

31st Report

OF THE
**PUBLIC SERVICE
COMMISSION
OF UTAH**

TO THE
GOVERNOR



JULY 1, 1948 · JUNE 30, 1949

THIRTY-FIRST
REPORT
of the
PUBLIC SERVICE
COMMISSION
OF UTAH

to the
Governor

(S E A L)

For the Period
July 1, 1948 to June 30, 1949

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

Dear Governor Lee:

We have the honor to submit herewith the thirty-first report of the Public Service Commission of Utah, pursuant to the requirements of Chapter 1-11, Title 76, Utah Code Annotated 1943.

This report covers the fiscal year July 1, 1948, to June 30, 1949.

Respectfully submitted,

Hal S. Bennett
Chairman

Donald Hacking
Commissioner

W. R. McEntire
Commissioner

(S E A L)

Attest:

F. A. Yeamans
Secretary

CHANGES IN PERSONNEL

The term of office of Commissioner Oscar W. Carlson expired on March 3, 1949. Mr. Hal S. Bennett took office as a commissioner on March 4, 1949, and was elected chairman of the commission on April 2, 1949. Commissioner Donald Hacking served as chairman from July 1, 1948, to April 2, 1949.

Mr. Royal Whitlock served as secretary of the commission from July 1, 1948, to December 31, 1948. Mr. C. J. Stringham served as secretary from January 1, 1949, to March 3, 1949. Mr. Frank A. Yeamans took office as secretary on March 14, 1949.

PUBLIC SERVICE COMMISSION ROSTER
June 30, 1949

The Commission

Hal S. Bennett
Donald Hacking
W. R. McEntire
F. A. Yeamans *

Chairman
Commissioner
Commissioner
Secretary

Central Office

Evelyn Jensen
Charles E. Pettersson *
Florance Wallace *
Clair Johnson

Chief Clerk
Cashier
Assistant Cashier
Reporter

Accounting Division

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

Chief Accountant
Accountant
Accountant
Stenographer

Engineering Division

Wilford A. Robinson

Chief Valuation Engineer

Transportation Rate Division

Charles A. Root
G. N. Davis
Charles E. Liston
Edith H. Taylor

Commerce Attorney
Senior Rate Clerk
Rate Clerk
File Clerk

PUBLIC SERVICE COMMISSION ROSTER
(Continued)

Inspection Division

Robert N. Slaughter *	Chief Inspector
A. M. Thomas	Assistant Director of Transportation
Rawlins B. Young *	Inspector
Wm. A. Bywater *	Inspector
Ed E. Coli *	Inspector
P. C. Carlston *	Inspector
Clarence W. Newson *	Inspector
Benjamin H. Smith *	Inspector
Frank E. H. McCarty *	Inspector
Pauline D. Bassler	Stenographer
Bernice S. Hougaard *	Stenographer

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

* * * * *

Office: State Capitol, Salt Lake City, Utah

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SECTION I

FORMAL CASES BEFORE THE COMMISSION

During the period covered by this report numerous applications of public utilities for authority to increase their rates were disposed of by the commission. In general, the evidence submitted in these cases disclosed that the costs of doing business had advanced to the point where the existing level of rates was inadequate to meet such costs and allow a fair rate of return on the investment committed to the enterprise. The high prices which prevailed during the period have been reflected in both the operating costs and in the costs of construction of new plant of the utilities, the same as in other fields of business. It is noteworthy, however, that increases in the rates charged by public utilities rendering services such as power and light or telephone service have lagged far behind, in point of time, the rise in the general price level during recent years.

Table No. 1, below, shows a summary of the formal cases handled by the commission.

Table No. 1
Formal Cases Before the Commission
July 1, 1948 to June 30, 1949

	Cases Pending July 1, 1948	Cases Filed 7- 1-48 to 6-30-49	Total	Cases Disposed of	Cases Pending June 30, 1949
Electric power and light rates	2	4	6	3	3
Railroad rates	1	2	3	-	3
Pullman rates	1	-	1	1	-
Express rates	-	2	2	2	-
Steam heating rates	-	1	1	1	-
Water rates	1	-	1	1	-
Telephone rates	2	4	6	4	2
Motor carrier rates	7	17	24	13	11
Station agency	2	1	3	1	2
Grade crossing	5	8	13	10	3
Urban carrier	1	-	1	1	-
Motor carrier operating rights	90	81	171	102	69
Miscellaneous	11	12	23	9	14
Total	123	132	255	148	107

The following discussion is devoted to the commission's formal decisions.

Electric Power and Light Rates

Case No. 3332

Application of Southern Utah Power Company to
Increase its Rates and Simplify its Rate Structure
in the Cedar System

This was the only case in which a general increase in electric

rates was authorized. Southern Utah Power Company was permitted, by an order dated January 21, 1949, to place in effect new rate schedules designed to yield additional revenues of \$97,764 a year in its Cedar System. The commission found that the company was not earning a fair rate of return; that the operating expenses of the company were increasing; that new capital had to be secured to finance needed plant additions; and that a better earnings picture was necessary to enable the company to attract new capital.

Steam Heating Rates

Case No. 3298

Application of Utah Power & Light Company
for Increased Steam Heating Rates

Utah Power & Light Company renders steam heating service to approximately 70 customers within a limited area in the business district of Salt Lake City. The evidence indicated that this service had been conducted at an out-of-pocket loss for several years past. The commission's order of November 29, 1948, authorized the company to make a new schedule of rates effective calculated to produce approximately \$77,376 of additional revenue a year. Even under the higher level of rates the evidence showed that the company will not earn a fair return on the investment in property devoted to steam heating service.

Telephone Rates

Case No. 3191

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

The applicant in this case requested authority to increase exchange

and intrastate toll rates in Utah sufficient to produce approximately \$943,000 in additional revenue when applied to the volume of business handled during 1947.

Following an extensive hearing in this case the commission issued a report and order under date of August 10, 1948, in which the company was authorized to increase its Utah rates for exchange and intrastate toll service in the amount of \$591,203. Higher rates were found to be necessary to offset increased operating costs brought about by the wage rates and material prices in effect during the present period.

This case marks the first time since 1922 that the Utah rates of this company have had a general increase.

Case No. 3324

Application of Manti Telephone Company
for an Adjustment in Rates

Case No. 3325

Application of Gunnison Telephone Company
for an Adjustment in Rates

Orders were issued in the above-entitled cases on January 25, 1949, and November 12, 1948, respectively, granting increased rates to these two independent telephone companies. The increase granted to the Manti Company amounted to \$4,736 annually, while the Gunnison Company received an annual increase of approximately \$2,582. Here again the higher rates were found to be necessary to meet increasing costs and to permit a reasonable return on investment.

Natural Gas Service Restrictions

Case No. 3372

Application of Mountain Fuel Supply Company
for Restriction of Gas Service

An extremely serious problem was presented to the commission on March 4, 1949, when Mountain Fuel Supply Company requested a temporary order authorizing a prohibition against the serving or supplying of natural gas for use in space heating of residences or commercial establishments not theretofore served, with certain exceptions. In view of the apparent urgency of the situation, the commission issued an order on the same date granting the requested prohibition. A notice also was issued setting a hearing on the company's application. An extensive hearing was held.

On the basis of the evidence presented at the hearing in this matter the commission concluded that unless and until an additional supply of gas becomes available for distribution by Mountain Fuel Supply Company, that restrictions on new load to be taken on were necessary. Accordingly, an order was issued on April 2, 1949, the more important parts of which provided that:

(1) Mountain Fuel Supply Company should provide natural gas service to (a) approximately 2,312 residential and commercial customers with whom contracts had been executed for yard lines, (b) approximately 200 new residential and commercial buildings, the builders of which had been assured of a supply of gas for such buildings, and (c) an estimated 150 domestic installations under construction to the extent that foundations had been completed as of March 4, 1949, situated on streets where a gas main is located.

(2) Mountain Fuel Supply Company should accept additional applications for natural gas service in new residential units, up to and including June 30, 1949, subject to the restrictions and conditions (a) that construction on the building shall have progressed to the point where at least the foundation has been completed on or before June 30, 1949, and completion of construction of the building is scheduled for not later than the end of the year 1949, and (b) that an appropriate application for a yard line must be filed with the company on or before June 30, 1949.

(3) No applications should be received for conversion to natural gas from other types of fuel in existing units, except that the company should be permitted to serve those residences where the application for such service was approved by the company prior to March 4, 1949.

(4) The provisions in the company's tariff P.S.C. Utah No. 12, whereby no new industrial customers will be accepted should be continued in effect, but that the provision in said tariff permitting existing commercial and industrial customers to increase their use of gas 600,000 cubic feet per annum in excess of such a customer's facilities for using gas as of June 15, 1945, by reason of the use of additional equipment, should be deleted from the tariff.

(5) On and after July 1, 1949, and until further order of the commission, the company should not accept any applications or furnish any additional gas for any new or additional uses whatsoever, except for minor uses in the interest of public health and safety, such as that required by physicians and dentists for laboratory purposes.

The order of April 2, 1949, was subsequently modified to the extent of authorizing the company to accept applications until June 30, 1949, for gas service in both new and old dwellings for cooking, water heating, and refrigeration purposes.

In arriving at the conclusion to permit the company to accept applications for space heating in new houses up to June 30, 1949, under the conditions described above, the commission felt that less hardship would result than if existing units using other types of fuel for heating requirements were permitted to convert to gas.

Mountain Fuel Supply Company took steps in two ways to increase the supply of gas for distribution in Utah. The company secured the necessary approval to increase the amount of gas to be delivered from the Church Buttes Field to 45 million cubic feet a day during the 1949-50 winter season. During the 1948-49 winter season the company was allowed to withdraw only 30 million cubic feet a day from this field. The company also arranged for the construction of approximately 32 miles of 20 inch transmission line between Coalville Junction and the Salt Lake City measuring station. The increased supply of gas from Church Buttes together with the additional transmission line referred to will assist materially in meeting the requirements of the company's customers.

