain Fuel Supply Company on June 1, 1948, for a readjustment of rates and charges for all classes of gas service in Utah. A new schedule of rates was filed to become effective July 1, 1948, which schedule provided for a decrease in rates for domestic and commercial service and increases in rates for industrial users. As a part of its case in support of the rates proposed by it, Mountain Fuel Supply Company represented that for a temporary period of two years, including the winter seasons of 1948-49 and 1949-50, permission could be secured from the State of Wyoming and the U. S. Geological Survey to withdraw a limited quantity of gas from the Church Buttes Field in Wyoming, during four months of each year. This additional gas would increase the system capacity and meet the emergency created by the deficient gas supply, during the peak winter season.

After consideration of the evidence presented at the hearing on this application, the commission concluded to approve the rates proposed by the company. This was accomplished through an order dated June 30, 1948, which allowed the new rates to go into effect July 1, 1948. These rates effected a reduction of \$1,399,158 in domestic and commercial service, plus a further reduction of \$52,901 through the elimination of the delayed payment penalty provision, and an increase of \$874,427 in industrial rates.

A cost of service approach was followed in the determination of the new rates. That is to say that the particular rate for each class of service was arrived at by an allocation of an equitable part of the total costs of rendering service to all consumers, including return on invest-

ment. The industrial rates that were effective prior to July 1, 1948, were established many years ago. At the time such rates went into effect they were considered to be competitive with slack coal for industrial uses. The evidence before the commission in Case No. 3275 showed that the price of slack coal had practically trebled since the establishment of the industrial rates.

A simplification of the rate structure of Mountain Fuel Supply Company also resulted from the new rates. Prior to July 1, 1948, the company had three different domestic and commercial rates, one effective in the Provo area, one effective in Lehi, Pleasant Grove, and American Fork, and the other one effective in the balance of the territory served by the company in Utah. Likewise, there were several different industrial rates effective in each of the three areas mentioned. The new rates consist of four schedules, effective in all the territory served by the company in Utah. One of the four schedules is designated as a general service rate and covers domestic and commercial service. The other three schedules cover industrial service and are designated low load factor industrial rate, high load factor industrial rate, and surplus gas industrial rate. Firm service is offered under each of the new rates except the surplus industrial rate, although all service under the industrial classes is subordinate to the domestic demand in the event of a shortage of gas due to causes beyond the control of the company.

Shortly after the close of the period covered by this report, the case in the Supreme Court of Utah relating to the commission's orders in our Case No. 2906 was dismissed, upon the motion of the plaintiff, Mountain Fuel Supply Company. The funds impounded by the company pursuant to the requirements of the court, amounting to approximately \$600,000, were ordered refunded to the customers of the company.

A brief explanation of the past and present restrictions on new gas connections and new uses of gas on the Utah system of Mountain Fuel Supply Company seems appropriate at this point. Prior to June 26, 1941, no restrictions had been imposed on increased use of gas, but on that date an order was approved by the commission prohibiting any

increases in the use of gas for industrial seasonal heating. At that time the total connected maximum gas demand, including that of defense projects under construction, was about equal to the gas transmission capacity.

On February 16, 1942, the War Production Board issued natural gas limitation order L-31 (later designated as U-7), which order prohibited new connections for both industrial and residential seasonal heating use. The purpose of this order was to conserve fuel to meet the demands of war industries. The War Production Board exempted Mountain Fuel Supply Company from its restriction orders on June 8, 1945.

Under date of June 14, 1945, this commission approved a "freeze" order which prohibited any new or increased uses of natural gas served under industrial Classes III, IV, V, VI, and VII.

The evidence presented at the hearing in Case No. 3275, held in June, 1948, showed that even with an increased supply of gas made possible through temporary tapping of the Church Buttes Field, the demand for commercial and industrial gas is greatly in excess of the company's ability to serve. The commission found it necessary, therefore, to authorize certain restrictions on the use of gas for industrial and commercial purposes under the new rates which became effective July 1, 1948. These restrictions may be summarized as follows:

- (1) New industrial customers will not be accepted under any of the three industrial rate schedules.
- (2) New commercial customers whose estimated consumption is in excess of 600,000 cubic feet per annum will not be accepted in the general service rate classification.
- (3) Increased service to existing commercial and industrial customers caused by the use of additional equipment will be limited to an estimated amount of 600,000 cubic feet per annum in excess of such customer's facilities for using gas as of June 15, 1945.

There is no restriction under the new general service rate on the use of gas for domestic purposes.

Telephone Rates

Case No. 3191

Application of the Mountain States Telephone and Telegraph Company for Increase in Certain Rates

The applicant in this proceeding requested authority to publish new exchange and toll rate schedules calculated to produce approximately \$943,000 additional gross revenue from Utah intrastate operations. Hearing in the case commenced on April 8, 1948, and was concluded on June 28, 1948, after appropriate recesses. At the closing date of this report the commission had not issued its findings and order in the case.

Case No. 3043

Application of Manti Telephone Company for Increased Rates

This case involved an application of Manti Telephone Company for permission to make increases in rates for exchange service. By report and order dated March 15, 1948, the commission denied the application, except that permission was granted to increase installation and move charges and to charge an additional 25 cents a month for hand-set instruments.

Case No. 3139

Application of Escalante Telephone Company to Increase Rates, to Change to a Metallic System, and to Established 24-Hour Service

In this case the commission's report and order dated November 22, 1947, granted the applicant increased tele-telephone rates, and approved the conversion of the system from a grounded circuit to a metallic system, which conversion resulted in improved service. The applicant's proposal to render 24-hour service instead of 12-hour service also was approved.

Case No. 3201

Application of Midland Telephone Company for Increased Rates at New Dial Exchange at Thompsons, Utah

The applicant in this case requested authority to establish a local exchange at Thompsons, Grand County, Utah, and to make an upward adjustment in the rates charged for service in that area. The evidence showed that the applicant had installed a new automatic dial switchboard at Thompsons to serve that town and the neighboring community of Segó. Formerly, calls between Thompsons and Segó had been subject to a toll charge, but under the new arrangement service between these two towns will not have a toll charge assessed. The commission's order of March 15, 1948, approved the applicant's proposals.

Electric Light and Power Rates

Case No. 3112

Application of Southern Utah Power Company for Authority to Increase Rates and to Equalize and Simplify Rate Schedules

The applicant in this case proposed increases in certain rates and the simplification of the rate schedules of Southern Utah Power Company in its Cedar System. The rate schedules covering the applicant's Kanab System were not involved. The estimated increased revenues, based upon 1946 sales from the four schedules which called for increases in rates, were as follows:

Irrigation pumping	\$11,868.00
Commercial heating and cooking.....	290.00
Air-cooling service	45.00
Resale	4,066.00

Total	\$16,269.00

The commission found from the evidence submitted that the service rendered by the applicant during 1945, 1946, and the fore part of 1947, particularly to irrigation pumping cus-

tomers, had been below proper standards and unsatisfactory to those customers, due to inadequate generation and transmission facilities. The commission noted further that the applicant was under the necessity of securing new capital to provide additional plant facilities, and that granting of the relief sought by the applicant would assist in marketing new securities. Accordingly, the application was granted, with certain minor exceptions, by report and order dated January 28, 1948. A provision in the order required the company to make a study to determine the plant improvements for 1948 and 1949 which are necessary to provide adequate generation and transmission facilities.

Case No. 3250

Application of Southern Utah Power Company for Authority to Increase Its Rates in the Kanab, Utah System

In this case the applicant requested authority to file new rate schedules for its Kanab System covering residential service, commercial heating and cooking, commercial lighting, and resale service. The principal change proposed in these four schedules was the addition of a "fuel cost adjustment" clause, which reads as follows:

"The above energy charges are based upon a cost of fuel oil delivered to storage tanks in the Kanab generating station of the company of 6.96 cents per U. S. gallon. For each increase or decrease of one-tenth cent (0.1c) per gallon of oil delivered, the energy charge in each block shall be increased or decreased by .0125 cents per kilowatt hour."

The only electric energy available in the Kanab, Utah, area is generated by Diesel engines operated by Southern Utah Power Company. The evidence showed that the delivered cost of the fuel oil burned in the Diesel engines at Kanab had increased from 6.96 cents in 1943 to 11.99 cents on June 1, 1947, with a further increase in sight for 1948. The cost of fuel oil in a Diesel-operated generating plant is one of the major items of operating expense. The commission found from the evidence that, because of the increased

cost of fuel oil, as well as increased labor and other material costs, that the Kanab System was not producing a fair return on the company's investment in that area. The company's application was granted, therefore, in a report and order dated June 25, 1948.

Railroad, Pullman, and Express Rates Intrastate

Cases Nos. 2998 and 3168

Application of Railroads Operating in Utah for Increases in Freight Rates and Charges to Correspond to Interstate Increases Granted in Ex Parte 162

The railroads operating intrastate in Utah applied, on February 10, 1948, for increases in their freight rates and charges to correspond to the Interim increases in interstate rates authorized by the Interstate Commerce Commission (20 per cent generally) in its order of December 29, 1947, Ex Parte 166, and also for reconsideration of the commission's order in Case No. 2998 (Ex Parte 162).

At the hearing applicants presented evidence showing that the increase in the costs of labor, materials, and supplies made it necessary to apply for increases in their rates and charges. This commission granted authority, on June 18, 1948, to the applicants to increase their freight rates and charges in Utah to the same extent as permitted by the Interstate Commerce Commission, except on sugar beets, coal and coke, with no further increase on non-ferrous ores and concentrates.

Case No. 3194

Application of Railroads Operating in Utah to Increase Their Passenger Fares and Charges Within the State of Utah

The railroads operating intrastate in Utah petitioned the commission for authority to increase their one-way and round-trip passenger fares and charges between points on the lines of the applicants as follows:

1. Increase basic one-way fare for transportation in standard sleeping and parlor cars by 6.06 per cent. Fares so increased will approximate 3.5 cents per mile.
2. Increase one-way intermediate-class fares for transportation in tourist sleeping cars from 2.75 cents per mile to 3 cents per mile.
3. Dispose of fractions in respect to one-way fares so that when total increased fares result in fraction of a cent, fractions of less than 0.5 cent shall be dropped and fractions of 0.5 cent or greater shall be increased to the next whole cent.
4. Increase the round-trip station-to-station fares for transportation in standard sleeping and parlor cars of 166 2-3 per cent (the present basis) of the proposed one-way fare of 3.5 cents per mile, adding when necessary to make the resulting fare end in "0" or "5".
5. Increase round-trip station-to-station intermediate class fares for transportation in tourist sleeping cars of 180 per cent (the present basis) of the proposed one-way fare of 3 cents per mile, adding where necessary to make the resulting fare end in "0" or "5".
6. Increase excess baggage rates 20.833 per cent (the present basis) of the proposed one-way fares for transportation in standard sleeping and parlor cars of 3.5 cents per mile.

Hearing was held by the commission on December 2, 1947. After consideration of the evidence and testimony presented by the applicants, the commission concluded that the increases sought should be granted, to help meet the increased costs of operations. The commission's order of December 23, 1947, authorized the increases sought in the proceeding, estimated to produce about \$794 additional revenue a year.

*Case No. 3219**Application of Railroads Operating in the State of Utah for Authority to Increase Their Passenger Fares and Charges Within the State of Utah*

1. The petition requested authority to increase the basic one-way and round-trip fares to correspond with similar application pending before the Interstate Commerce Commission in No. 29897 from 2.2 cents per mile to approximately 2.5 cents per mile.
2. To dispose of fractions of less than 0.5 cents and to increase to the next whole fraction of 0.5 cents or greater.
3. To increase minimum one-way fares from 10 cents to 15 cents.
4. To publish round-trip station-to-station coach fares 180 per cent of the one-way fare of 2.5 cents per mile, adding when necessary to make the resulting fare end in "0" or "5".

Hearing was held on March 25, 1948. After due consideration this commission issued an order on March 27, 1948, which authorized the proposed increases to help meet the increased costs of operations.

*Case No. 3166**Application of the Pullman Company to Increase Its Rates and Charges Intrastate in Utah*

This petition was filed September 18, 1947, and was heard on October 21, 1947. At the hearing the evidence presented showed that wages of employes had increased approximately 15 per cent and that the expenses of Utah operations of the company for the past year exceeded revenues by nearly \$10,000.

Authority was granted on November 14, 1947, to increase the rates and charges as proposed.

*Case No. 3181**Application of Railway Express Agency, Inc. to Increase Certain Express Rates and Charges Within the State of Utah*

The Railway Express Agency, Inc., filed this petition on October 15, 1947, for an increase in certain express rates and charges within the State of Utah. The evidence presented by the applicant showed that its labor, material, and supply costs had so increased that the increases sought on certain traffic were necessary for a fair and equitable distribution of its operating costs.

In the decision rendered by the commission on November 13, 1947, the proposed increases on first and second-class rates and traffic moving on pound rates were granted. No increases were permitted on LCL commodity rates, daily newspapers, and milk and related articles, third-class rates, or on empty containers.

*Case No. 3215**Application of Railway Express Agency, Inc., for Increase in Express Rates and Charges*

This petition was filed January 6, 1948, and hearing was held on February 13, 1948. The applicant requested authority to increase the express rates on Utah intrastate business to the same extent as authorized by the Interstate Commerce Commission on interstate traffic in its order dated December 16, 1947, in Ex Parte 163.

The increases were proposed to cover, in part, the additional costs in operating expenses resulting from the 15½ cents per hour increase in wages of express employees, effective September 1, 1947. The proposed increase amounts to 10 per cent of first and second-class rates and rates published as multiples of first and second-class rates. After consideration of the evidence presented, the commission granted the increases sought, the increased rates to become effective on 30 days notice to the commission and the public. The commission's order was dated March 15, 1948.

Motor Transport Rates Intrastate*Case No. 3040**Application of Utah Motor Transport Association, Inc., for a General Increase in Freight Rates and Charges Amounting to 15 Per Cent on Utah Intrastate Traffic*

A supplemental report and order was issued by the commission on August 18, 1947, in which I. E. Riddle was authorized to increase his freight rates and charges 15 per cent on Utah intrastate traffic moving between Cedar City and Kanab, Utah. The evidence in the case disclosed that during the year 1946 the operating expenses and taxes of this operator exceeded freight revenues by approximately \$663.