At the closing date of this report (June 30, 1949), there is no immediate prospect for a new supply of natural gas for distribution in the area in Utah served by Mountain Fuel Supply Company. The company is pursu-

ing an exploration and development program. Until such time as a new source of gas is discovered and made available it appears that some restrictions on any expanded use of gas will be necessary.

Fares and Service of Salt Lake City Lines

Case No. 3199

Investigation of Rates, Fares, Service, and Practices
of Salt Lake City Lines

This case was instituted by a complaint filed by the Consumers' Welfare League of Utah in which it was alleged that the rates and fares of Salt Lake City Lines were unjust and unreasonable, and that the service rendered by said company was inadequate in some respects.

The testimony presented during the hearing covered the company's revenues, expenses, earnings, and investment in plant devoted to transportation service, and, in addition, numerous public witnesses testified on different aspects of the company's service. The most common objection voiced by these witnesses was directed to the overcrowding of busses, especially during the hours of peak load.

The commission issued its findings and order in this case on February 28, 1949. The existing fare structure of the company was altered in two respects, (a) children's tokens which sold at a rate of four for 15 cents were abolished and in lieu thereof a flat five cents fare was established, and (b) student tickets were required to be sold in books of 50 tickets for \$2.00

for use in areas outside the base zone where the cash fare is 5 cents. The other principal provisions of the order required the following:

(1) That the company in conjunction with the commission's staff make an investigation of the overcrowded conditions on the busses and submit a report to the commission within 30 days containing remedial suggestions.

(2) That the commission's staff make a complete investigation of the other complaints made by public witnesses and discuss with representatives of the company means of remedying the conditions complained of.

(3) That the company shall not pay dividends in the future in excess of 50 per cent of its earnings subsequent to August 31, 1948, until such time as the debt ratio of the company is reduced to 35 per cent debt and 65 per cent common stock and surplus.

Discontinuance of Railroad Passenger Service

Case No. 3349

Application of The Denver and Rio Grande Western Railroad
Company to Discontinue Passenger Trains 11 and 12
Between Salt Lake City and Marysvale, Utah

In its consideration of this case the commission found that The Denver and Rio Grande Western Railroad Company was sustaining a loss so damaging and severe in the operation of trains 11 and 12 between Salt Lake City and Marysvale, that it would be unjust and unreasonable to require the continued operation of said trains. The transportation of mail and express provided the major part of the revenues derived from the operation of these trains.

The evidence showed that there was no substantial patronage of these trains by passengers. The average passenger load per train mile in 1948 was 8.2 persons, and at times the members of the crew exceeded the number of passengers on the train.

The commission's order of May 24, 1949, in this case, authorized the applicant to discontinue the operation of trains 11 and 12 upon ninety days' notice to the commission and the public. Freight train service on the Marysvale Branch was not involved in this case and the applicant did not seek to restrict or limit such service.

Railroad, Pullman, and Express Rates Intrastate

Case No. 3168

Application of Railroads Operating in Utah for
Increases in Freight Rates and
Charges, Intrastate in Utah to Correspond to
Interstate Increases Granted in Ex Parte 166

The commission, on June 18, 1948, in the above-referred-to case granted the railroads operating intrastate in Utah interim increases (20 per cent generally) in their freight rates and charges to correspond to increases authorized by the Interstate Commerce Commission in interstate rates and charges, in its order of December 29, 1947, in Ex Parte 166.

Following the final order of the Interstate Commerce Commission in Ex Parte 166, dated July 27, 1948, the railroads operating intrastate in Utah filed a supplemental petition with the Utah commission seeking authority to make increases and reductions in freight rates and charges apply intrastate in Utah to conform with increases and reductions ordered by the Interstate Commerce Commission.

The commission, after considering all evidence presented at the hearing held August 30, 1948, concluded that increases should be permitted to the same extent authorized by the Interstate Commerce Commission, except that only fifty (50) per cent of maximum increases authorized on interstate traffic on specific commodities or groups of commodities should be applied intrastate. No additional increases were authorized on non-ferrous ores and concentrates (including precipitates, matte, slag, speiss, and flue dust) over and above those granted in Case No. 2998, decided February 14, 1947, and no further increases were granted on sugar beets, dry or wet beet pulp, molasses, coal or coke, over and above those authorized in Case No. 3168, decided June 18, 1948. The order in this case was issued December 14, 1948.

Case No. 3168

Application of Railroads Operating in Utah for
Increase in Maximum Increase on Iron Ore
Authorized by Commission in Case No. 3168
Decided December 14, 1948

This supplemental petition requested authority to increase the maximum increase on iron ore authorized by the commission in its decision of December 14, 1948, in the above-entitled case, of 15 cents per net ton or 17 cents per gross ton to 30 cents per net ton and 34 cents per gross ton.

At the hearing witnesses for the Geneva Steel Company, Geneva, Utah, and a letter received from Kaiser Company, which has a plant at Ironton, Utah, expressed willingness to pay the increased maximum which would be the same as that granted by the Interstate Commerce Commission in Ex Parte 166. The com-

mission's order of February 28, 1949, granted the increases insofar as the specific rate from southern Utah to Ironton and Geneva, Utah is concerned, but no other changes or increases were authorized.

Case No. 3247

Application of Pullman Company for
Increases in Pullman Rates and Charges
Within the State of Utah

By application filed March 8, 1949, The Pullman Company sought to increase its rates and charges intrastate in Utah to the same extent as authorized interstate by the Interstate Commerce Commission April 15, 1948, as follows:

Bedroom, one passenger	5.56%
Bedroom, two or more passengers	10.00
Bedroom suites	8.57
Compartment, one passenger	12.50
Drawing room, one passenger or more	20.00
Drawing room, two or more passengers	8.57

The commission found that the increases sought were justified. An order dated July 21, 1948, granted the proposed increases.

Case No. 3289

Application of Railway Express Agency, Inc.
to Increase Express Rates and Charges
Intrastate in Utah

The Railway Express Agency, Inc., filed a petition seeking authority to increase various miscellaneous service charges, minimum charges, and commodity rates, which charges and rates were not included in the petition for increase in class rates granted by the commission in Case 3215, decided March 15, 1948, but are in effect on interstate traffic.

The commission, after considering the evidence in the case and in Case No. 3215, found that the increases were justified and should be granted. The order was dated February 11, 1949.

Case No. 3373

Application of Railway Express Agency, Inc.
to Increase Express Rates and Charges
Intrastate in Utah to Coincide with Increases
Granted by the Interstate Commerce Commission
in Ex Parte 163

A petition was filed with the commission by the Railway Express Agency, Inc., March 4, 1949, seeking authority to increase its rates and charges to the same extent intrastate as was granted by the Interstate Commerce Commission on interstate traffic in Ex Parte 163.

The commission, after considering the evidence presented at the hearing held May 31, 1949, which showed a deficit on the applicant's intrastate operations, concluded that the increases sought were justified. An order issued May 31, 1949, granted increases to the extent authorized by the Interstate Commerce Commission in Ex Parte 163.

Investigation and Suspension Docket No. 54

Increased Charges for Collecting and Remitting C.O.D. Charges
Railroads Operating Intrastate in Utah

In this docket tariffs were suspended containing increased individual and joint charges for collecting and remitting C.O.D. bills, published to become effective March 5, 1949, for all railroads operating intrastate in Utah. After considering the evidence presented at a hearing held May 9, 1949,

the commission found that the increased charges should be approved as published. The order approving the charges was issued June 13, 1949.

Motor Carrier Rates - Intrastate

Orders were issued in 14 cases involving applications for authority to publish increased motor carrier rates, including a supplemental order in a case previously closed. The orders in 13 of these cases authorized increased rates. One case was dismissed. The applicants that were granted increases made sufficient showing that their operating costs had increased to the point where higher rates were necessary. These cases are discussed briefly below.

Case No. 3040
Supplemental Report

Application of Utah Motor Transport Association,
Inc., for Hal H. Bradshaw, d/b/a Hurricane Truck
Line and J. E. Brinkerhoff, d/b/a Brinkerhoff
Truck Line for Increase in Freight Rates

The applicants in this case were authorized by an order dated September 7, 1948, to publish a 15 per cent increase in freight rates which increase corresponded with that granted by the commission to other intrastate carriers in a previous order in this case dated August 31, 1946. A minimum charge not to exceed 75 cents was also authorized.

Case No. 3192-Sub 1

Application of Utah Motor Transport Association,
Inc., for and on behalf of Biddle Truck Line,
Murray and Midvale Truck Line, and
Magna-Garfield Truck Line for Increase in Freight Rates

The commission's order of March 5, 1949, in this case authorized

the above-named carriers to publish increases in freight rates not in excess of the increases granted other intrastate carriers in an order dated December 23, 1947, in Case No. 3192.

Case No. 3229

Application of North Emery-Price Truck Line for
Authority to Increase its Rates and Charges

This carrier requested authority to increase all commodity less-than-truck-load rates from 20 cents to 35 cents, with somewhat higher rates on certain commodities, and with somewhat lower rates on certain other commodities. The application also proposed a five per cent discount on a minimum of 2,000 pounds, 10 per cent discount on 4,000 pounds, 15 per cent discount on 10,000 pounds, and 20 per cent discount on 20,000 pounds.

An order was issued on November 9, 1948 granting the increases applied for.

Case No. 3236

Application of the Rio Grande Motor Way, Inc.
and the Salt Lake-Kanab Freight Line for
Authority to Increase their Freight Rates and Charges

The applicants in this case requested authority to increase their A, B, C, and D merchandise rates from Salt Lake City to Moryevale, Utah, and intermediate points, which rates were 60 per cent of the first, second, third, and fourth class rates, respectively, to the level of the class rates then in effect, an increase of approximately 25 per cent. The commission's order dated August 6, 1948, permitted these carriers to increase their merchandise

rates not to exceed 10 per cent. Volume discounts of five per cent on a minimum weight of 5,000 pounds, 10 per cent on 10,000 pounds, 15 per cent on 15,000 pounds, and 20 per cent on 20,000 pounds also were prescribed.

The applicants sought a rehearing which was granted. After consideration of the additional testimony submitted, the commission concluded that the full increases applied for should be granted and the order dated February 11, 1949 authorized such increases.

Case No. 3264

Application of Salt Lake-Delta Freight Line for
Authority to Increase its Rates and Charges

The commission's order in this case dated August 6, 1948, granted the applicant authority to increase its A, B, C, and D merchandise rates to the level of its first, second, third, and fourth class rates, respectively. Discounts on volume shipments of five per cent on 5,000 pounds, 10 per cent on 10,000 pounds, 15 per cent on 15,000 pounds, and 20 per cent on 20,000 pounds were prescribed.

Case No. 3290

Application of V. B. Coon, d/b/a Coon Bus Line for
Authority to Increase its Bus Fares and Charges

In this case the commission's order of November 9, 1949, granted the applicant an increase of 25 cents in commutation fare for each two weeks and authority to establish a one-way fare of 25 cents.

Case No. 3299

Application of Bingham Stage Line to
Increase its Express Rates and Charges

The applicant in this case was authorized to increase its express rates and also its charges for handling C.O.D. shipments between Salt Lake City and Bingham, Utah. The order was dated October 1, 1948.

Case No. 3300

Application of Lewis Bros. Stages to
Increase its Express Rates and Charges

The express rates and charges for handling C.O.D. shipments between Salt Lake City and Park City, Utah, were authorized to be increased in an order dated October 21, 1948.

Case No. 3316

and

I & S Docket No. 50

Application of Bert D. Isaac, d/b/a
Isaac Transportation Company to
Increase its Passenger Fares

An order in this proceeding dated March 4, 1949, granted the applicant an increase not to exceed five cents in each round trip fare between all points served (except Provo, Utah) and Geneva, Utah.

Case No. 3328

Application of Fuller-Toponce Truck Line to
Increase Certain Freight Rates and Charges

An increase in less-than-truck-load, volume, class, and commodity

rates of 10 per cent and increases in certain other charges was requested in this application. The order of February 8, 1949, authorized an increase in the less-than-truck-load, volume, class, and commodity rates to the level of the railroad freight rates in the territory affected, but in no case to exceed 10 per cent. The increases sought on other charges were granted in part.

Case No. 3366

Investigation Docket No. 54

Application of the Utah Motor Transport Association, Inc., for and in Behalf of Motor Carrier Operators Engaged in Intrastate Transportation of Household Goods to Increase Their Rates and Charges

This application involved a request for an increase of 10 per cent in the rates of certain motor carriers engaged in the transportation of household goods intrastate, and, in addition, upward adjustments of charges for certain other services. The commission determined that the investigation and hearing should cover the rates, classifications, and charges of all motor carriers engaged in the transportation of household goods intrastate. In an order dated March 4, 1949, the proposed increases were granted with minor adjustments and the approved rates were ordered effective for all carriers of this class.

Case No. 3341

Investigation Docket No. 53

Application of the Utah Motor Transport Association, Inc., for and in Behalf of Motor Carriers Engaged in the Transportation of General Commodities in Local Cartage to Increase Rates and Charges

The commission's order of March 4, 1949, in this case authorized

local cartage carriers to increase their rates 10 per cent on a permissive basis. One carrier who protested the increase was excluded from the provisions of the order.

Certain of the carriers involved filed a petition for reconsideration of the matter with a request that the 10 per cent increase be made mandatory for all local cartage carriers in Salt Lake City. The petition for reconsideration was pending at June 30, 1949.

Case No. 3382

Application of Thomas P. Culleton
d/b/a Midvale Bus Line
for Increase in Passenger Fares

In this case the commission's order of June 17, 1949, permitted the applicant to increase his one-way and round-trip fares approximately 10 cents, and also allowed an increase of 50 cents in weekly commutation tickets of five round trips.

Investigation and Suspension Docket No. 51

Increased Passenger Fares, Limousine, Private Car,
Baggage Transfer, and Ambulance Rates Intrastate
and Change in Method of Computing Charges
Salt Lake Transportation Company

An order was issued by the commission November 16, 1948 in this docket suspending schedules filed by the above-named carrier to become effective December 1, 1948, stating increased passenger fares, limousine, private car, baggage transfer, and ambulance rates.

After a hearing in the matter the commission found that the increases

sought and the change in method of computing charges for various services, with some modification, were justified and should be granted. The suspended schedules with amendments as ordered were approved to become effective on not less than five days' notice in an order dated December 30, 1948.

Investigation and Suspension Docket No. 52

Increased Passenger Fares Intrastate
Burlington Transportation Company

The schedules suspended in this docket were filed by the above-named carrier to become effective January 1, 1949, and provided increased intrastate passenger fares between Salt Lake City and points intermediate to Ogden, Utah, inclusive, on the one hand, and the Utah-Idaho state line on the other hand.

The matter was heard February 17, 1949. An order was issued on March 24, 1949, prescribing one-way fares on the basis of 2.2 cents per mile, and round-trip fares of 180 per cent of the one-way fares, based on mileage via the route of Burlington Transportation Company for that carrier and Union Pacific Stages, Inc., which carrier also operates in the territory.

Investigation and Suspension Docket No. 53

Increased Passenger Fares Intrastate
Union Pacific Stages, Inc.

An order in this docket suspended schedules to become effective January 1, 1949. The suspended schedules contained increased passenger fares intrastate between Salt Lake City, Utah, and points intermediate on the one hand, and Lewiston, Utah, on the other hand.

Upon request of the Union Pacific Stages, Inc., the commission authorized publication of schedule to become effective January 1, 1949, re-publishing fares to be cancelled by the schedule under suspension. Fares for the territory were prescribed by the commission in its order in I & S Docket No. 52.

Investigation and Suspension Docket No. 55

Increased Express Rates and Charges Intrastate in Utah
Lewis Bros. Stages

A schedule filed by the above-named carrier to become effective June 5, 1949, stating increased express rates and charges was suspended on May 12, 1949. From testimony adduced at a hearing held June 23, 1949, the commission found that the existing rates and charges had been in effect since 1928, and that due to the increased cost of equipment, material, and supplies the suspended schedule should be approved. The order was issued June 27, 1949.

Applications for Motor Carrier Operating Rights

The commission disposed of 102 cases involving operating rights of motor carriers. Applications for new or additional operating rights were involved in 97 of these cases; temporary interstate rights were cancelled in two cases; two cases were concerned with a clarification of operating rights; while an operating agreement between two carriers was approved in one case. A summary of these cases is shown in Table No. 2 below.

Table No. 2

Applications for Motor Carrier Operating Rights Disposed of
July 1, 1948 to June 30, 1949

Nature of Application	Number of Applications			
	Granted	Denied	Dismissed	Total
Certificates of convenience and necessity	29	9	13	51
Contract carrier permits	13	2	9	24
Interstate carrier licenses	19	-	3	22
Temporary interstate carrier licenses	-	-	2	2
Miscellaneous	3	-	-	3
Total	64	11	27	102

The figures in Table No. 2 show only the number of applications disposed of. In some instances more than one type of authority is granted in the same case. For example, a certificate and a contract permit may be covered by the order in one case. Table No. 3 shows a summary of the operating rights issued in the cases shown in Table No. 2 in which rights were granted.

Table No. 3

Summary of Operating Rights Granted to Motor Carriers
July 1, 1948 to June 30, 1949

Nature of Rights Granted	Number of Certificates Issued	Number of Permits Issued	Number of Licenses Issued
Freight service only (general commodities)	5	-	1
Freight service only (specified commodities)	10	7	19
Passenger service - includes baggage, express, mail, newspapers, etc.	17	9	2
Total	32	16	22

In addition to the orders issued in the cases referred to above, there were 34 supplemental orders issued in motor carrier cases previously closed.

The number of motor carrier certificates, permits, and licenses cancelled during the period was as follows:

Certificates of convenience and necessity	52
Contract carrier permits	14
Interstate carrier licenses	13
Temporary interstate carrier licenses	2

Summaries of the orders issued in formal cases are presented in Appendix I.

SECTION II

INTERSTATE TRANSPORTATION RATES

The requirements of Section 76-4-6, Utah Code Annotated 1943, impose upon the commission the power and duty to investigate existing and proposed interstate rates, charges, classifications, and the rules and practices in relation thereto pertaining to the transportation of persons or property. When, in the opinion of the commission, such rates, etc., are excessive or discriminatory, the commission is directed to apply to the Interstate Commerce Commission or to a court of competent jurisdiction for relief.

The following is a brief summary of the cases in which this commission participated.

Investigation and Suspension Docket No. 5464
Iron and Steel, Utah to Pacific Coast Points

This case involved the rates on iron or steel articles and armor plate or shapes, in carloads, from Geneva, Utah to Pacific Coast Territory. This commission intervened in support of the railroads originating this traffic contending that the rates named were just, reasonable, and non-discriminatory. The case was still pending on June 30, 1949.

I.C.C. Docket No. 26300
Class Rate Investigation, 1939

A decision was rendered by the Interstate Commerce Commission prescribing class rates based on mileage to apply to all territory in the United

States east of the Rocky Mountains. Since that decision was rendered the Western railroads have petitioned the Interstate Commerce Commission for a reconsideration of the commission's conclusions and findings. The case is still pending.

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

The Uniform Classification of commodities moving under class rates, rules, and regulations in connection therewith is nearing completion. It is the opinion of this commission that within the next year one classification will govern the movement of this class traffic throughout the United States.

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

This case was instituted by the Interstate Commerce Commission at the request of wool shippers throughout the United States. Hearings were held at various points around the country, and oral argument has been held at Washington, D. C. before the entire commission. The case is still pending awaiting a decision.

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 pending and testimony and exhibits are still being received and considered by the Interstate Commerce Commission.

I.C.C. Docket No. 29510
Fresh Meats and Packing House Products

The Interstate Commerce Commission rendered a decision on October 12, 1948 prescribing rates on this traffic from various points in the Midwest - Indiana, Illinois, Wisconsin, Minnesota, North and South Dakota - and other Midwestern states to points on the Pacific Coast, which rates were lower than the rates from the same origin points to Salt Lake City and Ogden, Utah. This commission presented evidence at the Chicago hearing before the Interstate Commerce Commission and at present this case is still pending awaiting a further hearing and submission of additional evidence before the I.C.C.