*Case No. 3117**Application of Utah Motor Transport Association, Inc., for and on Behalf of Ashworth Transfer Company et al. for Authority to Increase Freight Rates and Charges*

The application in this case was filed by Utah Motor Transport Association, Inc., on behalf of Ashworth Transfer Company, Cole Transfer & Storage Company, Ogden Transfer & Storage Company, Guy Prichard Transfer, and Salt Lake Transfer Company, common motor carriers by special equipment, operating intrastate in Utah. The commission's order of August 19, 1947, authorized these carriers to increase their freight rates not to exceed 15 per cent, with no increase in the rates for auxiliary services. The commission found that the increases authorized were necessary because of the continued upward trend in wages and in the cost of materials, insurance, and supplies.

*Case No. 3174**Application of Utah Motor Transport Association, Inc., for Increases in Local Cartage Rates and Charges*

The application in this case was filed on behalf of

local cartage common and contract motor carriers. The evidence introduced indicated that because of increased wages and an increase in the cost of materials and supplies, an increase in the rates charged by this class of carriers was necessary. Accordingly, the commission approved the increased rates and charges proposed on behalf of these carriers.

Case No. 3178

*Application of Fuller-Toponce Truck Company for
Authority to Increase Its Rates and Charges*

In this case the commission authorized Fuller-Toponce Truck Company to increase its freight rates and charges by 10 per cent, with the exception of minimum charges, accessorial and joint rates. The applicant was authorized to increase minimum rates for pickup and delivery service to 50 cents per hundred pounds on all shipments weighing 750 pounds or less, except on empty carriers being returned. A minimum charge of \$3.75 per shipment was authorized on all shipments weighing more than 750 pounds where either pickup or delivery service, or both, is performed. The order authorizing the increased rates was dated November 19, 1947.

Case No. 3210

*Application of Salt Lake-Kanab Freight Line,
Marysvale-Kanab Freight Line, and Emery County
Truck Line for Authority to Increase Rates and
Charges*

Each of the applicants in this proceeding presented evidence showing that motor carrier operations were being conducted at an operating loss. The applicants proposed to eliminate from their tariffs the commodity rates applying on articles of merchandise and to apply thereto class rates. In a report and order dated January 20, 1948, the commission allowed each of these carriers to change the classification, rates, and charges as proposed. •

*Case No. 3222**Application of Geneva Transportation Company
for Authority to Publish Increased Rates for
Transportation of Passengers*

The commission found that, due to increased wages and the increased cost of materials, fuel, insurance, etc., that the Geneva Transportation Company should be permitted to publish increased fares covering the transportation of passengers between Provo, Lehi, American Fork, Pleasant Grove, and Alpine, on the one hand, and Geneva, Utah, on the other hand. The commission found that the rates sought to be published by the applicant were just and reasonable and the order of the commission authorized such rates to become effective.

*I. & S. Docket No. 47**Increased Passenger Fares and Charges
Cook Transportation Company*

On May 7, 1947, an order was issued by the commission in I. & S. Docket No. 47 suspending schedules containing increased passenger fares and charges between Smithfield, Utah, and the defense plants in the Ogden area and all intermediate points.

The matter was set for hearing at Salt Lake City for June 2, 1947. At the hearing the applicant submitted a revised schedule of fares, rules, and regulations which conformed with the rates prescribed for Utah; namely, 2.2 cents per passenger mile for one-way, and for a round-trip 180 per cent of the one-way fare, and one cent per mile for commutation fares.

The commission found that the proposed fares and charges were just and reasonable, and conformed to the standard Utah rates and fares, and that the applicant should cancel the schedules under suspension and file a new tariff containing the fares, rules, and regulations proposed at the hearing, to become effective on five days notice to the commission and the public. The commission's order was dated September 5, 1947.

Motor Carrier Cases

As indicated in Table No. 1, the commission disposed of 98 cases involving motor carriers, of which number, 88 cases dealt with applications for new operating authority or extensions of existing rights. Seven cases involved rates of motor carriers; two cases covered applications for approval or lease agreements between motor carriers; and one case involved an investigation of certain aspects of the operations of two carriers. In addition to these cases, 39 supplemental orders were issued in cases which had been closed in previous periods. The 98 cases referred to are summarized in Table No. 2 below.

TABLE NO. 2

**Motor Transport Cases Disposed of
July 1, 1947, to June 30, 1948**

Nature of Application	Number of Applications			Total
	Granted	Denied	Dis- missed	
Certificates of convenience and necessity	46	2	1	49
Contract carrier permits.....	12	1	4	17
Interstate carrier licenses	15		1	16
Temporary interstate carrier licenses.....	2		4	6
Motor transport rates	7			7
Miscellaneous	2	1		3
Total	84	4	10	98

Under the motor carrier law (Chapter 5, Title 76, U.C.A. 1943, as amended), this commission is authorized to grant various types of operating authority to applicants for rights to operate for hire over the highways of the state. In Table No. 3 is shown a summary of the operating rights granted to motor carriers.

TABLE NO. 3

**Summary of Operating Rights Granted to Motor Carriers
July 1, 1947, to June 30, 1948**

Nature of Rights Granted	No. of Certificates Issued	No. of Permits Issued	No. of Licenses Issued	No. of Temporary Licenses Issued
Freight service only (general commodities)	16			
Freight service only (specified commodities)	1	10	7	1
Petroleum and petroleum products, benzol, and road oil	5			
Household goods and new furniture.....	3		7	
Erected houses	5			
Taxicab service	6			
Passengers and/or personal effects, baggage, express, mail, newspapers (includes chartered bus passenger service)	17	2	2	1
Total	53	12	16	2

Orders were issued in numerous cases cancelling the rights held by motor carriers. In some instances, the rights were cancelled outright for cause, while in other cases a transfer of rights was approved under which circumstances the authority of the previous operator was cancelled and new authority was issued to the operator taking over the business. The following figures show the operating authorities cancelled during the period covered by this report:

Certificates of convenience and necessity.....	53
Contract carrier permits	19
Interstate carrier licenses	19
Temporary interstate carrier licenses.....	4

Summaries of the orders issued in cases involving motor carriers are presented in Table No. 7 and in Table Nos. 11 to 18, Appendix I.

SECTION II
INTERSTATE TRANSPORTATION RATES

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

This case is still pending, and the Interstate Commerce Commission has ordered the railroads operating in the Western Trunk Line district to reduce their class rates 10 per cent temporarily, until the classification of commodities has been approved in I.C.C. Docket 28310. At the time the new classification becomes effective the schedule of distance rates prescribed in this case (No. 28300) are to take effect. This leaves the Mountain-Pacific district out in the cold insofar as a reduction of class rates is concerned.

The states in the Mountain-Pacific district have held one meeting in an effort to be included within the class rates prescribed in Docket 28300, but so far some of the states have declined to take part and the matter stands substantially the same as it did a year ago.

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

The railroad committee, established to work out a consolidated freight classification, has now presented several proposals to the shippers. These proposals do not appear to be very satisfactory, and we are of the opinion that the railroads are seeking an increase in revenues through the means of a consolidated freight classification, which was not the intent of the Interstate Commerce Commission.

Several petitions objecting to the proposals have been filed with the Interstate Commerce Commission by various groups of shippers, and we have objected to the method used by the railroads in preparing their consolidated freight classification. We are waiting action by the Federal Commission in order to get the matter established on a fair and equitable basis.

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

In this case all the hearings have been held, briefs have been written, and the matter is awaiting oral argument at Washington before the entire commission.

Our commission and the Utah Wool Growers' Association have been and will be represented by our commerce attorney, who will point out, among other things, several vital defects in our present rate structure.

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

This matter is progressing slowly and we are of the opinion that the present earnings of interstate bus operators are satisfactory. We intend to participate actively in this case at the oral argument and point out this factor, particularly in the case of western carriers.

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

This case was finally set for argument by the Interstate Commerce Commission. Our commerce attorney represented this commission and the complainant. The Interstate Commerce Commission issued its order in which the railroads were required to publish a base rate of \$1.77 from Utah to New York City on fresh meat. The rate at the time of the filing of this complaint was \$2.52 per hundred pounds. Therefore, the reduction afforded Utah was 75 cents per hundred pounds, which was the greatest reduction accorded to any complainant in the proceeding. This reduction was accepted by the complainant and the case is now closed.

I.C.C. Docket No. 29555
Pickup and Delivery Services by Railroads

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

These cases are still pending and evidence is being received by the Interstate Commerce Commission on the sug-

gestions under consideration. This commission proposes to appear at the appropriate time and take part in the proceeding.

*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 Be-
tween Pacific Coast Ports and Interior Points*

While these cases have not been formally closed by the Interstate Commerce Commission, we are inclined to believe that the issues have been solved by reason of several heavy increases in railroad freight rates. However, it may be that the boat lines will seek further increases in the Transcontinental rail rates, in which case we will seek to have any resulting increases excluded from the Mountain-Pacific states, particularly Utah.

*I.C.C. Docket No. 10122
Standard Time Zone Investigation*

In this case the Union Pacific Railroad Company asked this commission for permission to change its operating time between Salt Lake City and Los Angeles from Mountain to Pacific time. It was explained that by means of the new diesel locomotives it is possible to operate trains between Salt Lake City and Los Angeles without a change of locomotives, and that to change time at Caliente, Nevada, as heretofore, was quite likely to cause confusion and create hazards resulting from time changes in the middle of train movements.

This commission not only gave its permission, but joined in a petition to the Interstate Commerce Commission seeking approval of the change of time on the Union Pacific. The Interstate Commerce Commission issued its decision on March 31, 1948, authorizing the change as requested.

I. & S. Docket No. 5464
Iron and Steel, Utah to Pacific Coast Points

This commission took part in this proceeding, which involves the freight rates on iron and steel from Geneva and related points to Pacific Coast points. It is our contention that the present rates, together with the general blanket increases granted, are just, reasonable, and non-discriminatory. The case was pending at June 30, 1948.

Ex Parte 104, Part II
Terminal Services and Charges

This case was pending in the Federal Court at the closing date of our last annual report. Since that time the Federal Court at Salt Lake City has issued a temporary injunction remanding the case back to the Interstate Commerce Commission for further action in conformity with the Federal Court's decision. The Interstate Commerce Commission, without any further hearing, revised its former decision, but did not change the effect of the decision, whereupon the complainants secured from the Federal Court a permanent order against the Interstate Commerce Commission's decision.

It is now up to the Interstate Commerce Commission either to appeal to the United States Supreme Court or leave the matter as it has been for the past forty years. We hope that the Interstate Commerce Commission will leave the matter as it is, which we feel is eminently fair and just to all parties concerned. Our commerce attorney represented this commission at the oral argument in the Federal Court.

SECTION III

GENERAL AND MISCELLANEOUS

Special Permissions

The commission issued 148 special permissions authorizing publication, on less than the statutory notice of thirty days, of changes in rates and regulations of railroads and other utilities operating in Utah. Reduced rates were authorized in 117 of these orders. A summary of these orders may be found in Table No. 20, Appendix II.

Informal Dockets

Orders were issued in 19 informal dockets. In matters handled under this procedure, the facts and circumstances are submitted to the commission on an informal basis and an order is issued without the necessity of holding a formal hearing. The orders in these dockets covered such matters as reparations and the construction of loading platforms with impaired clearances. The reparation awards which carriers were authorized to refund or waive collection of, totaled \$27,403.87. A summary of the orders issued in informal dockets is presented in Table No. 21, Appendix II.

Investigation Dockets

The commission had before it during the period covered by this report, two investigation dockets, both of which involved the services and operations of two transfer companies operating in and out of Salt Lake City. Table No. 22, Appendix II, contains a summary of the orders issued in these two dockets.

Joint Board Hearings

Fifteen joint board hearings conducted under the provisions of the Federal Motor Carrier Act were participated in by members of the Utah Commission. These hearings involved applications of motor carriers for interstate operating rights affecting the State of Utah. The hearings referred to were held at Denver, Colo.; San Francisco, Calif.; Las Vegas, Nev.; Casper, Wyo., and Salt Lake City, Utah.

Railroad Abandonments

During the period covered by this report, the Interstate Commerce Commission rendered four decisions on applications of railroads operating in Utah for permission to abandon certain trackage. Each of these cases is discussed briefly below and the extent of this commission's participation is indicated.

*Abandonment of a Portion of the Sanpete Branch
Line of the Denver & Rio Grande Western Railroad
Company*

The application of the Denver & Rio Grande Western Railroad Company for permission to abandon a portion of its Sanpete Valley branch of railroad extending from milepost 23.51, near Moroni, to Nephi, Utah, approximately 23.21 miles, was heard jointly by an examiner of the Interstate Commerce Commission and the Utah Commission at Nephi on May 8, 1947. (Finance Docket No. 15476.) A report and order was issued on December 2, 1947, by the Interstate Commerce Commission, under the provisions of which the Denver & Rio Grande Western Railroad Company was permitted to abandon the branch line referred to, upon the condition that a section of said branch, approximately two miles long, extending between the connection with the railroad of the Union Pacific Railroad Company at Nephi and a plaster mill at or near Gypsum, be conveyed to the Union Pacific Railroad Company for use in serving the plaster mill. The order to become effective on the date that the Union Pacific Railroad Company commenced service to the plaster mill, but in no event sooner than 40 days from the date of the order.

*Abandonment of Urban Branch of Oregon Short
Line Railroad Company in Box Elder County, Utah*

The Oregon Short Line Railroad Company and Union Pacific Railroad Company, lessee, applied to the Interstate Commerce Commission for permission for the former to abandon and the latter to abandon operation of the so-called Urban Branch, extending from Bakers to Urban,

approximately 4.93 miles, in Box Elder County, Utah. (Finance Docket No. 15740.) This commission challenged the jurisdiction of the Interstate Commerce Commission in this matter on the grounds that the line involved is a spur track within the meaning of Section I (22) of the Interstate Commerce Act, which act reserves jurisdiction over spur tracks to state regulatory commissions. In its report and order dated November 3, 1947, the Interstate Commerce Commission held that the track in question constitutes a line of railroad, or a portion of a line of railroad, within the meaning of Section I (18-20) of the Interstate Commerce Act, and not a spur track or industrial track within the meaning of Section I (22) thereof. The Federal Commission found that no substantial loss or inconvenience would be suffered by the public should the line be abandoned. The Federal Commission also found that the line in question had been operated at a loss for the years 1945 and 1946. Accordingly, the Oregon Short Line Railroad Company was permitted to abandon the line and the Union Pacific Railroad Company, lessee, was permitted to abandon operation of said line.

Abandonment of Branch Line of Railroad of Oregon Short Line Railroad Company in Cache County, Utah

The Oregon Short Line Railroad Company and the Union Pacific Railroad Company, lessee, applied to the Interstate Commerce Commission for permission for the former to abandon and the latter to abandon operation of the so-called College Branch, extending from College Junction to College, a distance of about 2.98 miles in Cache County, Utah. (Finance Docket No. 15790.) Our commission challenged the jurisdiction of the Interstate Commerce Commission in this case. In its report and order dated November 3, 1947, in this matter the Federal Commission made reference to its findings in Finance Docket No. 15740 discussed above in respect to the Utah Commission's contentions and held that the line in question was not a spur or industrial track. The Oregon Short Line Railroad Company and the Union Pacific Railroad Company, lessee,

were permitted to abandon the track in question and abandon operation thereof, respectively, subject to certain conditions for the protection of employees.

*Abandonment of Railroad of Bingham & Garfield
Railway Company*

On April 29, 1948, the Bingham & Garfield Railway Company applied to the Interstate Commerce Commission under Section I (18) of the Interstate Commerce Act for permission to abandon its entire line of railroad extending from Garfield to Bingham Canyon, a distance of approximately 20.35 miles, with a branch line of approximately two miles, to Sands in Salt Lake County, Utah. (Finance Docket No. 16093.) On the same date the Denver & Rio Grande Western Railroad Company applied under the same section for authority to acquire and operate that portion of the line to be abandoned, extending northwesterly from 12th and Washington Avenues in Garfield, to the Sandpit, a distance of about 1.988 miles. (Finance. Docket No 16094.)

The principal function of the Bingham & Garfield Railway Company always has been the transportation of crude ore, materials, and supplies from the copper mine at Bingham Canyon to concentration plants at Arthur and Magna, and of concentrates to a smelter at Garfield. The Interstate Commerce Commission concluded that public need for the line no longer existed in view of the fact that the Kennecott Copper Corporation had placed in operation a new industrial line to handle the transportation formerly performed by the Bingham & Garfield Railway Company. A report and order dated June 24, 1948, issued by the Interstate Commerce Commission, authorized the abandonment by the Bingham & Garfield Railway Company as to interstate and foreign commerce of its entire line of railroad and, also, required the acquisition and operation by the Denver & Rio Grande Western Railroad Company of 10,500 feet of the abandoned line in order to reach Sandpit, owned by the American Smelting and Refining Company.

Administration of Motor Carrier Act

The commission maintains inspectors whose duty it is to exercise surveillance over motor carrier operations for hire in the State of Utah. During the period covered by this report 65 arrests were made for alleged violations of provisions of the motor carrier act or the commission's rules and regulations. Convictions were obtained in 54 of these cases, nine cases were dismissed, and one case was pending. The fines imposed on those convicted aggregated \$603, of which amount \$57.50 was suspended. In addition, 20 arrests were made for alleged violations of the commission's railroad grade crossing safety regulations relating to the transportation of explosives and other dangerous articles. Convictions were obtained in all 20 of these cases, with total fines of \$215 imposed, of which amount \$12.50 was suspended.

The law empowers this commission to issue temporary, seasonal, or emergency permits and licenses to contract motor carriers under circumstances which justify such action. The following tabulation shows the number of such permits and licenses issued from July 1, 1947, to June 30, 1948, and the periods of time covered thereby.

Single trip	79
10 days	6
15 days	3
20 days	3
30 days	20
60 days	80

Total	191

A summary of reported accidents involving motor carriers operating for hire in Utah may be found in Table No. 25, 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.)

As noted in the last annual report of the commission, the plaintiff in the above-named action applied to the com-

mission (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 application was based on the so-called "grandfather" clause found in Section 76-5-21, Utah Code Annotated 1943. The commission denied the application on the grounds that the applicant had operated illegally in the past without having obtained authority as required by law.

The Supreme Court of Utah reviewed the commission's order and the record on which it was predicated, and by an opinion handed down on October 15, 1947, the commission's order was affirmed. The plaintiff sought a rehearing before the Supreme Court, which was denied on December 1, 1947.

Wilson McCarthy and Henry Swan, as Trustees of the Property of the Denver & Rio Grande Western Railroad Company, Plaintiffs, v. Public Service Commission of Utah, et al., Defendants. (Supreme Court Case No. 6988.)

In this case the Supreme Court of Utah agreed to review the orders of this commission issued in eight cases in which certificates of convenience and necessity were granted authorizing the trucking concerns involved to operate as common motor carriers of sand, gravel, loose earth, and cement, in bulk, to and from all points in the State of Utah. The Court's opinion, released on August 25, 1947, with one justice dissenting, held that the carriers involved in the proceeding were not in fact public utilities, but were rendering private service to their customers. The Court set aside the commission's orders in which common carrier certificates were granted to these truck operators.

Rae H. Goodrich, d/b/a Tridell Truck Line, Plaintiff, v. Public Service Commission of Utah and Uintah Freight Lines, Defendants. (Supreme Court Case No. 7136.)

The plaintiff in this case applied to the commission (Case No. 2959) for authority to enlarge his operating rights

as a contract motor carrier of property to haul for four additional contractees between Salt Lake City and points in the Uintah Basin. The commission found that the granting of the application would impair existing and proposed common carrier service to the Uintah Basin area and denied the application. Following a denial of a petition for rehearing, the plaintiff petitioned the Supreme Court of Utah to review the commission's order, which petition was granted. At the closing date of this report the Court had not issued a ruling on the matter.

Bamberger Transportation Company, Plaintiff, v. Public Service Commission of Utah and Byron R. Rampton and Maxwell E. Rich, co-partners, d/b/a Bountiful. Transportation Company, Defendants.
(Supreme Court Case No. 7103.)

The plaintiff in the above-named action has operated as a common motor carrier of passengers, express, and baggage between Salt Lake City and Ogden, Utah, for many years. Prior to May 20, 1939, the operations of this carrier were restricted to the extent that it could not transport passengers locally between Salt Lake City and Centerville, but on that date such restriction was removed by order of the commission. Accordingly, Bamberger Transportation Company has rendered local service between Salt Lake City and Centerville since May 30, 1938, except for a period during the war when no bus service was rendered between Salt Lake City and Ogden by this carrier in the interest of conserving gasoline, rubber, etc. On February 2, 1947, this carrier re-established motor carrier service between Salt Lake City and Ogden and commenced operating stub runs between Salt Lake City and Farmington, Utah, and between Salt Lake City and Bountiful, Utah.

On January 22, 1947, the commission authorized Byron Rampton and Maxwell E. Rich, co-partners, d/b/a, Bountiful Transportation Company, to operate as a common carrier by motor vehicle for the transportation of passengers between Salt Lake City and Centerville, Utah.

An order was issued by the commission on July 1, 1947, in our Case No. 3155, which required Bamberger Trans-

portation Company to discontinue the operation of its stub runs described above. The commission held that the stub runs operated by Bamberger Transportation Company unnecessarily duplicated the service rendered by Bountiful Transportation Company.

Following denial of a petition for rehearing on the matter, Bamberger Transportation Company filed a petition in the Supreme Court of Utah for a review of the proceedings and orders in this matter. Arguments have been held, but the decision of the Court had not been released at June 30, 1948.

*Mountain Fuel Supply Company, Complainant, v.
Public Service Commission of Utah, Defendant.
(Supreme Court Case No. 7151.)*

This case in the Supreme Court of Utah involved a review by the Court to determine the lawfulness of the commission's orders issued in our Case No. 2906, by which orders Mountain Fuel Supply Company was required to file reduced rates for gas service. This case was discussed in Section I of this report and will not be elaborated on further at this point.

Commission Finances

The Utah State Legislature made available to the Public Service Commission a total of \$243,293.59 for the biennium July 1, 1947, to June 30, 1949. These funds were appropriated in the following categories:

Public service general.....	\$173,329.25
Utility rate investigations	38,304.34
Motor transport regulation.....	31,660.00

Total	\$243,293.59

The source of the above described amounts was as follows:

General fund	\$ 35,000.00
Public utility levy.....	105,000.00
Motor vehicle registration fund.....	31,660.00
Unexpended balance from previous biennium.....	71,633.59

Total	\$243,293.59

During the fiscal year July 1, 1947, to June 30, 1948, the commission collected \$1,992.60 from filing fees, certified copies of reports, etc., which amount was credited to the commission's appropriation account.

The funds made available for the general regulatory work of the commission and for utility rate investigations are provided in the ratio of one dollar from the State general fund and three dollars from a special levy assessed against public utilities under the commission's jurisdiction. The law provides that any unexpended amounts in these categories at the close of a biennium shall remain dedicated to the commission's use.

The total expenditures of the commission during the fiscal year ended June 30, 1948, were as follows:

Public service general.....	\$74,347.75
Utility rate investigations.....	9,588.41
Motor transport	12,727.20

Total	\$96,663.36

At June 30, 1948, the total unexpended balance in the commission's appropriation accounts was \$148,622.83. Table No. 23, Appendix II, presents further details concerning the commission's finances.

SECTION IV
SELECTED DATA ON UTILITY OPERATIONS

Trend of Electric Rates and Use of Electricity

Table No. 4, which follows below, shows a yearly comparison for the years 1933 to 1947 of average electric rates and consumption of electricity by residential and domestic customers in Utah, and also the average revenue per kilowatt hour for all classes of electric service.

TABLE NO. 4

Trend of Electric Rates and Consumption in Utah of
Privately Owned Utilities

Year	Residential and Domestic Service			All Classes of Services
	Average Revenue Per Kilowatt Hour	Annual Average Consumption Per Customer	Annual Average Bill Per Customer	Average Revenue Per Kilowatt Hour
1933	4.94 ^c	707kwh.	\$34.93	2.14 ^c
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
1947	2.49	1929	48.05	1.69

It is interesting to note from the figures shown in Table No. 4 that the average revenue per kilowatt hour for residential and domestic service decreased from 4.94 cents in 1933 to 2.49 cents in 1947. This represents a reduction of 2.45 cents in the average cost per kilowatt hour for residential and domestic service, or a decrease of approximately 50 per cent over this period of years. On the other hand, the annual average consumption per customer increased from 707 kilowatt hours in 1933 to 1,929 kilowatt hours in 1947, an increase of 173 per cent, while the annual average

bill for these classes of users increased approximately 38 per cent from \$34.93 in 1933 to \$48.05 in 1947. The last column of figures in Table No. 4 shows the average revenue per kilowatt hour for all classes of electric service. It will be observed that the average decreased from 2.14 cents in 1933 to 1.69 cents in 1947, a reduction of 21 per cent.

Trends in Rates and Use of Natural Gas

The information shown in Table No. 5 below covers natural gas sales in the State of Utah for the years 1940 to 1947, inclusive. The figures in this table show only a small decrease in the annual average revenue per thousand cubic feet of gas used for residential and commercial purposes, but a rather pronounced increase in the annual average consumption per customer in these classes. In 1940 the residential and commercial customer on an average used 92.63 thousand cubic feet, while in 1947 the use had increased to 132.94 thousand cubic feet per customer, an increase of approximately 44 per cent.. The annual average bill for these classes of customers increased 37 per cent from 1940 to 1947. During the years covered by Table No. 5 there were no changes in the natural gas rates in Utah. As previously stated in the fore part of this report, a new schedule of natural gas rates became effective in Utah on July 1, 1948.