Ex Parte 104 - Part II
Terminal Services and Charges

The Interstate Commerce Commission has appealed the permanent injunction issued by three Federal District Court Judges to the Supreme Court of the United States, where it is now pending.

Ex Parte 166
Increased Freight Rates and Charges, 1947

This was a petition of the railroads of the United States filed with the Interstate Commerce Commission for modifications including both increases and decreases to supersede increases authorized in a prior report. One hearing was held in Salt Lake City at which hearing numerous witnesses opposed any further increases.

On July 27, 1948, the Interstate Commerce Commission rendered its report authorizing an increase of twenty per cent within the Western territory and twenty-five per cent between Western territory, on the one hand, and Eastern and Southern territories, on the other hand.

SECTION III

GENERAL AND MISCELLANEOUS

Special Permissions

There were 125 special permissions issued authorizing changes in rates, time schedules, rules, etc., of carriers and other utilities, on less than the statutory notice of thirty days. In 75 of these orders authority was given to publish reduced rates. Table No. 24, Appendix II, contains a summary of these orders.

Informal Dockets

The commission disposed of eight informal dockets. In six of these dockets reparation awards aggregating \$1,567.06 were authorized. The other two related to impaired clearances on spur tracks of railroads. Further details on these orders are shown in Table No. 25, Appendix II.

Investigation Dockets

Orders were issued in five investigation dockets. A description of these cases may be found in Table No. 26, Appendix II.

General Orders

One general order was issued during the period, namely general order No. 60. The commission's rules of practice and procedure were amended by this general order to the extent of requiring the payment of a filing fee of \$25.00 with an application for reinstatement of the operating rights of a

public utility or contract motor carrier that had been cancelled or suspended. The order was dated May 5, 1949.

Joint Board Hearings

Hearings in 23 cases conducted by joint boards for interstate motor carrier operating rights under the Federal Motor Carrier Act were participated in by a member or representative of this commission. One of these hearings was held in Denver, Colorado, one in Rook Springs, Wyoming, and the balance in Salt Lake City, Utah.

Administration of Motor Carrier Act

The commission's inspectors who are charged with the responsibility of enforcing the motor carrier act in the field, issued 124 tickets of arrest for alleged violations of Chapter 5 of Title 76, Utah Code Annotated 1943, as amended. Of this number, 27 cases were dismissed, and in the remaining cases fines aggregating \$1,189.50 were imposed by the courts, with \$89.50 of these fines suspended. Thirty-eight arrests were made for alleged violations of the commission's safety regulations relating to the transportation of explosives and other dangerous articles over railroad grade crossings. Convictions were obtained in 37 of these cases with aggregate fines of \$392.50, of which amount \$54.00 was suspended. One case was dismissed. There were also three arrests of motor carriers of passengers for alleged violations of railroad crossing regulations, in which cases total fines of \$30.00 were imposed.

During the period covered by this report the commission issued 144 temporary permits and licenses to motor carriers. The periods of time covered by these permits and licenses are shown in the following figures:

Single trip	52
10 days	4
15 days	6
30 days	12
60 days	69
90 days	1
	<hr/>
Total	144

Table No. 29, Appendix II, contains a summary of the reported accidents of motor carriers operating for hire in Utah.

Cases in Litigation in Courts

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)

This case was discussed in our last annual report. The Supreme Court of Utah rendered a decision in the case on March 29, 1949, in which the contested order of this commission requiring Bamberger Transportation Company to discontinue stub-runs between Salt Lake City and Farmington, and between Salt Lake City and Bountiful, was affirmed.

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

The opinion of the Utah Supreme Court in this case, handed down on November 8, 1948, affirmed the order of the commission (our Case No. 2959) denying the plaintiff authority to expand his operating rights as a contract motor carrier of property between Salt Lake City and Uintah Basin points.

The circumstances surrounding this case were described more fully in our last report.

Union Pacific Railroad Company, Plaintiff
v. Public Service Commission of Utah, Deseret
Livestock Company, et al., Defendants
(Supreme Court Case No. 7219)

An order was issued by the commission on May 10, 1948, in our Case No. 3146, directing the Union Pacific Railroad Company to construct additional stock loading facilities at Wahsatch, Utah. Following denial of a petition for rehearing the Union Pacific Railroad Company took the matter to our State Supreme Court on certorari. At the closing date of this report the court had not rendered a decision in the case.

Owen M. Collett, Cantlay & Tanzola, Inc., and
Clark Tank Lines Company, Plaintiffs, v.
Public Service Commission of Utah, R. A. Gould,
and Lang Transportation Corporation, Defendants
(Supreme Court Case No. 7279)

On December 16, 1948, in our Case No. 3322, an order was issued granting the joint application of R. A. Gould and Lang Transportation Company for Lang Transportation Company to assume the exact operating rights held by R. A. Gould under a certificate previously granted by the commission. The rights involved related to the transportation of petroleum and petroleum products, except road oil and asphalt, in bulk between Salt Lake City and Woods Cross on the one hand, and all other points and places in the State of Utah, on the other hand. The case went to the Supreme Court on a writ of certorari, and was pending at the closing date of this report.

George A. Lowe, Salt Lake Hardware
Company, and Strevell-Paterson Hardware
Company, Plaintiffs, v. Public Service
Commission of Utah
(Supreme Court Case No. 7283)

In this case the plaintiffs entered into a written agreement among themselves to rent a truck to transport the separate goods of each of the corporate plaintiffs between Ogden and Salt Lake City, upon terms specified in the agreement. The commission took the view that under this agreement the plaintiffs were in fact a contract carrier, within the meaning of Section 76-5-13, U.C.A. 1943, and therefore subject to its jurisdiction. The plaintiffs never applied for and were never granted a permit to operate as a contract motor carrier, and the commission informed them that it would take the necessary legal steps to prevent them from using trucks to transport their goods in the manner provided for under the agreement.

The plaintiffs asked the Supreme Court of Utah for a writ of prohibition against the commission to prohibit the commission from assuming jurisdiction over the operations of the plaintiffs under the agreement referred to. The facts were submitted to the Court by stipulation. The case had not been decided by the Court at the closing date of this report.

M. S. Wycoff and Wycoff Company, Incorporated,
Plaintiffs, v. Public Service Commission of
Utah, Defendant
(Supreme Court Case No. 7284)

The plaintiffs in the above-entitled action requested the Court to issue an alternative writ of mandamus to require the commission to issue an

order granting an application filed with the commission by the plaintiffs, for consolidation of the motor carrier operating authority held by the plaintiffs. The requested order, which had been under preparation for sometime, was issued on January 31, 1949. By stipulation of the parties, the action in the Supreme Court was dismissed on February 4, 1949.

Commission Finances

This report covers the second fiscal year of the state's 1947-1949 biennium. The total expenditures of the commission during the fiscal year ended June 30, 1949, were as follows:

Public service general	\$ 79,070.05
Utility rate investigations	25,078.63
Motor transport	<u>18,930.27</u>
Total	\$123,078.95

The unexpended balances in the commission's appropriation accounts for the biennium, after payment of all claims against such appropriations, totalled \$26,990.03, as follows:

Public service general	\$ 23,350.20
Utility rate investigations	3,637.30
Motor transport	2.53

Further details concerning the appropriations and expenditures may be found in Table No. 32, Appendix II.

Telephone Service Improvements

During the period covered by this report three of the independent telephone companies operating in Utah made substantial improvements to their telephone plant.

The Bear River Valley Telephone Company, which operates in Box Elder County, continued a program of rebuilding the entire system of the company. In the spring of 1949 new modern dial automatic exchange service was instituted in the towns of Fielding and Thatcher, affording the public in those localities local exchange service. Formerly, the service had been rural multi-party.

As a part of a modernization program of Millard County Telegraph and Telephone Company, a small modern dial automatic exchange was completed in the town of Holden. This new exchange offers one, two, and six party service in place of the previous 12 party rural line service.

Toll service to and from Millard County points was improved by the installation of a single channel carrier toll circuit between Delta and Salt Lake City.

The outside cable plant of the Manti Telephone Company was rebuilt. Lines were removed from main street, and new poles and cables were installed throughout the town of Manti terminating in a new exchange building.

SECTION IV

SELECTED DATA ON UTILITY OPERATIONS

Trend of Electric Rates and Use of Electricity

A 16 year comparison is presented in Table No. 4 of the trend of electric rates and the consumption of electricity by residential and domestic customers in Utah. Figures also are shown covering the average revenue per kilowatt hour for all classes of electric service. The data shown in this table cover only the privately owned and operated electric utilities in Utah.

Table No. 4

Trend of Electric Rates and Consumption in Utah
(Privately Owned Utilities Only)

Year	Residential and Domestic Service			All Classes of Service
	Average Revenue Per Kilowatt Hour	Annual Average Consumption Per Customer	Annual Average Bill Per Customer	Average Revenue Per Kilowatt Hour
1933	4.94 ⁶	707 Kwh	\$ 34.93	2.14 ⁶
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
1948	2.37	2244	53.21	1.76

It will be noted from the figures in Table No. 4 that residential and domestic customers on an average used more than three times as much electricity in 1948 as they did in 1933, and that the average rate per kilowatt hour in 1948 was less than one-half the average rate in 1933. The average annual bill for residential and domestic service has increased from \$34.93 in 1933 to \$53.21 in 1948, an increase of approximately 52 per cent.

The figures in the last column of Table No. 4 show that in the war year 1943 the average revenue per kilowatt hour for all classes of electric service was the lowest in the 16 year period depicted. In that year 1,237,267,000 kilowatt hours of electricity were sold in Utah, an all time peak. Since that year the largest single customer of Utah Power & Light Company has completed construction of generating facilities to supply its own needs of electricity. The sales to this customer were made at a very low rate. As a result of the loss of this load the average revenue per kilowatt hour for all classes of service has been somewhat higher in the years subsequent to 1943.