TABLE NO. 5

Trend of Natural Gas Rates and Consumption in Utah

Year	Residential and Commercial			All Classes of Service
	Annual Average Consumption Per Customer MCF	Annual Average Revenue Per MCF	Annual Average Bill Per Customer	Average Revenue Per MCF
1940	92.63	\$.647	\$60.00	20.6c
1941	101.82	.753	64.47	20.6
1942	112.27	.614	68.98	21.0
1943	106.23	.648	68.87	21.7
1944	116.61	.628	73.22	21.1
1945	115.81	.634	73.42	22.0
1946	120.57	.632	76.21	27.1
1947	132.94	.617	81.98	25.4

APPENDIX I

SUMMARY OF ORDERS ISSUES IN FORMAL CASES

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Certificate of convenience and necessity issued to motor carriers.....	11	55
Contract carrier permits issued	12	65
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TABLE NO. 6
 SUMMARY OF ORDERS ISSUED IN
 GAS, TELEPHONE, AND ELECTRIC POWER AND LIGHT RATE CASES
 July 1, 1947, to June 30, 1948

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
2906	11-14-47	Public Service Commission of Utah, Comp't., vs. Mountain Fuel Supply Co., Defendant	General investigation of the rates, regulations, and practices of defendant with respect to natural and manufactured gas service <small>GAS</small>	Defendant ordered to file new rate schedules for natural and manufactured gas to reflect a reduction of \$1,366,291 when applied to the volume of sales for the year ended April 30, 1947, such new schedules to become effective as to all bills rendered on and after 65 days from date of this order
2906	12-15-47	Public Service Commission of Utah, Comp't., vs. Mountain Fuel Supply Co., Defendant	General investigation of the rates, regulations, and practices of defendant with respect to natural and manufactured gas service	Time extended for filing new schedules of rates, and effective date of order of November 14, 1947, reducing rates changed
2906	1- 7-48	Public Service Commission of Utah, Comp't., vs. Mountain Fuel Supply Co., Defendant	General investigation of the rates, regulations, and practices of defendant with respect to natural and manufactured gas service	Application of defendant for rehearing denied
3275	6-30-48	Mountain Fuel Supply Company	Application for the readjustment of rates and charges for natural gas service	New schedules of rates approved to become effective July 1, 1948, providing a total reduction of \$1,452,059 in domestic and commercial rates (including the elimination of delayed payment penalty) and a total increase of \$874,427 in industrial rates, based on sales in Utah for the year 1947,

TABLE NO. 6
 SUMMARY OF ORDERS ISSUED IN
 GAS, TELEPHONE, AND ELECTRIC POWER AND LIGHT RATE CASES
 July 1, 1947, to June 30, 1948
 (Continued)

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
			TELEPHONE	
3043	3-15-48	Manti Telephone Company	Application for authority to increase rates	Application denied
3139	11-22-47	Escalante Telephone Company	Application for authority to increase rates	Application granted
3201	3-15-48	Midland Telephone Company	Application for authority to increase rates	Application granted
			ELECTRIC POWER AND LIGHT	
3112	1-28-48	Southern Utah Power Company	Application for authority to increase rates and to equalize and simplify its rate schedules	Application granted with certain exceptions
3250	6-25-48	Southern Utah Power Company	Application for authority to increase rates at Kanab, Utah	Application granted and applicant authorized to add a fuel adjustment clause based upon cost of fuel oil, to rate schedules effective in Kanab, Utah

TABLE NO. 7
 SUMMARY OF ORDERS ISSUED IN RAILROAD, PULLMAN,
 EXPRESS AND MOTOR TRANSPORT RATE CASES
 July 1, 1947, to June 30, 1948

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
			RAILROAD	
2998) 3168)	6-18-48	Railroads operating in state of Utah	Application for authority to increase rates and charges	Application granted, with certain exceptions. (Note: Case No. 2998 was reopened and further considered in connection with Case No. 3168)
3194	12-23-47	Railroads operating in state of Utah	Application for authority to increase passenger fares and charges	Application granted
3219	3-27-48	Union Pacific Railroad Co., the Denver & Rio Grande Western Railroad Co., the Southern Pacific Co. and the Western Pacific Railroad Co.	Application for authority to increase rates and fares	Application granted through Special Permission No. 5110
3166	11-14-47	The Pullman Company	Application for authority to increase rates and charges	Application granted

PULLMAN

TABLE NO. 7
 SUMMARY OF ORDERS ISSUED IN RAILROAD, PULLMAN,
 EXPRESS AND MOTOR TRANSPORT RATE CASES
 July 1, 1947, to June 30, 1948
 (Continued)

Case No.	Date of Order	Applicant or Parties to Complain	Nature of Case	Nature of Order
3181	11-13-47	Railway Express Agency, Inc.	EXPRESS Application for authority to increase certain express rates and charges	Application granted through Special Permission No. 5058-A
3215	3-15-48	Railway Express Agency, Inc.	Application for authority to increase certain express rates and charges in the amount of 10%	Application granted
3040	8-18-47	Utah Motor Transport Association, Inc.	MOTOR TRANSPORT Application on behalf of I. E. Riddle for an increase of 15% in freight rates and charges	Application granted
3117	8-19-47	Utah Motor Transport Association, Inc.	Application on behalf of Ashworth Transfer Company, Cole Transfer & Storage Company, Ogden Transfer & Storage Company, Guy Prichard Transfer, and Salt Lake Transfer Company, for authority to increase their freight rates and charges	Carriers named authorized to increase their freight rates not to exceed 15%, but not auxiliary charges
3153	10-31-47	Wallace A. Peterson, d/b/a Warner Truck Line	Application for authority to make certain changes in its Tariff, P.S.C.U. No. 2.	Applicant authorized to make changes as applied for, consisting principally of corrections of errors made when tariff was republished

TABLE NO. 7
 SUMMARY OF ORDERS ISSUED IN RAILROAD, PULLMAN,
 EXPRESS AND MOTOR TRANSPORT RATE CASES
 July 1, 1947, to June 30, 1948
 (Continued)

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
3174	12-17-47	Utah Motor Transport Association, Inc.	Application on behalf of local cartage common and contract motor carriers to increase certain rates and charges	Rates and charges proposed by applicant approved
3178	11-19-47	Fuller-Toponce Truck Company	Application for authority to increase freight rates and charges	Applicant authorized to increase its freight rates and charges 10% and to make certain increases in minimum charges and in pick-up or delivery service charges
3193	3- 9-48	Pacific Greyhound Lines	Application for authority to increase express rates intrastate in Utah	Proposed increased express rates authorized through Special Permission No. 5100
3210	1-20-48	Salt Lake-Kanab Freight Line, Marysvale-Kanab Freight Line, and Emery County Truck Line	Application for authority to increase freight rates and charges	Requested increases granted subject to publication of certain exceptions to the classification
3222	2- 3-48	Geneva Transportation Company	Application for authority to increase rates and charges for transportation of passengers	Proposed increased fares approved through Special Permission No. 5087

TABLE NO. 8
SUMMARY OF ORDERS ISSUED IN URBAN PASSENGER CARRIER CASES
July 1, 1947, to June 30, 1948

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
3087	8-12-47	Ogden Transit Company	Application for increases in certain rates and fares. (Reopened case following filing of protests against Commission's order of January 14, 1947, granting certain increased fares)	Commission confirmed its order of January 14, 1947, as to single fares, but ordered sale of tokens or coupons of three rides for 25 cents for use on all ten-cent fare routes
3087	8-20-47	Ogden Transit Company	Application for increases in certain rates and fares. (Reopened case following filing of protests against Commission's order of January 14, 1947, granting certain increased fares)	Commission concluded that its order of August 12, 1947, went beyond the scope of the proceedings in the case and therefore cancelled said order and ruled that increases published to become effective January 19, 1947 as per order of January 14, 1947, should remain in full force and effect
3205	3-24-48	Ogden Transit Company	Application for increase in fares and rates	Applicant authorized to increase its rates and charges to 10 cents single fare within the Ogden city limits, three tokens for 25 cents, transfers upon request, student tickets to be sold for 4 cents each

TABLE NO. 9
 SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
 July 1, 1947, to June 30, 1948

Case No.	Date of Order	Applicant or Parties to Complaint	Authority Granted or Action Taken	Location
2768	7- 2-47	State Road Commission of Utah	Application granted to abandon open grade crossing near Hot Springs	Over main line track and passing track of Oregon Short Line Railroad Company and main line track of Utah-Idaho Central Railroad Corporation, situated 250 feet south of Weber-Box Elder County line, O. S. L. mile post 8.72, and U.I.C. mile post 8.50 from Ogden, Utah
3090	8-27-47	Bamberger Railroad Company	Application granted to abandon crossing	Over Bamberger Railroad Company's tracks at Fourteenth North Street, Salt Lake City, Utah.
3100	8-13-47	Wilson McCarthy and Henry Swan as Trustees of the Denver & Rio Grande Western Railroad Company	The Commission found and ordered that public convenience and necessity do not demand the establishment, creation, or construction of a street or highway over the tracks of the Denver & Rio Grande Western RR Company at the location in question.	Over applicant's tracks along the line of Ninth South Street in Provo, Utah.
3136	7-14-47	Los Angeles & Salt Lake Railroad Company and the Union Pacific Railroad Co., its Lessee	Applicants authorized to construct, operate, and maintain a standard gauge spur track, subject to protest being filed within 20 days	Over and across First South Street in Pleasant Grove, Utah

TABLE NO. 9
 SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
 July 1, 1947, to June 30, 1948
 (Continued)

Case No.	Date of Order	Applicant or Parties to Complaint	Authority Granted on Action Taken	Location
3188	11-18-47	Murray City	Murray city authorized to have constructed a public crossing at grade of spur track	Over spur track of Oregon Short Line Railroad Company at point where newly dedicated public street crosses said spur track near 3rd West and 64th South, Murray City, Utah
3186	1- 8-48	Murray City	Order of November 18, 1947, cancelled and annulled	
3202	1-13-48	The Denver & Rio Grande Western Railroad Company	Applicant authorized to construct, operate, and maintain spur track, subject to protest being filed within 20 days	Across Third East Street extending from the Sugar House Spur of Railroad Company in town of South Salt Lake, Utah
3230	3-13-48	The Denver & Rio Grande Western Railroad Company	Applicant authorized to construct, operate, and maintain a spur track, subject to protest being filed within 20 days	Over and across 17th South Street near 4th West Street in Salt Lake County, Utah
3231	2-16-48	Utah State Road Commission	Authorized to discontinue and dismantle flashing light signal, subject to protest being filed within 20 days	21st Street and Lincoln Avenue, Ogden, Utah
3232	2-17-48	Utah State Road Commission	Authorized to discontinue and dismantle flashing light signal, subject to protest being filed within 20 days	17th Street and Lincoln Avenue, Ogden, Utah

TABLE NO. 9
 SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
 July 1, 1947, to June 30, 1948
 (Continued)

Case No.	Date of Order	Applicant or Parties to Complaint	Authority Granted or Action Taken	Location
3263	5-11-48	Los Angeles & Salt Lake Railroad Company and Union Pacific Railroad Company, its Lessee	Authorized to construct, operate and maintain spur track, subject to protest being filed within 20 days	Over and across US 91 as it extends through Pleasant Grove, Utah

TABLE NO. 10
SUMMARY OF ORDERS ISSUED IN STATION AGENCY AND BOAT CARRIER CASES
 July 1, 1947, to June 30, 1948

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
1279	9-26-47	Los Angeles & Salt Lake Railroad Company, Union Pacific Railroad Company, <i>see</i>	Application to discontinue caretaker service, remove station building, and construct box for handling mail and express shipments at Oasis	Application granted
3161	1- 9-48	Union Pacific Railroad Company	Application to discontinue station at Eureka as an agency station	Application granted
3042	8-27-47	Arthur L. Chaffin	BOAT CARRIER	Application granted. Certificate No. 742 issued
3042	12- 3-47	Arthur L. Chaffin	Application to operate a motor-powered ferry boat across the Colorado River near Hite for the transportation of passengers, livestock, commodities generally, automobiles, trucks, buses, etc.	Application granted
			Application to suspend operations under Certificate No. 742 until July 15, 1948	

TABLE NO. 11
CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS
 July 1, 1947, to June 30, 1948

Certificate No.	Date of Order	Type of Service	TO WHOM ISSUED	ROUTE		Via HIGHWAYS
				BETWEEN	—and—	
776	7-14-47	P	Erma F. Crawford, d/b/a Vernal Bus Lines	Within Vernal City and six-mile radius thereof	Same	Not specified
777	7-14-47	EH	Don McB Riley	All Utah Points	Same	Irregular routes
778	8-12-47	Taxi	S. L. Smith, d/b/a Richfield Taxi Company	Redmond	Cove Fort, Koo-sharem, Fish Lake and intermediate points	US 89, U 13, 24, 25, 62, 119
779	8-25-47	GC	Roy Hill	Within corporate limits of Salt Lake City	Same	Not specified
780	8-12-47	GC	Errol Litster, d/b/a North Emery-Price Truck Line	Price	Huntington	U 10
781	8-12-47	Taxi	Aero Enterprises	Cedar City	Panguitch Lake, Navajo Lake	U 14, 55
783	8-27-47	Pet.	Owen M. Collett, d/b/a Collett Tank Lines	Salt Lake City, Woods Cross, Ogden, and Uintah County	All Utah points	All highways
784	8-27-47	Pet.	R. A. Gould, d/b/a Gould Gasoline Transportation Service	Salt Lake City, Woods Cross	All Utah points	Not specified

TABLE NO. 11
 CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS
 July 1, 1947, to June 30, 1948
 (Continued)

Certificate No.	Case No.	Date of Order Service	Type of Service	TO WHOM ISSUED	BETWEEN	ROUTE	—and—	Via HIGHWAYS
785	2883	8-27-47	Pet.	Cantlay & Tanzola	Salt Lake City, Woods Cross	All Utah points	All Utah points	Not specified
786	2894	8-27-47	Ben.	Clark Tank Lines	Salt Lake City, Woods Cross	Geneva and Iron-ton	All Utah points	Not specified
787	3109	8-27-47	CB P	Gronway R. Parrv, d/b/a Geneva Transportation Company	Salt Lake City, Woods Cross, Uintah County	All Utah points	All Utah points	All highways
788	3156	8-28-47	GC	Central Cartage Company	Provo	All Utah points	Provo	Irregular routes US 189
789	3089	9-24-47	GC	Hal H. Bradshaw, Max C. Jepson, and Layne W. Jepson, d/b/a Bradshaw and Jepson	Central Warehouse	Salt Lake City	Salt Lake County points	Irregular routes
790	2917	9-25-47	GC	Slade Transfer	Within Ogden City and 15-mile radius	Same	Anderson's Junction, Hurricane, La Verkin, To- querville, Virgin, Rockville, Springdale	US 91, U 15, 17
791	3095	9-26-47	GC	Thomas C. Warner, d/b/a Cole Transfer & Storage Company	Within Ogden City and 15-mile radius	Same	Same	Irregular routes

TABLE NO. 11
 CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS
 July 1, 1947, to June 30, 1948
 (Continued)

Certificate No.	Date Type of Order Service	TO WHOM ISSUED	BETWEEN	ROUTE	Via HIGHWAYS
792	9-25-47 SC, HHC SC	Jack F. Snyder, Acme Transfer	Within corporate limits of Salt Lake City Within 25-mile radius of Salt Lake City	Same	Irregular routes Irregular routes
793	9-25-47 GC Sub 1	H. C. Davison	Within Ogden and 15-mile radius	Same	All highways
794	9-29-47 GC Sub 1	E. A. Ford and D. R. Ford, d/b/a Ogden Transfer & Storage Company	Within Ogden and 15-mile radius	Same	All highways
795	9-25-47 P, E, B, E	Burlington Transportation Company	Ogden	Utah-Idaho Line via Logan and all intermediate points	US 89, 91, U 61 and unnumbered highway
797	10-23-47 P, M, E	Mt. Hood Stages, Inc., d/b/a Pacific Trailways	Salt Lake City	Utah-Idaho Line	US 91, 89, 30 S
798	10-23-47 P, NB	Bountiful Transportation Company	Salt Lake City	Area bounded on north by a line drawn east and west at Chase Lane in Center-ville on east by a line drawn north and south at foot of the Wasatch Mountains; on west by a line drawn north and south along the Denver and Rio Grande Western right-of-way on south by a line drawn east and west at five point road.	Not specified

TABLE NO. 11
CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS
 July 1, 1947, to June 30, 1948
 (Continued)

Certificate No.	Case No.	Date of Order Service	Type of Service	TO WHOM ISSUED	BETWEEN	ROUTE	Via HIGHWAYS
799	3109	11-7-47	P	Gronway R. Parry, d/b/a Geneva Transportation	Within corporate limits of Orem Provo	Same Geneva via Orem and Lakeview	Not specified Not specified
					Provo	Orem and from Orem to Provo	US 91
					Lehi, American Fork, Pleasant Grove, Alpine Dragerton	Geneva	US 91, U 94, 114
800	3149	11-29-47	GC	Wm. C. Jefferies and Kenneth L. Jefferies	Salt Lake City	Horse Canyon	Not specified
			SC		Grantsville	Grantsville	US 40
			SC		Saltair (Royal Crystal and Morton salt plants)	Draper via Salt Lake City	US 40, 50, 91
801	3182	11-21-47	SC	M. S. Wycoff, d/b/a Wycoff Stage Co.	Salt Lake City	Lake Point, Erda, Grantsville, Flux, Dolemite	US 40
802	3122	11-29-47	Ch	Salt Lake & Tooele Stage Lines, Inc.	Points on carrier's regular routes	Utah-daho Line	US 91
					All Utah points		Not specified

TABLE NO. 11
 CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS
 July 1, 1947, to June 30, 1948
 (Continued)

Certificate No.	Case No.	Date of Order Service	Type of Service	TO WHOM ISSUED	BETWEEN	ROUTE	Via HIGHWAYS
803	3010	12-2-47	P, B	Howard B. Church, d/b/a Church's Scenic Tours	Y Service and B. C. Airport, located near junction of Utah Highways 12, 22 and 24	Hanksville, Wayne Wonderland, Henrieville, Tropic, Cannonville, Boulder, Escalante, Widtsoe, intermediate points, and off-route points of Escalante Desert and River Country and route over Pine Creek Mt. between Escalante and Boulder.	U 12, 22, 23, 54
804	3187	12-9-47	GC	Fred Osterloh, d/b/a Osterloh Transfer	Area within corporate limits of Salt Lake City, Fort Douglas, Cudahy Packing Company and that area on State St. and adjacent thereto as far south as 39th South St., also portions of Salt Lake County not served by regular on route carriers	Same	Irregular routes
805	3025	12-17-47	Taxi	Blue Cab, Inc.	Weber County line to points over a radius of 75 miles beyond line	Same	Regular or irregular routes

TABLE NO. 11
 CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS
 July 1, 1947, to June 30, 1948
 (Continued)

Certificate No.	Date of Order	Type of Service	TO WHOM ISSUED	BETWEEN	ROUTE	
					—and—	Via HIGHWAYS
806	1-12-48	EH	E. K. Brown	Box Elder County	Weber County and throughout Utah	Irregular routes
807	1- 9-48	EH	John W. Jones	All Utah points	Same	Irregular routes
808	1-12-48	EH	Ira Wells, Delwin Wells and Vard Wells, d/b/a Wells and Sons	All Utah Points	Same	Irregular routes
809	12-31-47	Taxi	Ogden Cab & Transfer Company	All Utah points	Same	All highways
810	2-16-48	P	Utah Wonderland Stages	Salt Lake City	Arches National Monument, Valley, Natural Bridges National Monument, Hite, Capitol Reef National Monument, also a boat trip on Colorado River between Moab and Cataract Canyon and between Hite and Cataract Canyon	US 91, 89, 50, 160, U 47, 95, 24, Colorado River
811	1- 7-48	P	B. H. Robinson, G. R. Anderson, D. H. Moffat, F. O. Robinson, Arlene Anderson and Muriel Moffat, d/b/a Watsch Motors	Ogden	Sahara Village, Hill Field, Anchorage, Naval Supply Depot	US 89, 91

TABLE NO. 11
 CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS
 (Continued)
 July 1, 1947, to June 30, 1948

Certificate No.	Case No.	Date of Order	Type of Service	ROUTE	
				TO WHOM ISSUED	BETWEEN —and—
812	3133	1-9-48	EH	Eldon Leon Lemmon	All Utah points Same Irregular routes
813	2910 Sub 1	1-12-48	Ch	John R. Jackson, d/b/a Jackson Charter Service	Richfield Points in Wayne, San Juan, Grand and Garfield Counties Not specified
814	3189	1-19-48	Taxi	Albert Santi and Mario R. Bonello, operating under name of Price Taxicab Company	Within Price and 15-mile radius Carbon County Irregular routes
815	3154	1-29-48	Ch	Bert D. Isaac, d/b/a Isaac Transportation Co.	Santaquin, Payson, Spanish Fork, Springville, intermediate and off-route points between Santaquin and Springville All Utah points Not specified
816	3214	2-25-48	PB	J. Vernon Cook, d/b/a Cook Transportation Company	Over and upon streets of Logan City Same Logan streets
817	3214	2-25-48	P, M, B	Burlington Transportation Company	Lewiston Salt Lake City
818	3214	2-25-48	P, F, B, E	Burlington Transportation Company	Ogden Logan and intermediate points, excluding service of the streets of Logan US 89, 91

TABLE NO. 11
 CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS
 July 1, 1947, to June 30, 1948
 (Continued)

Certificate No.	Date of Order	Type of Service	TO WHOM ISSUED	ROUTE		Via HIGHWAYS
				BETWEEN	—and—	
822	5-5-48	P	Transcontinental Bus System, Inc.	Gunnison	Levan and intermediate points between Levan and Salt Lake City	US 89, 91, U 28 US 91, U 28
823	5-7-48	GC	Elmo Croft and Reed T. Hanks, operating under name of Provo Delivery Service	Points on US Highway 89 between Marysvale and Gunnison Points on US Highway 91 between Salt Lake City and Levan	Points north of Gunnison but south of Nephi Points south of Levan but north of Gunnison	US 89, 91, U 28 US 91, U 28
825	5-12-48	GC	Elmo Hall, d/b/a Taylor Truck Line	Utah-Arizona Line	Salt Lake City, excluding local service between Marysvale and Salt Lake City	US 89, 91
826	5-14-48	GC	Joseph J. Milne Truck Line, Inc.	Within Provo and 15-mile radius Salt Lake City and County points Cedar City, St. George	Same Wayne County points Utah National Parks, Utah-Nevada and Utah-Arizona State Lines and intermediate points	Irregular routes US 91, 89, U 28, 24 Not specified

TABLE NO. 11
CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS
 July 1, 1947 to June 30, 1948
 (Continued)

Certificate No.	Date of Order	Type of Service	TO WHOM ISSUED	BETWEEN	ROUTE	
					--and--	Via HIGHWAYS
827	5-14-48	Taxi	Blue Cab, Inc.	Weber County points	All Utah points	Irregular routes
828	5-13-48	PE	Ray B. Wright, operating under name of Salt Lake Coalville Stage Line	Salt Lake City	Coalville and intermediate points between Kimball's Junction and Coalville	US 40, 530
829	4-13-48	HHG	A. B. Robinson	All points in Sevier, Piute, Garfield, Kane and Wayne Counties	All Utah points	Irregular routes
830	5-24-48	GC SC SC	Reed Russell and Lee V. Bracken, operating under name of Grantsville Trucking	Salt Lake City Grantsville Saltair (Royal Crystal and Morton salt plants)	Grantsville Draper via Salt Lake City Lake Point, Erda, Grantsville, Flux, Dolermit	US 40 US 40, 50, 91 US 40
831	5-24-48	GC	Virgel Bryan Vernon	Salt Lake City	Woodland and intermediate points except Wanship, no off-route points	US 530, 189, 35
832	5-24-48	GC	Grant Crockett, operating under name of M & M Transfer Company	Within Salt Lake City limits	Same	Irregular routes

TABLE NO. 11
CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS
 July 1, 1947, to June 30, 1948
 (Continued)

Certificate No.	Case No.	Date of Order	Type of Service	TO WHOM ISSUED	BETWEEN	ROUTE	—and—	Via HIGHWAYS
833	3106	5-24-48	GC HHG	Robert W. Watson, d/b/a Bob Watson Moving	Area within the corporate limits of Salt Lake City, Ft. Douglas, Cudahy Packing Co. and that area on South State and adjacent thereto as far south as 39th South; also Salt Lake County now not served by regular on route carriers	Same		Irregular routes
834	2887	6-10-48	RO	W. S. Hatch	Salt Lake City, Woods Cross	All Utah points		All highways

P—denotes passenger service

EH—denotes erected houses

GC—denotes general commodities

SC—denotes specified commodities

Pet—denotes petroleum and petroleum products

Ben.—denotes benzol

Ch—denotes charter bus passenger service

HHG—denotes household goods

F—denotes freight

B—denotes baggage

E—denotes express

Per—denotes personal effects

M—denotes mail

N—denotes newspapers

RO—denotes road oil, asphalt and burner oil, excluding oil to be used in internal combustion engines

TABLE NO. 12
 CONTRACT CARRIER PERMITS ISSUED TO MOTOR CARRIERS
 July 1, 1947, to June 30, 1948

Permit No.	Date Type of Order Service	TO WHOM ISSUED	ROUTE		Via HIGHWAYS
			BETWEEN	—and—	
331	8-12-47 SC	Arland Brooksby	Cedar City Anderson Junction	Anderson Junction Mt. Carmel	US 91 U 15
332	10-31-47 SC	Francis Platt	Kearns	Radius of sixty (60) miles	
333	1- 7-48 SC	Pruce and Berger	All Points in state of Utah		All highways
334	1- 7-48 SC	Vern R. and Paul Anderson	Salt Lake City	Point of Mountain, all intermediate points and off- route points of Midvale, Draper, Riverton, West Jordan and South Jordan	Irregular routes
335	1- 9-48 SC	Isabrand Sander, d/b/a I. Sander	Salt Lake City	Monticello and Moab and return	US 50 and 160
337	5-10-48 SC	Raymond Sylvester Hanna	Salt Lake City	Roosevelt and return	US 40
338	5-17-48 P	Thomas P. Culletton	South Salt Lake County north to and including 9th South in Salt Lake City, also north on 2nd West to 2nd South, etc.	Price	US 91, 89 and 50
				And return	US 91

TABLE NO. 12
 CONTRACT CARRIER PERMITS ISSUED TO MOTOR CARRIERS
 July 1, 1947, to June 30, 1948
 (Continued)

Permit No.	Date Type of Order Service	TO WHOM ISSUED	BETWEEN	ROUTE	Via HIGHWAYS
339	5-19-48 SC	K. N. Abbott and D. W. Parker, d/b/a Parker and Abbott	Salt Lake City	All points in state of Utah	All highways
340	5-21-48 SC	Harmon S. Sowards	Salt Lake City Salt Lake City	Vernal and return Vernal over optional route	US 40 US 91, 89, U 52 and US 189, thence over US 40 at Heber City Jct. to Vernal, and return US 40
341	5-21-48 SC	L. C. Labrum	Jensen Salt Lake City Salt Lake City	Vernal and return Duchesne, Roosevelt and return Duchesne, Roosevelt and return	US 40 US 40 US 91, 89, U 52 and US 189, thence over US 40 at Heber City Jct. to Duchesne and Roosevelt US 40
			Jensen	Duchesne, Roosevelt and return	

TABLE NO. 12
 CONTRACT CARRIER PERMITS ISSUED TO MOTOR CARRIERS
 July 1, 1947, to June 30, 1948
 (Continued)

Permit Case No.	Date of Order	Type of Service	TO WHOM ISSUED	ROUTE		Via
				BETWEEN	—and—	
342	2970 Sub 1	5-24-48	SC	Parry Brothers	All points and places in State of Utah	Irregular routes
345	3179	5-24-48	P	J. Herbert Parry, d/b/a Parry, Bus	6800 So. State Street	US 91
					Clearfield Naval Supply Depot and return	

P—denotes passengers
 SC—denotes specified commodities

TABLE NO. 13
 INTERSTATE CARRIER LICENSES ISSUED TO MOTOR CARRIERS
 July 1, 1947, to June 30, 1948

License Case No.	Date of Order	Type of Service	TO WHOM ISSUED	BETWEEN	ROUTE	—and—	Via HIGHWAYS
273	2828	8-22-47	SC	Thomas C. Warner, d/b/a Cole Transfer & Storage Company	Ogden	Pocatello, Preston, Idaho Falls, Rexburg, Brigham, Logan, Richfield, Salt Lake City, points within three miles of Ogden	Not specified
				Points in Weber and Box Elder Counties		Points in California, Colorado, Wyoming, Montana, and Utah	
				Points in Utah except those in Cache County		Points in Nevada and part of Idaho east of western boundary of Lemhi County and south of southern boundary of Idaho County	
				Points in Weber County		Points in Utah, Nevada, those in Wyoming west of Continental Divide and in Idaho east of western boundary of Lemhi County and south of southern boundary of Idaho County	
274	3074	8-12-47	SC	Jack Cooper, Jr., and Thom Cooper, d/b/a J-T Transport Company	Points in Utah	Utah State Line	Not specified

TABLE NO. 13
 INTERSTATE CARRIER LICENSES ISSUED TO MOTOR CARRIERS
 July 1, 1947, to June 30, 1948
 (Continued)