Electric rates in Utah compare very favorably with the rates in other sections of the United States. For example, the Federal Power Commission publication "Typical Residential Electric Bills" shows that on January 1, 1949, the average cost of 100 kilowatt-hours of electricity for residential service in Utah was the sixth lowest of any state in the union. The only states in which the bill is lower for this consumption are those that have access to power generated from large government installations, such as the T.V.A., Hoover Dam, and Grand Coulee.

Trends in Rates and Use of Natural Gas

Table No. 5 shows the natural gas sales in Utah for the years 1940 to 1948, expressed in thousands of cubic feet. A comparison of the figures for the year 1940 and the year 1948 shows that sales of natural gas for domestic and commercial purposes in Utah have increased from 2,355,537 MCF in 1940 to 9,151,222 MCF in 1948. Percentage-wise this represents an increase of 288 per cent. The total sales for all classes of service increased 72 per cent in the same nine year period.

Another interesting comparison that may be drawn from Table No. 5 is that of the total natural gas sales in 1940, domestic and commercial customers used 16 per cent, while industrial customers used 84 per cent. In 1948 the amount used by domestic and commercial customers had increased to 36 per cent of the total, and the consumption by industrial customers had decreased to 64 per cent of the total.

Table No. 5

Natural Gas Sales in Utah
(Thousands of Cubic Feet)

<u>Year</u>	<u>Domestic and Commercial</u>	<u>Industrial</u>	<u>Total</u>
1940	2,355,537	12,361,974	14,717,511
1941	2,687,721	13,911,190	16,598,911
1942	3,296,184	15,614,927	18,911,111
1943	3,549,637	16,745,251	20,294,888
1944	4,143,805	19,557,742	23,701,547
1945	4,435,137	19,253,755	23,688,892
1946	5,142,700	13,249,269	18,391,969
1947	6,503,514	17,951,528	24,455,042
1948	9,151,222	16,108,795	25,260,017

Table No. 6 shows data on average consumption of gas and the trend of gas rates over the nine year period 1940 to 1948. It will be noted that the average annual consumption by domestic and commercial customers has increased from 88.46 MCF in 1940 to 150.20 MCF in 1948, an increase of 70 per cent. A comparison of the average revenue per MCF for the same class of service shows a decrease of 32 per cent from 1940 to 1948. The average revenue per MCF of 45.1 cents in 1948 reflects the effect of reduced gas rates which became effective July 1, 1948 for domestic and commercial uses. The figures in the last column covering all classes of service indicate an increase of approximately 26 per cent in the average revenue per MCF from 1940 to 1948. The explanation for the increases shown year by year in the last column of the table may be found in the fact that the percentage of total gas sales used by domestic and commercial customers had followed an increasing pattern during these years. The rates for domestic and commercial service are higher than those for industrial service, hence the effect of the higher domestic and commercial rates become more pronounced in computing the average revenue for all classes of service.

Table No. 6Trend of Natural Gas Rates and Consumption in Utah

Year	Domestic and Commercial			All Classes of Service
	Annual Average Consumption Per Customer	Annual Average Revenue Per MCF	Annual Average Bill Per Customer	Average Revenue Per MCF
1940	88.46 MCF	66.46	\$ 58.72	20.6¢
1941	98.08	65.5	64.20	20.6
1942	110.25	62.9	69.40	21.0
1943	104.54	65.4	68.56	21.7
1944	114.96	63.3	72.72	21.1
1945	113.97	63.9	72.87	21.9
1946	120.57	63.2	76.21	27.1
1947	132.94	61.7	81.98	25.4
1948	150.20	45.1	67.71	25.9

A small gas utility that operated in the vicinity of Vernal, Utah, discontinued service in the latter part of the year 1941. The data in Tables 5 and 6 for the years 1940 and 1941 do not include figures for this small utility for the reason that sufficient details were not available covering its operations for those years.

Telephones in Service

During the past few years an extraordinary growth has occurred in the number of telephones in the State of Utah. Table No. 7 shows the number of telephones in use in the state at the end of each of the years listed. The figures shown cover The Mountain States Telephone and Telegraph Company and 15 independent telephone companies operating in Utah, and include all company owned stations.

Table No. 7

Number of Telephones in Utah

1939	79,625
1940	84,450
1941	92,274
1942	100,465
1943	108,075
1944	111,240
1945	117,818
1946	138,677
1947	155,871
1948	170,759

The number of telephones at the end of 1948 represents an increase of 114 per cent over the number at December 31, 1939.

APPENDIX I

SUMMARY OF ORDERS ISSUED IN FORMAL CASES

	<u>Table No.</u>	<u>Page No.</u>
Electric power and light rates	8	48
Steam heating rates	8	48
Telephone rates	9	49
Railroad rates	10	50
Pullman rates	10	50
Express rates	11	51
Water rates	11	51
Motor carrier rates	12	52
Grade crossings	13	54
Station agency	14	57
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Certificates of convenience and necessity issued to motor carriers	15	58
Contract carrier permits issued	16	63
Interstate carrier licenses issued	17	65
Motor carrier applications denied or dismissed	18	66
Certificates of convenience and necessity cancelled	19	70
Contract carrier permits cancelled	20	72
Interstate carrier licenses cancelled	21	73
Miscellaneous orders in motor carrier cases	22	74
Miscellaneous orders	23	78

TABLE NO. 8

SUMMARY OF ORDERS ISSUED IN
ELECTRIC POWER AND LIGHT RATE CASES AND STEAM HEATING CASES
July 1, 1948 to June 30, 1949

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
<u>Electric Power and Light</u>				
3258	1-25-49	Telluride Power Company	Application for approval of Schedule 13-B, "Power for Irrigation Pumping"	Ordered that Schedule 13-B be and remain effective as of April 1, 1948, with the exception that the irrigation pumping rate extension rule shall be changed to exclude the cost of meters and service wires from estimated extension costs
3332	1-21-49	Southern Utah Power Company	Application to increase its rates and charges and simplify rate structure in the Cedar Breaks	Applicant permitted to place into effect rate schedules which will yield an additional \$97,764 per year over and above the presently effective rates
3332	2-28-49	Southern Utah Power Company	Same as above	Schedules of rates filed pursuant to order dated January 21, 1949, authorized to become effective March 1, 1949
3337	1-11-49	City Council of Kanab and Southern Utah Power Company	Complaint filed by City of Kanab concerning service charge adjustment charge in the Kanab system of Southern Utah Power Co.	Complaint dismissed
<u>Steam Heating</u>				
3298	11-29-48	Utah Power & Light Company	Application for approval of increased steam heating rates and regulations relating thereto	Application granted

TABLE NO. 9

SUMMARY OF ORDERS ISSUED IN TELEPHONE RATE CASES
July 1, 1948 to June 30, 1949

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
3191	8-10-48	The Mountain States Telephone and Telegraph Company	Application for increases in certain rates	Applicant authorized to submit new exchange and toll rate schedules designed to produce \$591,203 additional revenues from its Utah intrastate operations when applied to applicant's operations for the 1947 test period
3191	8-18-48	The Mountain States Telephone and Telegraph Company	Same as above	Schedule of toll rates submitted pursuant to order of August 10, 1948, authorized to become effective at midnight, August 18, 1948
3191	8-23-48	The Mountain States Telephone and Telegraph Company	Same as above	Schedule of exchange rates submitted pursuant to order of August 10, 1948, authorized to become effective at midnight, August 23, 1948
3324	1-25-49	Manti Telephone Company	Application for increase in rates	Applicant authorized to file new schedule of rates designed to produce approximately \$4,736 additional revenue annually
3325	11-12-48	Gunnison Telephone Company	Application for increase in rates	Applicant authorized to file new schedule of rates designed to produce approximately \$2,582 additional revenue annually
3351	4-21-49	The Midland Telephone Company	Application to increase intrastate toll rates	Applicant withdrew the application in this case before any action had been taken

TABLE NO. 10

SUMMARY OF ORDERS ISSUED IN RAILROAD AND PULLMAN RATE CASES
July 1, 1948 to June 30, 1949

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
			<u>Railroad</u>	
3168	12-14-48	Railroads operating in State of Utah	Supplemental petition to adjust Utah intrastate freight rates and charges to conform to the increases and reductions ordered by the Interstate Commerce Commission on interstate commerce in its order of July 27, 1948, Ex Parte 166	Application granted to the extent provided in commission's report
3168	2-28-49	Railroads operating in State of Utah	Supplemental petition for permission to increase the maximum increase allowed in the decision of December 14, 1948, on the transportation of iron ore of 15 cents per net ton or 17 cents per gross ton to 30 cents per net ton or 34 cents per gross ton on Utah intrastate traffic	Application granted insofar as the specific rates from Southern Utah to Ironton and Geneva are concerned
			<u>Pullman</u>	
3247	7-21-48	The Pullman Company	Application to increase rates on intrastate traffic within the State of Utah. The proposed increases to apply on bedrooms, bedroom suites, compartments, drawing rooms, and master rooms in standard sleeping cars. No increases proposed for compartments or master rooms for two or more passengers' use	Application granted by Special Permission No. 5174

TABLE NO. 11

SUMMARY OF ORDERS ISSUED IN EXPRESS AND WATER RATE CASES
July 1, 1948 to June 30, 1949

<u>Case No.</u>	<u>Date of Order</u>	<u>Applicant or Parties to Complaint</u>	<u>Nature of Case</u>	<u>Nature of Order</u>
<u>Express</u>				
3289	2-11-49	Railway Express Agency, Inc.	Application for certain rate increases intrastate in Utah to make uniform the charges, rules, and regulations throughout the United States	Application granted
3373	5-31-49	Railway Express Agency, Inc.	Application to increase express rates throughout the State of Utah to coincide with those granted by the Interstate Commerce Commission in Ex Parte 163	Application granted through Special Permission 5273
<u>Water</u>				
3251	4-1-49	Miller Ditch Company	Application for upward revision of water rates and for metering of every user on applicant's system	Application granted

TABLE NO. 12

SUMMARY OF ORDERS ISSUED IN MOTOR CARRIER RATE CASES
July 1, 1948 to June 30, 1949

Case No.	Date of Order	Applicant or Parties to Case	Nature of Case	Nature of Order
3040	9- 7-48	Utah Motor Transport Association, Inc., for Hal H. Bradshaw, d/b/a Hurricane Truck Line, J. D. Brinkerhoff, d/b/a J. D. Brinkerhoff Truck Line	Application to increase rates	Authorized to increase freight rates 15 per cent, minimum charge not to exceed 75 cents
3192 Sub 1	3- 5-49	Utah Motor Transport Association, Inc., for I. E. Riddle, d/b/a I. E. Riddle Truck Line, Grant Crockett, d/b/a Murray and Midvale Truck Line, and Magna-Garfield Truck Line	Application to increase rates	Applicant authorized to increase freight rates to the extent of tariffs filed with the commission
3229	11- 9-48	North Emery-Price Truck Line	Application to increase rates	Allowed to increase rates as set forth in commission's findings
3238	8- 6-48	Rio Grande Motor Way, Inc., and Salt Lake-Kanab Freight Line	Application to increase rates	Application granted to the extent set out in commission's findings
3238	2-11-49	Rio Grande Motor Way, Inc., and Salt Lake-Kanab Freight Line	Application to increase rates	Commission's order of August 6, 1948 continued in force and applicants were also allowed to increase their A, B, C, and D merchandise rates to the level of their 1st, 2nd, 3rd, and 4th class rates, respectively
3264	8- 6-48	Salt Lake-Delta Freight Line	Application to increase rates	Authorized to increase rates as set forth in commission's report
3290	11- 9-48	V. B. Coon, d/b/a V. B. Coon Bus Lines	Application to increase passenger fares	Increases granted as set forth in commission's order
3299	10-21-48	Bingham Stage Lines, Inc.	Application to raise express rates be- tween Salt Lake City and Park City	Proposed increases approved
3300	10-21-48	Lewis Bros. Stages, Inc.	Application to raise express rates be- tween Salt Lake City and Park City	Proposed increases approved
3305	4-15-49	Utah Motor Transport Association, Inc., et. al.	Application to increase rates on petroleum products	Application dismissed without prejudice

TABLE NO. 12
 SUMMARY OF ORDERS ISSUED IN MOTOR CARRIER RATE CASES
 July 1, 1948 to June 30, 1949
 (Continued)

Case No.	Date of Order	Applicant or Parties to Case	Nature of Case	Nature of Order
3316	3- 4-49	Bert D. Isaac, d/b/a Isaac Transportation Company	Application to increase passenger fares	Application granted to the extent outlined in commission's report
3328	2- 8-49	Fuller-Toponce Truck Company	Application to increase rates	Application granted to the extent outlined in commission's report
3336	3- 4-49	Utah Motor Transport Association, Inc., et al.	Investigation of rates, charges, rules, and regulations of Utah intrastate motor carriers for the transportation of household goods	Increase of 10 per cent granted, with certain exceptions
3341	3- 4-49	Utah Motor Transport Association, Inc., et. al.	Investigation of rates of Utah intrastate local cartage carriers	Permissive 10 per cent increase allowed all operators named in Local Cartage Tariff No. 1, P.S.C.U. No. 6, except Angus E. Erickson
3382	6-17-49	Thomas P. Culleton, d/b/a The Midvale Bus Line	Application to increase passenger fares	Proposed increases approved

TABLE NO. 13
 SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
 July 1, 1948 to June 30, 1949

Case No.	Date of Order	Applicant or Parties to Complaint	Authority Granted or Action Taken	Location
2545	7-22-48	Union Pacific Railroad Company	Order of March 28, 1942, in same case so modified that said applicant will not be required to install train actuated signals at Bushnell Hospital Crossing. Disk warning signals to remain. Applicant required to flag crossing while in use	Spur track crossing over US 89-91-308 approximately one mile south of Brigham City
3188	8-13-48	Murray City	Authority for construction of public crossing at grade heretofore granted in order dated November 18, 1947, reinstated, and order dated January 8, 1948, annulling such authority vacated and set aside	Over Oregon Short Line spur track near 3rd West and 64th South, Murray, Utah
3244	1-6-49	State Road Commission of Utah	Application to rehabilitate grade crossing protective devices on trackage owned by Bamberger Railroad Company denied	9th South and 1st West Streets, Salt Lake City
3244	1-24-49	State Road Commission of Utah	Application to require Bamberger Railroad Company to rehabilitate flashing light protective devices denied. Railroad company ordered to install reflectorized cross-buck signs at points occupied by flashing light signals. State Road Commission authorized to remove old protective device equipment	9th South and 1st West Streets, Salt Lake City
3249 3312	12-9-48	Bamberger Railroad Company, State Road Commission of Utah, and County of Davis	Application of the Bamberger Railroad Company in Case No. 3249 to abandon the present crossing of Glover's Lane and to construct a new crossing either at Wilcox or Willow, denied Application of the State Road Commission of Utah and County of Davis in Case No. 3312 to abandon crossing known as Glover's Lane and to construct new crossing either at Wilcox or Willow, denied	County road approximately one mile south of Farmington over tracks of Union Pacific Railroad Company and over track of Bamberger Railroad Company in Section 30, Township 3 North, Range 1 East, Salt Lake Meridian

TABLE NO. 13
 SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
 July 1, 1948 to June 30, 1949
 (Continued)

Case No.	Date of Order	Applicant or Parties to Complaint	Authority Granted or Action Taken	Location
3249 3312 Cont'd.	12-9-48	Bamberger Railroad Company, State Road Commission of Utah, and County of Davis	State Road Commission granted authority to relocate Glover's Lane crossing over Bamberger Railroad Company's track along said Glover's Lane to the East so that there will be a minimum of 90 feet between the center line of the said railroad track and the East side of the pavement of the proposed north-bound lane of US Highway 91 and to install standard reflectorized cross-buck signs at said relocated crossing	Same as above
3249 3312	2-16-49	Bamberger Railroad Company, State Road Commission of Utah, and County of Davis	Approximately the same as order of December 9, 1948 except that the State Road Commission was ordered to install reflectorized octagonal full stop signs, and the Bamberger Railroad Company was ordered to install standard reflectorized cross-buck signs at Glover's Lane crossing at said relocated Bamberger track	Same as above
3268	7-27-48	The Denver and Rio Grande Western Railroad Company	Applicant authorized to construct and operate spur track	Across 17th South Street near 4th West Street, Salt Lake City
3295	7-15-48	Salt Lake Rail & Bus Terminal Com- pany	Applicant authorized to construct and operate spur track	First West Street near 5th South Street, Salt Lake City
3312		(See Case No. 3249 above)		
3323	9-13-48	Oregon Short Line Railroad Company and Union Pacific Railroad Company, its Lessee	Applicants authorized to open and con- struct a public crossing at grade	Over applicants' Malad Branch Line at M.P. 6.18
3331	11-23-48	Bamberger Railroad Company	Applicant authorized to construct and operate spur track	Near intersection of 3rd North and 3rd West Streets, Salt Lake City

TABLE NO. 13
SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
July 1, 1948 to June 30, 1949
(Continued)

Case No.	Date of Order	Applicant or Parties to Complaint	Authority Granted or Action Taken	Location
3356	4-21-49	Bamberger Railroad Company	Application to close crossing denied	Over applicant's track at 15th North Street, Salt Lake City
3359	4-27-49	Bamberger Railroad Company	Applicant authorized to close Joseph Farm Road crossing to the public and make same a private crossing for use of Harold R. Howard	Over applicant's tracks approximately one-half mile south of the Cudahy Highway crossing

TABLE NO. 14
SUMMARY OF ORDERS ISSUED IN STATION AGENCY AND URBAN CARRIER CASES
July 1, 1948 to June 30, 1949

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
<u>Station Agency</u>				
2599	7-26-48	Oregon Short Line Railroad Company, Union Pacific Railroad Company, Lessee	Application for permission to remove old station building at Farmington, Utah	Application granted
3248	4-15-49	Union Pacific Railroad Company	Application to discontinue station agency at Trenton, Utah during the months of February to July, inclusive, of each year	Application granted
<u>Urban Carrier</u>				
3199	9-14-48	Salt Lake City Lines	Investigation of tariffs, services, and practices of Salt Lake City Lines	Tariff entitled P.S.C.U. No. 3 filed to become effective October 15, 1948, suspended pending further order of the commission
3199	2-28-49	Salt Lake City Lines	Same as above	Present fare structure of Salt Lake City Lines ordered continued in effect except (a) that 4¢ for 15¢ children's tokens to be abolished and a flat 5¢ children's rate to be established, and (b) student tickets outside the base zone where the cash fare is 5¢, be sold at rate of 50 tickets for \$2.00. Complaints regarding service were required to be corrected. Dividends were ordered restricted to not in excess of 56% of the earnings until such time as the debt ratio of company is reduced to 35% debt to 65% common stock and surplus

TABLE NO. 15
 CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS
 July 1, 1948 to June 30, 1949