License Case No.	Date of Order	Type of Service	TO WHOM ISSUED	BETWEEN	ROUTE	---and---	Via HIGHWAYS
				Not between fixed termini			Irregular routes
275	3186	1-9-48	HHG	Allied Van Lines, Inc.	Arizona-Utah State Line	Nevada-Utah State Line	All highways
276	3164	10-31-47	SC	E. P. Hadley and C. P. Hadley, d/b/a Arizona Truck-A-Way Co.	Utah State Line		All highways
277	3180	1-12-48	SC	Complete Auto Transit, Inc.	Utah State Line	To and from all points in Utah	All highways
278	2707	2-17-48	SC	Dealers' Transport Company	Utah State Line	To and from all points in Utah	All highways
279	2866	2-17-48	HHG, SC	W. R. Hall Transfer and Storage	Utah points not between fixed termini	Bounded by US 91 on the west and US 30 and 30-S on the north, including points on such highways in conformity with I.C.C. Certificate MC 104951 Sub 1	Irregular routes
280	3160	3-8-48	P	Edwards Motor Co., Inc.	Utah State Line	Points in Utah	All highways
281	3094	3-8-48	HHG	Charles E. McCarty, d/b/a White Line Van and Storage Company	Not between fixed termini		Irregular routes

TABLE NO. 13
 INTERSTATE CARRIER LICENSES ISSUED TO MOTOR CARRIERS
 July 1, 1947, to June 30, 1948
 (Continued)

License Case No.	Date of Order Service	Type of Service	TO WHOM ISSUED	ROUTE		Via HIGHWAYS
				BETWEEN	--and--	
282	3211	2-18-48	HHG	Lyon Van Lines, Inc.	Not between fixed termini	Irregular routes
283	3213	3-8-48	NF	John Joseph Kleimer, d/b/a Kleimer's Van & Storage Company	Not between fixed termini	Irregular routes
284	3158	3-15-48	HHG	C. B. Boydston, J. C. Hilton, G. H. Nelson and George W. McCleskey, d/b/a B & H Transfer & Storage Co.	Not between fixed termini	Irregular routes
285	3120	3-15-48	HHG	Vane Golden, d/b/a Golden Transfer Co.	Not between fixed termini	Irregular routes
286	3220	3-15-48	SC	Hill & Hill Truck Line, Ltd.	Houston, Texas	Utah points Irregular routes
288	3266	5-6-48	PE	Transcontinental Bus System, Inc.	Salt Lake City	Utah-Arizona Line US 91, 89, U 28
289	3226	5-24-48	SC	William B. Nelson, d/b/a Nelson Trans.	All Utah points	Same Irregular routes
TEMPORARY INTERSTATE CARRIER LICENSES						
XLIX	3143	7-14-47	SC	Hill & Hill Truck Line, Ltd.	Over the highways of Utah	Irregular routes

TABLE NO. 13
 INTERSTATE CARRIER LICENSES ISSUED TO MOTOR CARRIERS
 July 1, 1947, to June 30, 1948
 (Continued)

License Case No.	Date of Order	Type of Service	TO WHOM ISSUED	BETWEEN	ROUTE	---and---	Via HIGHWAYS
L 3177	3-23-48	PB	Navajo Trail, Inc.	Over the highways of Utah			Irregular routes

GC—denotes general commodities
 SC—denotes specified commodities
 HHG—denotes household goods
 P—denotes passengers
 NF—denotes new furniture
 E—denotes express
 B—denotes baggage

TABLE NO. 14
APPLICATION FOR COMMON CARRIER CERTIFICATES OF
CONVENIENCE AND NECESSITY, CONTRACT CARRIER
PERMITS, AND INTERSTATE LICENSES DENIED OR DISMISSED
July 1, 1947, to June 30, 1948

Case No.	Date of Order	Name of Applicant	Nature of Application	Disposition
2805	8-12-48	Isabrand Sander, d/b/a J. Sander	Interstate License	Dismissed
2887	8-27-47	W. S. Hatch	Certificate of Convenience and Necessity	Denied
2892	10-23-47	W. S. Hatch	Contract Carrier Permit	Dismissed
2929	8-28-47	H. C. Davison	Contract Carrier Permit	Dismissed
2959 Sub 1	8-28-47	Rae H. Goodrich, d/b/a Tridell Truck Line	Contract Carrier Permit	Denied
3019 Sub 1	8-27-47	Harm De Vries, d/b/a Stouts Moving and Transfer	Certificate of Convenience and Necessity	Denied
3104	10-31-47	Ralph Sorenson	Contract Carrier Permit	Denied
3108	10-31-47	Rutherford Brothers Trucking Company	Contract Carrier Permit	Dismissed
3129	10-31-47	Price & Price	Certificate of Convenience and Necessity	Denied
3169	5-11-48	Interstate Transit Lines	Certificate of Convenience and Necessity	Denied
3190	2- 9-48	J. Bryant Strout, d/b/a Air Freight Service	Certificate of Convenience and Necessity	Dismissed
3221	3-23-48	William H. Loomis	Contract Carrier Permit	Dismissed

TABLE NO. 15
 CERTIFICATES OF CONVENIENCE AND NECESSITY
 CANCELLED DURING PERIOD
 July 1, 1947, to June 30, 1948

Certif. No.	Case No.	Date of Order	Name of Carrier
412	3089	9-24-47	J. N. Jepson and I. H. Bradshaw
419	3118	3-15-48	Martin I. Black
481	3235	5- 5-48	Santa Fe Trail Transportation Co.
492	2110	12- 2-47	Lawrence G. Carter and David Olague, d/b/a Carter and Olague
525	3261	5-13-48	Cloy B. Wilde, d/b/a Salt Lake Coalville Stage Line
544	3142	11- 3-47	The Utah-Idaho Central Railroad Corporation
552	3162	9-25-47	The Utah-Idaho Central Railroad Corporation
566	3142	11- 3-47	The Utah-Idaho Central Railroad Corporation.
567	2549	2- 9-48	Ogden Cab & Transfer Company
587	2615	5-26-48	Orson Lewis and C. M. Lewis, d/b/a Lewis Bros. Stages
591	2883	8-27-47	Cantlay & Tanzola, Inc.
596	3109	11- 7-47	Gronway R. Parry
606	2677	7- 1-47	Lion Coal Corporation
609	3109	11- 7-47	Gronway R. Parry, d/b/a Geneva Transportation Company
611	2681	2- 9-48	A. L. Geary
612	3240	5-12-48	Charles Taylor, d/b/a Stephenson Truck Line
616	2876	8-27-47	Owen M. Collett, d/b/a Collett Tank Lines
617	3138	1- 7-48	B. H. Robinson, Lyle B. Nichols, Glen R. An- derson, D. Howe Moffatt, d/b/a Wasatch Mo- tors
620	2684	2- 9-48	Kenneth Hicken, d/b/a Mercury Truck Line
626	2697	2-17-48	Dealers' Transport Company
629	2583	1-13-48	Elmer W. Barlow and Reid S. Melville, d/b/a Bountiful Transit
643	3138	1- 7-48	B. H. Robinson, G. R. Anderson, D. Howe Mof- fat, and L. B. Nichols, d/b/a Wasatch Motors
655	2816	5-26-48	Reliance Manufacturing Company
672	3145	9-25-47	S. A. Palmer and T. S. Watkins, d/b/a Watkins Music Company, Acme Transfer Company and Palmer and Watkins
676	3234	5-24-48	Bryan Vernon operating under the name of Bryan Vernon Truck Line
681	3187	12- 9-47	Carl A. Crowther, d/b/a Carl A. Crowther Mov- ing & Hauling
690	2955	5-26-48	Vernal C. Webb and Milo C. Webb, d/b/a Blackies Moving
694	3127	8-25-47	J. D. Karver, d/b/a Karver Transfer

TABLE NO. 15
CERTIFICATES OF CONVENIENCE AND NECESSITY
CANCELLED DURING PERIOD
July 1, 1947, to June 30, 1948
(Continued)

Certif. No.	Case No.	Date of Order	Name of Carrier
706	3252	5-24-48	Harold T. Saxton and Arnold C. Bolinder, d/b/a J & M Transfer Company
710	2958	8-25-47	Clyde W. Reaveley
711	2992	8-25-47	E. J. Huber and Ray Davis, d/b/a Huber & Davis
712	2994	12- 5-47	M. K. Moffat
713	2997	8-25-47	John Dooley, d/b/a Mountain States Trucking
714	3001	8-25-47	Clinton A. Gunderson and Edward J. Orgill, d/b/a G & O Transportation Company
715	3002	8-25-47	Paul W. Nielsen and Hans Nielsen, d/b/a Paul W. and Hans Nielson
716	3004	8-25-47	W. H. Harman and R. E. Thayer, d/b/a W. M. Harmon, Contractor
717	3007	12- 5-47	Lewis E. Howcroft & Linden J. Howcroft, d/b/a Howcroft Brothers
725	3012	12- 5-47	Clarence C. Crosby
728	3214	2-25-48	J. Vernon Cook
736	3011	7-11-47	Orson A. Johnson, d/b/a Provo Delivery Service
737	3021	8-25-47	Earl C. Wade.
744	3048	7- 1-47	Eugene Tuckett, d/b/a Uintah Basin Dray & Express
751	3156	8-28-47	B. C. Rooklidge, d/b/a Central Warehouse
756	3173	10-23-47	Byron R. Rampton and Maxwell E. Rich, d/b/a Bountiful Transportation Company
761	3131	7-14-47	Forrest Waters
766	3149	11-29-47	R. Sterling Halladay
769	3189	1-19-48	Edward M. Howa and Albert Santi
770	3125	8-12-47	W. R. Mineer, d/b/a Richfield Taxi Company
772	3203	1- 9-48	Stewart C. Campbell
776	3126	8-28-47	Erma F. Cranford, d/b/a Vernal Bus Lines
795	3214	2-25-48	Burlington Transportation Company and the U. .I. C. R. R. Corp., S. J. Quinney, Receiver
800	3251	5-24-48	Wm. C. Jefferies and Kenneth L. Jefferies
805	3025	5-14-48	Blue Cab, Inc.

TABLE NO. 16
CONTRACT CARRIER PERMITS
CANCELLED DURING PERIOD
July 1, 1947, to June 30, 1948

Permit No.	Case No.	Date of Order	Name of Carrier
2	3225	5-14-48	Joseph J. Milne Truck Line, Inc.
17	1344	2- 9-48	D. G. Elsmore
64	1548	2- 9-48	Elbert G. Despain
68	3103	1- 7-48	W. C. Anderson
131	1844	8-28-47	Osmond C. Hansen, d/b/a Wasatch Trucking Company
137	1897	12- 5-47	Homer Harwood and Grandon Allred, d/b/a Harwood Truck Lines
139	1915	2- 9-48	Western Operating Company
165	2013	12- 5-47	Homer Harwood and Grandon Allred, d/b/a Harwood Truck Lines
169	2028	2- 6-48	A. M. Marchant
179	2059	12- 5-47	Robert J. Penman, d/b/a Penman Trucking Company
182	2026	2- 9-48	Don Petersen
186	2087	12- 5-47	William J. and Dudley Rees, d/b/a Rees Feed & Produce Company
204	2152	12- 5-47	Max Fausett
228	2255	2- 9-48	Alice A. Zobell
233	2271	2- 6-48	Jay D. Harris
257	2376	2- 6-48	Carlos Murdock
291	2581	5-26-48	Cantlay & Tanzola
315	2897	2- 6-48	Carl A. Crowther, d/b/a Carl A. Crowther Moving & Hauling
322	2971	2-17-48	De Vere Dennis and Don S. Strong

TABLE NO. 17
INTERSTATE CARRIER LICENSES
CANCELLED DURING PERIOD
July 1, 1947, to June 30, 1948

License No.	Case No.	Date of Order	Name of Carrier
84	1774	12- 5-47	R. J. Marsden
134	2007	2-17-48	Thomas C. Warner, d/b/a Cole Transfer & Storage Company
135	3266	5- 6-48	Sonta Fe Trail Transportation Company
151	2277	8-28-47	S. A. Markley, d/b/a M & M. Truck Company
167	2379	2- 6-48	Elwood B. Carter, d/b/a Carter Truck Line
217	2624	2- 6-48	Rupert E. Borden, d/b/a Borden Transportation Company
218	2641	5-26-48	Rupert E. Borden, d/b/a Borden Transportation Company
224	2660	9-26-47	William B. MacDonald, d/b/a Mid-States Trailer Transport
227	2692	8-12-47	Natrona Transfer, Storage & Fuel Co.
228	2708	9-26-47	Eldon H. Countryman, Arthur J. Platten and Bernard H. McKerring, d/b/a Trailer Transport Company
235	2707	2-17-48	Dealers' Transport Company
247	2855	12- 5-47	W. V. Hogg, d/b/a W. V. Hogg Transfer & Storage
250	2845	2- 6-48	R. Lewis Ord, d/b/a Ord's Transfer
253	2862	2- 9-48	Mogul Transportation Company
254	2858	8-28-47	Charles John Novak, d/b/a Novak Transportation
255	2864	5-26-48	David G. Grant
261	2966	8-28-47	Parco Garage Company
267	2943	11-20-47	Randall Kearn
268	3029	5-26-48	Parkhill Truck Co.
272	3101	5-26-48	Lynch Transfer & Storage Company

TEMPORARY LICENSES

XI	3186	1- 9-48	Allied Van Lines
XXXII	2347	7-11-47	Peasley Transfer & Storage Company
XLIII	2453	12- 5-47	Max Fausett
XLVII	2707	2-17-48	Dealers' Transport Company