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued	Route		
					Between	And	Via Highways
819	3175	8-24-48	SC	George A. Sims, Milton K. Sims, Elmer L. Sims, and G. Grant Sims, d/b/a Salt Lake Transfer Company	All Utah points	Same	Irregular routes
835	3157	7-12-48	PE	Utah Transportation Company, Inc.	Salt Lake City	Brighton	Irregular routes US 91, 89, - unnumbered highways
			P		Salt Lake City	Hill Field, Naval Supply Depot, and intermediate points	
836	3135	7-12-48	GC	Interstate Terminal Warehouse Co., Inc.	Applicant's warehouse Ogden	Points within Ogden and 3 mile radius thereof	Irregular routes
			P		Salt Lake City	All Utah points	
837	3125 Sub 1	7-13-48	P	S. L. Smith, d/b/a Richfield Taxi Company	All Sevier County points	All Utah points	Irregular routes
			P				
838	3281	7-28-48	SC	W. S. Hatch Co., Inc.	Salt Lake City, Woods Cross	All Utah points	All highways
839	3269	7-21-48	P	Orest and Afton Nielsen, d/b/a Salina Taxi Service	Salina	Mt. Pleasant, Sevier Junction, Price, Wellington, Scipio, Fish Lake, intermediate points	Irregular routes
840	3296	7-20-48	GC	Hal H. Bradshaw, Max G. Jepson, Lyne W. Jepson, d/b/a Bradshaw and Jepson Freight Lines	Cedar City	Hurricane, Toquerville, LaVerkin	US 91, - U 15, 17
841	3197	8-24-48	P	B. H. Robinson, Glen H. Anderson, D. Howe Moffat, F. O. Robinson, Ailene Anderson, Murial Moffat, d/b/a Wasatch Motors	Ogden	All Utah points	Irregular routes
			P		Weber County points	All Utah points	

TABLE NO. 15
 CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS
 July 1, 1948 to June 30, 1949
 (Continued)

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued	Route		
					Between	And	Via Highways
842	3224	8-12-48	P	Johnie D. Adams and B. W. McMahon, d/b/a Veterans and Miners Taxi Service	Area of Dragerton, Sunnyside, Sunnysdale, Columbia, Horse Canyon	All Carbon County points	Irregular routes
843	3277	8-17-48	P	Martin I. Black, d/b/a Castle Valley Stage	Emery	Price, intermediate points, off route points of Cleveland and Elmo	U 10
844	1033 Sub 5	10-5-48	GC	Barton Truck Line, Inc.	Salt Lake City	Tooele, Dugway Proving Grounds and specified intermediate and off route points	US 40, U 178, 36, 73, 180, 58, unnumbered county roads
845	3243	10-5-48	P	J. Vernon Cook, d/b/a Cook Transportation Company	Cache County points	All Utah points	Irregular routes
846	3326	10-15-48	P E M SC	Continental Bus System, Inc.	Salt Lake City	Utah-Colorado line, intermediate points except between Sandy and Salt Lake City	US 91, 50, - U 8
					Salt Lake City	Payson, intermediate points except between Sandy and Salt Lake City	US 91, - U 114, 115
					Provo Salt Lake City	Deer Creek Dam Site Cove Fort, Marysvale	U 7, 52, - US 91, US 91, 89, 189, - U 13, 118, 116, 8, 28
847	3326	10-15-48	GC	Rio Grande Motor Way, Inc.	Salt Lake City	Marysvale, specified contiguous off route points	US 91, 89, - U 189, 116, 28
848	3257	2-7-49	PE SC	Leland Gronning, Alvin Bohn, Edgar Mills, d/b/a Delta Bus Line	Delta area	Salt Lake City with no local service between Lynndyl or Leamington and Salt Lake City	US 6, 91, - U 132

TABLE NO. 15
 CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS
 July 1, 1948 to June 30, 1949
 (Continued)

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued	Route		
					Between	And	Via Highways
849	3322	12-16-48	SC	Lang Transportation Corporation	Salt Lake City, Woods Cross	All Utah points	Not specified
850	3334	12-29-48	P E M SC	Burlington Transportation Company	Salt Lake City Utah-Wyoming line Uintah Junction	Utah-Nevada line Utah-Arizona line Ogden (No local service between Farmington Junction and Payson or between Salt Lake City and Ogden)	US 40 US 30S, 89, 91 US 30S, 89, - U 103
851	3217	1-31-49	SC GC SC	Wycoff Company, Inc.	Salt Lake City Within Helper Salt Lake City	Price, intermediate points Carbon County points Utah-Idaho line	US 91, 50 Irregular routes US 91
852	3311	2-28-49	P	Arthur E. McInelly, d/b/a A. E. McInelly	Marysvale	Boulder, Utah, intermediate points, excluding points between Marysvale and intersection of US 89 and U 22	US 89, - U 22, 23
855	3357	3-10-49	P	Jack L. Shiner, Lawrence Aubert, August Aubert, d/b/a Price Taxicab Company	Within Price and 15 mile radius thereof	All Carbon County points	Irregular routes
856	3360	3-11-49	SC	Bruce Transfer and Storage Co., Inc.	Within Salt Lake City	16 mile radius of Salt Lake City	Irregular routes
857	3335	3-11-49	GC	Certified Warehouse and Transfer Company	Warehouse at 1710 South Redwood Road	Salt Lake County points	Irregular routes
859	3366	3-21-49	SC	L. R. Anderson, d/b/a Tow-Away Service	All Utah points	All Utah points	Not specified

TABLE NO. 15
 CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS
 July 1, 1948 to June 30, 1949
 (Continued)

Certi- ficate No.	Case No.	Date of Order	Type of Service	To Whom Issued	Route		
					Between	And	Via Highways
860	3276	3-25-49	P	John K. Little, d/b/a Kanab Taxicab Company	Kanab	Points within 75 mile radius of Kanab	Irregular routes
861	3233	3-30-49	P	David Quilter	Panguitch	Henrieville, Ruby's Inn, Tropic, Cannon- ville	US 89, U 12, 54
862	3358	4- 1-49	SC	Davison Transfer and Storage Co., Inc.	Weber County points	Logan, Salt Lake City, intermediate points	Not specified
			GC		Within Ogden	15 mile radius of Ogden	Irregular routes
863	3283	4-11-49	SC	Insured Drive Away Service, Inc.	All Utah points	Same	Irregular routes
864	3212	4-11-49	SC	Dealer's Transport Company	All Utah points	Same	Irregular routes
865	3375	4-26-49	SC	Jiffy Messenger Service, Inc.	All Salt Lake County points	All Salt Lake County points	Not specified
866	3390	5-13-49	PESC	Leland Gronning, Edgar Mills, Melvin Ross, d/b/a Delta Bus Line	Delta area	Salt Lake City, with no local service be- tween Lyndyl or Leamington and Salt Lake City	US 6, 91, - U 132
867	3388	5-16-49	P	Chester J. Thomas, d/b/a United City Lines	Price	Castlegate, Carbon- ville, Spring Glen, Helper	US 50
					Within Price Helper	Kennilworth, inter- mediate points	US 50, - U 157
					Helper	Mutual, Peerless, Spring Canyon, Standardville, Latuda, Rains	US 50, County roads
					Price, Carbonville	Carbon County fair- grounds	Not specified

TABLE NO. 15

CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS
 July 1, 1948 to June 30, 1949
 (Continued)

Certi- ficate No.	Case No.	Date of Order	Type of Service	To Whom Issued	Route		
					Between	And	Via Highways
868	3394	6- 2-49	P	Marguerite Kidd and Wade Benton, d/b/a "A" (Flying A) Yellow Cab Company	Within Vernal and 25 mile radius thereof	All Utah points	Various

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

E - denotes express
 M - denotes mail

TABLE NO. 16
 CONTRACT CARRIER PERMITS ISSUED TO MOTOR CARRIERS
 July 1, 1948 to June 30, 1949

Permit No.	Case No.	Date of Order	Type of Service	To Whom Issued	Between	Route	And	Via Highways
336	3175	8-24-48	SC SC SC GC	George A. Sims, Milton K. Sims, Elmer L. Sims, G. Grant Sims, d/b/a Salt Lake Transfer Com- pany	Salt Lake City All Utah points Ogden Ogden Arsenal	Park City All Utah points Salt Lake City Tooele, Salt Lake City branch of Ogden Arsenal		Not specified All highways Not specified Not specified
344	3262	7- 1-48	P	Frank Meyers	3746 McCall Street, Salt Lake City	Garfield Smelter		Irregular routes
345	3270	8-13-48	SC	Curtis Gordon & Son	Vineyard, Diamond, Cedar Valley, Boulder Mines located near Coalville	Provo Plant of Pacific States Cast Iron Pipe Co., Ironton		US 89, 91 - U 73, 114 US 189, 40 - U 530
346	3054	7-20-48	SC	Joseph Hyrum Olsen, d/b/a J. H. (Hy) Olsen	Within metropolis Salt Lake City suburbs, Davis with occasional to South Weber Tooele County, Utah			Irregular routes
	3203	10- 5-48	P	James Guy Young	2485 East 33rd Salt Lake City	Wingman Canyon		U 48
	3313	10- 7-48	SC	Van Wagoner Truck Lines	Salt Lake City	Charleston via Orem		US 91, 189
	3301	10- 7-48	P	Alva L. Coleman and/or George A. Pitts, d/b/a Coleman and Pitts	Weber City	New Park Mining Com- pany		US 40, U 223
	3302	10- 7-48	P	Nymphas W. Murdock	Midway	New Park Mining Com- pany		US 40, U 223
	3303	10- 7-48	P	New Park Mining Company	Park	New Park Mining Com- pany		US 40, U 223

TABLE NO. 10
 PERMIT NUMBERS ISSUED BY MOTOR CARS
 July 1948 to June 1949
 (Continued)

Permit No.	Case No.	Date of Order	Type of Service	To Whom Issued	Between	Route	And	Via Highways
350	3213	10-5-48	P	J. Vernon Cook, d/b/a Cook Transportation Company	Cache County points	General Supply Depot at Ogden, Hill Field, Ogden Ordnance Depot, Naval Supply Depot		Irregular routes
353	3282	12-30-48	P	Charles Sample	Grantville	Flux, Dolomite		US 40
	3217	1-31-49	SC	Wycoff Company, Inc.	Salt Lake City	Nephi, Vernal, Richfield, Wellington, Tremonton and intermediate points		US 40, 91, 50, 89, 308, - U 10
355	3338	2-23-49	P	Harold W. Meyerhoffer	2600 South West Corner Salt Lake City	Garfield Smelter		U 201, - US 50
356	3376	4-12-49	SC	Harold L. Holt and Ervin F. Malliot, d/b/a H & M Truck Lins	Salt Lake City	Various Utah points		All highways
	3304	5-16-49	SC	Charissa J. Bruce	All Utah points	points		All highways
358	3391	5-16-49	P	Harry T. Hardman	Midway	New Park Mining Company		US 40, - U 223