TABLE NO. 18
 SUMMARY OF MISCELLANEOUS ORDERS ISSUED
 IN MOTOR TRANSPORT CASES
 July 1, 1947, to June 30, 1948

Case No.	Date of Order	Applicant or Parties to Case	Nature of Case	Nature of Order
1033 S 4	12-2-47	Barton Truck Line, Inc.	Application to amend Certificate of Convenience and Necessity No. 313 to include service to and from Royal Crystal Salt Company plant at Saltair on US 40	Application granted
1455	9-24-47	I. H. Bradshaw and Jesse Jepson	Application to vacate suspension order covering Certificate of Convenience and Necessity No. 412	Application granted
1954 S 4	8-12-47	Carbon Freight Line, Inc	Application to amend Certificate of Convenience and Necessity No. 484 to include transportation of carbon dioxide solidified (dry ice) and carbon dioxide liquefied, in steel cylinders from Wellington, Utah, and return the empty containers to Wellington, Utah, via US 50	Application granted
1954 S 5	2-17-48	Carbon Freight Line, Inc	Application to amend Certificate of Convenience and Necessity No. 484 to include the transportation of commodities generally to and from Peetzless, Spring Canyon, Standardville, Latuda, Rains, Mutual, and Kenilworth over a county road and Utah Highway 157 as off-route points from US Highway 50	Application granted

TABLE NO. 18
SUMMARY OF MISCELLANEOUS ORDERS ISSUED
IN MOTOR TRANSPORT CASES
July 1, 1947, to June 30, 1948
(Continued)

Case No.	Date of Order	Applicant or Parties to Case	Nature of Case	Nature of Order
1966 S 1	2-18-48	E. A. Ford and D. R. Ford, d/b/a Ogden Transfer & Storage Co.	Application for rehearing filed by the Protestant, Fuller-Toponce Truck Co.	Application denied
2061	7-11-47	Leatham Brothers	Application for reinstatement of Interstate Carrier License No. 138	Application granted
2277	10- 3-47	S. A. Markley, d/b/a M & M Truck Company	Application for reinstatement of Interstate Carrier License No. 151	Application granted
2282 S 1	11-18-47	H. C. Davison	Application for rehearing by the protestant, Fuller-Toponce Truck Co.	Application for rehearing denied
2546	11- 7-47	Edwin Okelberry	Application to suspend operations as a common motor carrier of passengers between Spanish Fork and Dividend, Utah, under Certificate of Convenience and Necessity No. 570.	Applicant authorized to suspend operations for a period of six months from date of order
2633	5-26-48	J. Vernon Cook	Application to suspend service to and from Hill Field, Arsenal, Clearfield Navy Depot, and Bushnell Hospital	Applicant authorized to suspend operations until May 17, 1949, unless otherwise ordered by Commission
2689	12- 2-47	Rulon C., Josephine C., Rulon C., Jr., and Ralph G. Ashworth, d/b/a Ashworth Transfer Co.	Investigation of the operations and services performed by Ashworth Transfer Co. (Investigation Docket No. 49)	Order of dismissal

TABLE NO. 18
SUMMARY OF MISCELLANEOUS ORDERS ISSUED
IN MOTOR TRANSPORT CASES
July 1, 1947, to June 30, 1948
(Continued)

Case No.	Date of Order	Applicant or Parties to Case	Nature of Case	Nature of Order
2701 S 1	1-12-48	Salt Lake & Tooele Stage Lines	Application to amend Certificate of Convenience and Necessity No. 618, granting permanent authority to transport passengers, express and mail between Salt Lake City and Tooele Ordnance Depot and Deseret Chemical Warfare Depot and intermediate points	Application granted
2708	5- 5-48	Trailer Transport Co.	Application for reinstatement of Interstate Carrier License No. 228	Application granted
2815 Sub 3	7- 9-47	Roy Hill, d/b/a Seamons Truck Line	Application to amend Contract Carrier Permit No. 266 to include two new contracts, namely: D. W. Harris, Orion Theatre, Tremonton, Utah, and Dorian-Toland, Liberty Theatre, Tremonton, Utah	Application granted
2815 Sub 4	1- 9-48	Roy Hill, d/b/a Seamons Truck Line	Application to amend Contract Carrier Permit No. 266 to include five new contracts, namely: O. J. Hazen, Weber-Vu Drive-In Theatre, Riverdale, Utah; Roy Tullis, Riverdale Drive-In Theatre, Roy, Utah; C. Hawk, Layton Theatre, Layton, Utah; Reed D. Wood, Main Theatre, Garland, Utah; and Logan Drive-In Theatre, Logan, Utah	Application granted

TABLE NO. 18
SUMMARY OF MISCELLANEOUS ORDERS ISSUED
IN MOTOR TRANSPORT CASES
July 1, 1947, to June 30, 1948
(Continued)

Case No.	Date of Order	Applicant or Parties to Case	Nature of Case	Nature of Order
2817 S 1	1- 9-48	William H. Linck	Application to amend Contract Carrier Permit No. 310 to include twelve new contractees	Permit No. 310 amended to include newspapers for Salt Lake Tribune Publishing Co. between Salt Lake City and Vernal and intermediate points and bread, bakery products and chili bricks for Floyd Peterson, from Salt Lake City to Roosevelt. Application denied in all other respects
2883	10- 8-47	Cantlay and Tanzola	Order in this case dated August 27, 1947, inadvertently included the word "to" in paragraph 2, page 5, line 6, which word was not intended. Also the date "May, 1945" was inserted in paragraph 1, line 5, page 3 of Commissioner Hacking's dissenting opinion and should have read "May, 1942"	Order issued making necessary corrections
2887	2-16-48	W. S. Hatch	Petition for rehearing on application for Certificate of Convenience and Necessity	Petition for rehearing granted as to road oil, asphalt and fuel oil (excluding oil used in internal combustion engines). petition denied in all other respects
2917	11-18-47	Slade Transfer	Application for rehearing filed by protestant, Fuller-Toponce Truck Co.	Application for rehearing denied

TABLE NO. 18
SUMMARY OF MISCELLANEOUS ORDERS ISSUED
IN MOTOR TRANSPORT CASES
July 1, 1947, to June 30, 1948
(Continued)

Case No.	Date of Order	Applicant or Parties to Case	Nature of Case	Nature of Order
2919	10-15-47	Railway Express Agency, Inc.	Application to amend Certificate of Convenience and Necessity No. 673 to include transportation of commodities from Ogden to Ogden Arsenal, U. S. Naval Supply Depot at Clearfield, and Ogden Air Depot at Hill Field, Utah, over US 91, Utah 108, and Utah 193 and return, excluding all local intermediate service, and limiting shipments to express service which is supplemental to railway express service	Application granted
2959	10-30-47	Rae H. Goodrich	Application for rehearing	Application denied
2976	7-12-47	Rodney Pearce Sorensen, d/b/a Bountiful Transfer and Delivery Service	Application for permission to change name to Sorensen Transfer & Delivery Service.	Application granted
2982	2- 6-48	John D. McGee and C. L. Maher, d/b/a M & M Fast Freight	Application for reinstatement of Interstate Carrier License No. 264	Application granted
3009	1-12-48	Aero Enterprises	Application to suspend operations until May 1, 1948	Application granted
3010	1-12-48	Howard B. Church, d/b/a Church's Scenic Tours	Application to suspend operations until May 1, 1948	Application granted

TABLE NO. 18
SUMMARY OF MISCELLANEOUS ORDERS ISSUED
IN MOTOR TRANSPORT CASES
July 1, 1947, to June 30, 1948
(Continued)

Case No.	Date of Order	Applicant or Parties to Case	Nature of Case	Nature of Order
3011	3-23-48	Orson A. Johnson d/b/a Provo Delivery Service	Application for reinstatement of common carrier certificate No. 736	Application granted
3095	11-18-47	Cole Transfer and Storage Company	Application by the protestant, Fullerton Toponce Truck Company, for rehearing	Application denied
3102	8-28-47	Arthur Poulson & Sons	Application to include the County of Sevier, which through inadvertence was not included in original order	Application granted and order dated June 16, 1947, amended to include County of Sevier
3109 S 1	1-12-48	Gronway Parry, d/b/a Parry Transportation Company	Application for permanent operating authority as a common motor carrier of passengers in Orem; from Provo to Orem; from Lehi, Pleasant Grove and other points to Geneva and return; and from Dragerton to Horse Canyon and return	Previous order in this case dated Nov. 7, 1947, vacated and set aside; temporary war authority under certificates 596 and 609 cancelled. Certificate of Convenience and Necessity No. 799 issued granting permanent operating rights in territory involved
3114	3- 4-48	Isabrand Sander, d/b/a I. Sander	Application for contract carrier permit to haul petroleum and petroleum products for Standard Oil Company of California from Salt Lake City to Monticello and Moab, Utah, over US 50 and 160 and return, and from Salt Lake City to Roosevelt, Utah, over US 40 and return, with an optional route over US 91, 89 and 189	Application granted under Contract Carrier Permit No. 335. Order dated Jan. 9, 1948, which inadvertently failed to describe operating rights correctly, vacated and set aside

TABLE NO. 18
SUMMARY OF MISCELLANEOUS ORDERS ISSUED
IN MOTOR TRANSPORT CASES
July 1, 1947, to June 30, 1948
 (Continued)

Case No.	Date of Order	Applicant or Parties to Case	Nature of Case	Nature of Order
3155	7-1-47	Bamberger Transportation Company and Bountiful Transportation Company	Investigation of schedules of the two carriers named	Last paragraph of order dated June 25, 1947, amended as follows: Effective notice of the cessation of stub runs be given to the public by Bamberger Transportation Co., not later than July 15, 1947, and said runs be discontinued not later than July 20, 1947
3155	8-26-47	Bamberger Transportation Company and Bountiful Transportation Company	Investigation of schedules of the two carriers named	Application of Bamberger Transportation Company for rehearing in respect to order to cease stub runs denied
3165	5-17-48	Thomas Patrick Culleton	Modification of rights granted under Certificate of Convenience and Necessity No. 632, issued May 19, 1944, Case No. 2767.	Rights under certificate No. 632 applicable to transportation of employees to and from Hill Field cancelled
3173	12-2-47	Bountiful Transportation Company	Application for transfer of rights held by Bountiful Transportation Company, a partnership, to Bountiful Transportation Company, a corporation	Amended report and order issued granting application. Certificate of Convenience and Necessity No. 756 cancelled and No. 798 issued
3185	10-30-47	Rio Grande Motor Way, Inc., and Burlington Transportation Co.	Application for approval of written agreement dated June 12, 1947, whereby Motor Way permits Burlington to Transport passengers and baggage between Salt Lake City and Payson, etc.	Agreement approved under summary procedure, subject to protests being filed within 20 days of date of order

TABLE NO. 18
SUMMARY OF MISCELLANEOUS ORDERS ISSUED
IN MOTOR TRANSPORT CASES
July 1, 1947, to June 30, 1948

(Continued)

Case No.	Date of Order	Applicant or Parties to Case	Nature of Case	Nature of Order
3185	5-7-48	Rio Grande Motor Way, Inc., and Burlington Transportation Co.	Application for approval of written agreement dated June 12, 1947, whereby Motor Way permits Burlington to transport passengers and baggage between Salt Lake City and Payson, etc.	Following filing of protest to order of Oct. 30, 1947, hearing was held. Order of May 7, 1948, approves agreement and affirms order of Oct. 30, 1947
3198	11-19-47	Burlington Transportation Company and J. Vernon Cook	Application for the approval of lease agreement between Burlington Transportation Company and J. Vernon Cook, dated Sept. 23, 1947, covering transportation of passengers in Logan; between Logan and Hyrum, and between Lewiston and Salt Lake City	Lease approved under summary procedure, subject to protests being filed within 20 days of date of order. J. Vernon Cook authorized to conduct passenger operations in Logan and between Logan and Hyrum. Burlington Transportation Company authorized to conduct passenger operations between Lewiston and Salt Lake City, Utah
3198	2-25-48	Burlington Transportation Company and J. Vernon Cook	Application for the approval of lease agreement between Burlington Transportation Company and J. Vernon Cook, dated Sept. 23, 1947, covering transportation of passengers in Logan; between Logan and Hyrum, and between Lewiston and Salt Lake City	Following filing of protest to order of Nov. 19, 1947, hearing was held. Order of Feb. 25, 1948, affirms order of Nov. 19, 1947.

TABLE NO. 18
SUMMARY OF MISCELLANEOUS ORDERS ISSUED
IN MOTOR TRANSPORT CASES
July 1, 1947, to June 30, 1948
 (Continued)

Case No.	Date of Order	Applicant or Parties to Case	Nature of Case	Nature of Order
3203	2-16-47	Utah Wonderland Stages	Application of Utah Wonderland Stages, a corporation, to assume the operating rights of Stewart C. Campbell	Amended report and order issued Feb. 16, 1947, setting aside order of Jan. 9, 1948. Certificate of Convenience and Necessity No. 810 issued to Utah Wonderland Stages and Certificate No. 772 held by Stewart C. Bampbell cancelled.
3203	2-17-48	Utah Wonderland Stages	Application for authority to suspend operations temporarily under Certificate of Convenience and Necessity No. 810	Applicant authorized to suspend operations until May 1, 1948.

TABLE NO. 19
SUMMARY OF ORDERS ISSUED IN MISCELLANEOUS CASES
July 1, 1947, to June 30, 1948

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
3123	8- 7-47	Utah Power & Light Co.	Application for certificate to exercise the rights and privileges conferred by franchise granted by Town of River Heights, Cache County, Utah.	Application granted under Certificate of Convenience and Necessity No. 782
3146	5-10-48	Deseret Livestock Co.	Application of Deseret Livestock Company for the construction of a livestock loading yard on the north side of the Union Pacific Railroad Co. tracks at Wahsatch, Utah	Order issued requiring Union Pacific Railroad Company to proceed to construct yards and spur track in accordance with application
3167	4-12-48	H. Clay Cummings, Frank T. Knight, William Hoyt and V. A. Mahoney	Application to have railroad right-of-way lands fenced along about 14 miles of railroad in Tooele County	Union Pacific Railroad Company ordered to fence both sides of right-of-way as prayed for in application
3172	4-28-48	Utah Power & Light Co.	Application for certificate to exercise the rights and privileges conferred by franchise granted by the Town of Morgan, Morgan County, Utah	Application granted under Certificate of Convenience and Necessity No. 820
3206	5-11-48	Ward C. Holbrook, d/b/a Val Vista Water System	Application for a Certificate of Convenience and Necessity to operate as a water utility	Application granted under Certificate of Convenience and Necessity No. 824

TABLE NO. 19
SUMMARY OF ORDERS ISSUED IN MISCELLANEOUS CASES
July 1, 1947, to June 30, 1948
 (Continued)

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
3241	4-28-48	Utah Power & Light Co.	Application for a certificate to exercise the rights and privileges conferred by franchise granted by the Town of Bothwell, Box Elder County, Utah	Application granted under Certificate of Convenience and Necessity No. 821
3253	4-28-48	Utah Power & Light Co.	Application for the approval of an inter-change agreement with Logan City, Utah	Application approved

APPENDIX II
MISCELLANEOUS TABLES AND
COMMISSION FINANCES

	Table No.	Page No.
Special permissions	20	90
Informal dockets	21	91
Investigating dockets	22	94
General orders	22	94
Commission finances	23	95
Reported accidents—railroads	24	96
Reported accidents—motor carriers	25	97
Reported accidents—electric and gas utilities	26	98
Public utilities under jurisdiction of commission	27	99
Investigation and Suspension Dockets	28	100

TABLE NO. 20
SPECIAL PERMISSION ISSUED
JULY 1, 1947, TO JUNE 30, 1948

Purpose for Which Issued	No. Issued
To reduce intrastate railroad freight rates.....	72
To reduce intrastate motor carrier freight rates.....	38
To reduce intrastate railroad passenger fares.....	3
To reduce intrastate motor carrier passenger fares.....	4
To publish authorized increased motor carrier freight rates	2
To publish authorized increased railroad passenger fares	2
To publish authorized increased motor carrier passenger fares	1
To publish authorized increased railway express rates	2
To publish railroad rates to new stations.....	3
To publish motor carrier rates to new stations.....	2
To reduce Pullman car rates.....	1
To reduce urban carrier rates.....	2
To reduce electric light and power rates.....	1
To extend natural gas service.....	1
To change motor carrier time schedules.....	7
To publish change in switching limits.....	1
To correct error in motor carrier tariff publication.....	2
To publish or change railroad transit arrangements....	4
Total	148

TABLE NO. 21

INFORMAL DOCKETS

July 1, 1947, to June 30, 1948

Docket No.	Date of Order	Description	Disposition
603-A	1-12-48	Utah Lime & Stone Company, Comp't. vs. The Denver & Rio Grande Western Railroad Company, The Utah-Idaho Central Railroad Corporation, S. J. Quinney, Receiver, and The Western Pacific Railroad Company, Def'ts.	Defendants authorized to refund \$45.00 on one carload of lime
604	8- 8-47	Cannet Manufacturing Corporation, Comp't. vs. The Denver & Rio Grande Western Railroad Company, Def't.	Defendant authorized to refund \$1,560.40 on 14 carloads of camouflage nets
605	8-26-47	Geneva Steel Company, Comp't. vs. The Denver & Rio Grande Western Railroad Company, Def't.	Defendant authorized to waive collection of \$1,040.49 on 2 carloads of flourspar
606	10-10-47	United States Smelting Refining and Mining Company, Comp't. vs. The Denver & Rio Grande Western Railroad Company, Def't.	Defendant authorized to refund \$21,496.34 on 1,713 carloads of ore
607	10-30-47	Utah Celery Cooperative, Comp't. vs. The Denver & Rio Grande Western Railroad Company, Def't.	Defendant authorized to waive collection of \$3.40 and to refund \$28.80 on one carload of ice
608	11- 4-47	Morse Bros. Machinery Company, Comp't. vs. The Denver & Rio Grande Western Railroad Company, Def't.	Defendant authorized to waive collection of \$107.19 undercharge on 19 carloads of filter tanks and water purifiers
609	12-31-47	American Smelting and Refining Company, Comp't. vs. Union Pacific Railroad Company, Def't.	Defendant authorized to waive collection of \$286.67 undercharge on 10 carload shipments of clay

TABLE NO. 21
INFORMAL DOCKETS

July 1, 1947, to June 30, 1948

(Continued)

Docket No.	Date of Order	Description	Disposition
610	12-31-47	Application of Union Pacific Railroad Company to construct loading platform with an impaired clearance	Applicant authorized to construct new barn and loading platform with an impaired clearance on spur track serving Union Stockyards Company at Salt Lake City, Utah
611	2- 4-48	Lewiston Hide & Fur Company, Comp't. vs. The Denver & Rio Grande Western Railroad Company, Def't.	Defendant authorized to waive collection of undercharge amounting to \$1,568.55 on 11 cars of copper wire.
612	2-17-48	Geneva Steel Company, Comp't. vs. The Denver & Rio Grande Western Railroad Company	Defendant authorized to waive collection of \$652.24 on 101 carloads of limestone and dolomite
613	2-17-48	American Smelting & Refining Company, Comp't. vs. The Denver & Rio Grande Western Railroad Company and The Western Pacific Railroad Company, Def'ts.	Defendants authorized to waive collection of \$5.91 on 2 carloads of lime rock fines
614	1-20-48	Application of Bamberger Railroad Company to construct loading platform with an impaired clearance	Applicant authorized to construct platform with an impaired clearance at its Salt Lake Yard immediately east of 2nd West Street
615	3-15-48	Utco Products Company, Comp't. vs. The Denver & Rio Grande Western Railroad Company, Def't.	Defendant authorized to reparate \$27.40 on 3 carloads of slag

TABLE NO. 21
INFORMAL DOCKETS
 July 1, 1947, to June 30, 1948

(Continued)

Docket No.	Date of Order	Description	Disposition
616	5-20-48	Provo Hide & Fur Company, Comp't. vs. Bamberger Railroad Company and Union Pacific Railroad Company, Def'ts.	Defendants authorized to refund \$25.00 on one carload of scrap steel
617		Withdrawn	
618	2-11-48	Application of United States Smelting, Refining and Mining Company to construct unloading bins with an impaired overhead clearance	Applicant authorized to construct unloading bins with impaired overhead clearance at its concentration plant at Midvale, Utah
619	6-14-48	The Pacific Farm Company, Comp't. vs. The Denver & Rio Grande Western Railroad Company, Def't.	Defendant authorized to waive collection of \$545.36 and to refund \$11.12 on 27 carloads of block ice
621	6-25-48	Application of Utah Fuel Company to construct an overhead with an impaired clearance	Applicant authorized to construct loading chutes with an overhead impaired clearance over spur track owned by said company at Sunnyside, Utah
622	6- 9-48	Application of Utah Construction Company to construct a side overhead impaired clearance	Applicant authorized to construct loading bins on spur track, with an impaired overhead clearance at Murray, Utah

TABLE NO. 22
INVESTIGATION DOCKETS
July 1, 1947 to June 30, 1948

Investigation Docket	Date of Order	Description	Nature of Order
48	6-29-48	Investigation of the services and operations of George A. Sims and Milton K. Sims, a partnership, d/b/a Salt Lake Transfer Company	Conclusion of the Commission that the Salt Lake Transfer Company should not attempt to transport between stations in Utah any intrastate shipment of articles, regularly transported by common carrier at line haul rates, except the general list of articles referred to in Certificate No. 512, unless specially authorized. No order was issued
49	12- 2-47	Investigation of the services and operations of Rulon C. Ashworth, Josephine C. Asworth, Rulon C. Ashworth Jr., and Ralph G. Ashworth, d/b/a Ashworth Transfer Company	Order of dismissal

GENERAL ORDERS
July 1, 1947 to June 30, 1948

General Order No.	Date of Order	Subject Matter
59	12-31-47	Uniform systems of accounts and annual report forms prescribed for common motor carriers rendering urban passenger transportation service in Utah (carriers operating within a city or town and the territory immediately adjacent thereto). General Order No. 45 issued December 20, 1939, cancelled.

TABLE NO. 23
 STATEMENT OF COMMISSION FINANCES
 July 1, 1947 to June 30, 1948

	Public Service General	Utility Rate Investigations	Motor Transport	Total
Appropriations—1947-1949:				
General fund	\$ 30,000.00	\$ 5,000.00		\$35,000.00
Public utility levy	90,000.00	15,000.00		105,000.00
Motor vehicle registration fund.....			31,660.00	31,660.00
Unexpended balances from previous biennium.....	53,329.25	18,304.34		71,633.59
Departmental collections—7-1-47 to 6-30-48.....	1,992.60			1,992.60
Total	\$175,321.85	\$ 38,304.34	\$ 31,660.00	\$245,286.19
Expenditures—July 1, 1947, to June 30, 1948:				
Personal services	\$ 51,547.40	\$ 7,384.83	\$ 7,858.33	\$ 66,790.56
Travel	2,334.11	\$ 1,917.42	\$ 1,257.38	5,508.91
Current expenses	5,300.22	286.16	813.81	6,400.19
Capital outlay	670.09		36.55	706.64
Central administration	14,495.93		2,761.13	17,257.06
Total	\$ 74,347.75	\$ 9,588.41	\$ 12,727.20	\$ 96,663.36
Unexpended balance, June 30, 1948.....	\$100,974.10	\$ 28,715.93	\$ 18,932.80	\$148,622.83

TABLE NO. 24
FATALITIES AND INJURIES ON RAILROADS OPERATING IN UTAH
January 1, 1947, to December 31, 1947

Name of Carrier	Passengers		Pedestrians or Occupants of Motor Vehicles		Employees		Trespassers		Non-Trespassers		Grand Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	
Bamberger Railroad Company.....	0	0	1	0	0	10	0	0	0	0	0	1	10
Bingham & Garfield Railway Co.....	0	0	0	1	0	3	0	0	0	0	0	0	4
Denver & Rio Grande Western Railroad Co., The	0	0	4	2	2	55	4	1	0	3	10	61	
Ogden Union Railway & Depot Co.....	0	0	0	6	1	21	0	1	0	1	1	29	
Salt Lake City Union Depot & Railroad Co.....	0	0	0	0	0	0	0	0	0	0	1	0	1
Southern Pacific Company.....	0	0	0	0	1	16	0	1	0	1	1	1	18
Tooele Valley Railway Co.....	0	0	0	0	0	1	0	0	0	0	0	0	1
Union Pacific Railroad Co.....	0	0	6	10	0	25	2	3	0	5	8	43	
Utah Railway Company.....	0	0	0	0	0	18	0	0	0	0	0	0	18
Western Pacific Railroad Co., The.....	0	1	0	0	0	12	1	0	0	2	1	1	15
Total.....	0	1	11	19	4	161	7	6	0	13	22	200	

TABLE NO. 25
 FATALITIES AND INJURIES ON MOTOR CARRIERS OPERATING IN UTAH
 January 1, 1947, to December 31, 1947

Name of Carrier	Number of Passengers		Pedestrians or Occupants of Other Vehicles		Employees		Grand Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
<i>Passenger Carriers</i>								
Bamberger Transportation Company.....	1	0	14	0	0	0	0	14
Bear Lake Stages.....	1	0	1	0	0	0	0	1
Burlington Transportation Company.....	4	0	2	0	1	0	0	3
Interstate Transit Lines.....	6	0	16	0	1	0	0	17
Ogden Transit Company.....	2	0	2	0	0	0	0	2
Union Pacific Stages, Inc.....	3	0	0	0	3	0	0	3
Utah-Idaho Central Railroad Corp.....	1	0	0	0	4	0	0	4
Salt Lake City Lines.....	9	0	5	0	10	0	0	15
Pacific Greyhound Lines.....	1	0	0	0	1	0	0	1
Total.....	28	0	40	0	20	0	0	60
<i>Property Carriers</i>								
Cantlay and Tanzola, Inc.....	2	0	0	0	1	0	1	2
Carbon Freight Line, Inc.....	1	0	0	0	1	0	0	1
Coons Truck Line.....	1	0	0	1	0	0	1	0
Fuller-Toponce Truck Co.....	3	0	0	0	3	0	0	3
J. J. Milne Truck Line, Inc.....	3	0	0	0	4	0	0	4
Pacific Intermountain Express.....	10	0	0	1	5	0	1	6
Riddle Truck Line.....	1	0	0	0	0	0	2	2
Salt Lake Transfer Company.....	2	0	0	0	3	0	0	3
Total.....	23	0	0	2	17	0	4	21
Grand Total.....	51	0	40	2	37	0	4	81

TABLE NO. 26
 SUMMARY OF REPORTED ACCIDENTS—ELECTRIC AND GASUTILITIES
 January 1, 1947, to December 31, 1947

NAME OF UTILITY	Employees		Other Persons		Number Property Damage Accidents		GRAND TOTAL	
	Killed	Injured	Killed	Injured	Utility	Non-Utility	Persons Killed	Persons Injured
Southern Utah Power Company.....	0	0	1	0	0	0	1	0
Utah Power & Light Company.....	2	0	0	2	0	0	2	2
Mountain Fuel Supply Company.....	0	0	3	1	0	0	3	1
Total	2	0	4	3	0	0	6	3

TABLE NO. 27
PUBLIC UTILITIES UNDER JURISDICTION OF COMMISSION
At June 30, 1948

Class of Utility	Number
Steam railroads—Classes I and II.....	6
Steam railroads—Class III.....	1
Steam railroads—lessor company.....	1
Electric interurban railroads.....	2
Urban passenger transportation companies.....	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	285
Total	340

TABLE NO. 28
ORDERS ISSUED IN INVESTIGATION AND SUSPENSION DOCKETS
 July 1, 1947, to June 30, 1948

I & S Docket No.	Date of Order	Description	Nature of Order
47	9-5-47	Suspension and investigation of tariff filed by Cook Transportation Company to become effective May 10, 1947, containing increased fares for transportation of passengers.	Fares under suspension ordered cancelled. Fares submitted at hearing by Cook Transportation Company were found to be in conformity with rates per mile generally prescribed for Utah; namely, 2.2 cents per passenger mile one-way fare; and one cent per passenger mile for commutation fares which fares were approved.
48	1-9-48	Suspension of revised time schedule of Bamberger Transportation Company filed with Commission on January 2, 1948, to become effective January 11, 1948	Effective date of new time schedule ordered changed to January 22, 1948, to allow 20 day publication period prescribed by Commission rules

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