P - denotes passengers
 SC - denotes specified commodities
 GC - denotes general commodities

TABLE NO. 17

INTERSTATE CARRIER LICENSES ISSUED TO MOTOR CARRIERS
July 1, 1948 to June 30, 1949

License No.	Case No.	Date of Order	Type of Service	To Whom Issued
242	2762	4-11-49	SC	Howard Sober, Inc.
287	3175	8-24-48	GC	George A. Sims, Milton K. Sims, Elmer L. Sims, G. Grant Sims, d/b/a Salt Lake Transfer Company
290	3286	8-24-48	SC	Alton Leander McAlister
291	3239	8- 6-48	SC	E. & L. Transport, Inc., of Indiana
292	3245	8-17-48	SC	L. E. Whitlock & G. M. Whitlock, d/b/a L. E. Whitlock Truck Service
293	3259	8-17-48	SC	Republic Van & Storage Co., Inc.
294	3274	8- 6-48	SC	Kenosha Auto Transport Corporation
295	3288	8-12-48	SC	Cosens Transfer and Storage
296	3307	10- 5-48	SC	E. L. Farmer & Co.
297	3308	9-29-48	SC	Hill & Hill Truck Line, Inc.
298	3310	10-21-48	P	Cannon Ball, Inc.
299	3340	11-23-48	SC	O. H. McAlister
300	3344	1- 4-49	SC	L. E. Whitlock Truck Service, Inc.
301	3329	1- 4-49	SC	Jim L. Ferguson
302	3217	1-31-49	SC	Wycoff Company, Inc.
303	3347	2-23-49	SC	Parkhill Truck Company
305	3037	2-23-49	SC	Vernon LaDoan Covington
306	2711	3-28-49	P SC	G. R. Parry and C. W. Parry, d/b/a Parry Brothers
307	3354	3-28-49	SC	J. H. Rose Truck Line, Inc.
308	3370	4-11-49	SC	Burnett Construction Company
309	3369	4-11-49	SC	C. C. Watson and M. R. Watson, d/b/a Watson Truck Line
310	3383	4-28-49	SC	Edward Cahill, d/b/a Cahill Refrigerated Lines

P - denotes passengers
GC - denotes general commodities
SC - denotes specified commodities

TABLE NO. 18

APPLICATIONS FOR COMMON CARRIER CERTIFICATES OF
CONVENIENCE AND NECESSITY, CONTRACT CARRIER PERMITS,
AND INTERSTATE LICENSES DENIED OR DISMISSED
July 1, 1948 to June 30, 1949

Case No.	Date of Order	Name of Applicant	Nature of Application	Disposition
1896 Sub 2	7-19-48	Salt Lake Transportation Company	Certificate of Convenience and Necessity	Denied
2023 Sub 1	3-28-49	J. Ed Coons, d/b/a Coons Truck Line	Contract Carrier Permit	Denied
2542 Sub 1	3-30-49	I. E. Riddle, d/b/a Riddle Truck Line	Certificate of Convenience and Necessity	Dismissed
2853	7-14-48	Chas. E. McCarty, d/b/a White Line Van & Storage	Interstate License	Dismissed
2891 Sub 1	7-14-48	Parker-Abbott Transfer Co.	Certificate of Convenience and Necessity	Dismissed
2907	3-15-49	Browning Freight Lines, Inc., succeeded by Inland Freight Lines	Certificate of Convenience and Necessity	Denied
2914	2-10-49	Delivery Service Company	Contract Carrier Permit	Dismissed
2931	2-10-49	Dave Wolzinger, d/b/a Pony Express Stages	Certificate of Convenience and Necessity	Dismissed
2990	3-11-49	Gordon C. Ronneburg, d/b/a C. & R. Transportation Company	Certificate of Convenience and Necessity	Dismissed
3014	2-10-49	The Delta Coal Transportation Company	Contract Carrier Permit	Dismissed
3045	2-10-49	Eldon K. Fuller	Certificate of Convenience and Necessity	Dismissed
3046	2-23-49	Earl F. Siler, d/b/a Siler Drilling Company	Interstate License	Dismissed

TABLE NO. 18
 APPLICATIONS FOR COMMON CARRIER CERTIFICATES OF
 CONVENIENCE AND NECESSITY, CONTRACT CARRIER PERMITS,
 AND INTERSTATE LICENSES DENIED OR DISMISSED
 July 1, 1948 to June 30, 1949
 (Continued)

<u>Case No.</u>	<u>Date of Order</u>	<u>Name of Applicant</u>	<u>Nature of Application</u>	<u>Disposition</u>
3050	2-10-49	Charlie Hassna	Certificate of Convenience and Necessity	Dismissed
3051	2-10-49	Mike Ribe	Certificate of Convenience and Necessity	Dismissed
3056	2-10-49	George P. Gill	Certificate of Convenience and Necessity	Dismissed
3114 Sub 1	10-5-48	Isabrand Sander, d/b/a I. Sander	Contract Carrier Permit	Denied
3119	7-14-48	Wyoming Trucking Co.	Interstate License	Dismissed
3132	7-14-48	Reliance Manufacturing Company	Certificate of Convenience and Necessity	Dismissed
3134	2-10-49	Homer S. Roberts and Edward C. Roberts, d/b/a Roberts Brothers	Certificate of Convenience and Necessity	Dismissed
3137	7-14-48	Parry Brothers	Certificate of Convenience and Necessity	Dismissed
3140	3-15-49	Charles Leatham, d/b/a Cache Valley Truck Line	Certificate of Convenience and Necessity	Denied
3141	7-14-48	Frank A. Baril, d/b/a Home Pick-up and Delivery Service	Certificate of Convenience and Necessity	Dismissed
3152	3-15-49	Salt Lake Transfer Com- pany	Certificate of Convenience and Necessity	Denied

TABLE NO. 18

APPLICATIONS FOR COMMON CARRIER CERTIFICATES OF
CONVENIENCE AND NECESSITY, CONTRACT CARRIER PERMITS,
AND INTERSTATE LICENSES DENIED OR DISMISSED
July 1, 1948 to June 30, 1949
(Continued)

<u>Case No.</u>	<u>Date of Order</u>	<u>Name of Applicant</u>	<u>Nature of Application</u>	<u>Disposition</u>
3195	7-19-48	George A. Sims, M. K. Sims, Elmer L. Sims, G. Grant Sims, d/b/a Salt Lake Transfer Company	Contract Carrier Permit	Denied
3196	7-14-48	Joseph H. Del Vecchio	Contract Carrier Permit	Dismissed
3200	2-23-49	Union Pacific Stages, Incorporated	Certificate of Convenience and Necessity	Dismissed
3207	8-13-48	Guarnett Kendall	Contract Carrier Permit	Dismissed
3218	10- 5-48	Samuel D. Hatch, d/b/a Arrow Taxi Service	Certificate of Convenience and Necessity	Denied
3221A	7-15-48	Frederick W. Wilcox	Contract Carrier Permit	Dismissed
3227	7-22-48	Salt Lake Transportation Company	Contract Carrier Permit	Denied
3236	7-14-48	Thomas Allen & Sons, d/b/a Allen Trucks	Certificate of Convenience and Necessity	Dismissed
3237	7-14-48	Thomas Allen & Sons, d/b/a Allen Trucks	Contract Carrier Permit	Dismissed
3254	8- 6-48	Williams Oil Co.	Contract Carrier Permit	Denied
3271	10- 5-48	Jack DeBoer	Certificate of Convenience and Necessity	Denied
3276	10- 7-48	Wycoff Company, Inc.	Certificate of Convenience and Necessity	Denied

TABLE NO. 18
APPLICATIONS FOR COMMON CARRIER CERTIFICATES OF
CONVENIENCE AND NECESSITY, CONTRACT CARRIER PERMITS,
AND INTERSTATE LICENSES DENIED OR DISMISSED
July 1, 1948 to June 30, 1949
(Continued)

<u>Case No.</u>	<u>Date of Order</u>	<u>Name of Applicant</u>	<u>Nature of Application</u>	<u>Disposition</u>
3279	10- 6-48	Wycoff Company, Inc.	Contract Carrier Permit	Dismissed
3297	4-11-49	B & B Distributing Co., Inc.	Contract Carrier Permit	Dismissed
3346	6-22-49	J. Alvin Morris	Certificate of Convenience and Necessity	Denied
3368	5-31-49	Charles Tague and C. R. Hazelbush, d/b/a Pioneer Truck Service	Certificate of Convenience and Necessity	Denied
3381	5-31-49	Walter Utzinger, d/b/a J. J. Stanton Trans- portation Company	Certificate of Convenience and Necessity	Denied

TABLE NO. 19

CERTIFICATES OF CONVENIENCE AND NECESSITY CANCELLED DURING PERIOD
July 1, 1948 to June 30, 1949

Certificate No.	Case No.	Date of Order	Name of Carrier
313	1033 Sub 5	10- 5-48	The Barton Truck Line, Inc.
401	3326	10-15-48	Rio Grande Motor Way, Inc.
444	3326	10-15-48	Rio Grande Motor Way, Inc.
454	3157	7-12-48	Nephi Neilson
456	3334	12-29-48	Burlington Transportation Company
463	3326	10-15-48	Rio Grande Motor Way, Inc.
485	3326	10-15-48	Rio Grande Motor Way, Inc.
506	3334	12-12-48	Burlington Transportation Company
512	3175	8-24-48	Salt Lake Transfer Company
519	3157	7-12-48	Lyle E. Nicholes, D. Howe Moffat, B. H. Robinson, and Glen R. Anderson, d/b/a Utah Transportation Company
524	3357	4- 1-49	Heber C. Davison, d/b/a Davison Transfer & Storage
539	3157	7-12-48	Lyle E. Nicholes, D. Howe Moffat, B. H. Robinson, and Glen R. Anderson, d/b/a Utah Transportation Company
547	3326	10-15-48	Rio Grande Motor Way, Inc.
569	3157	7-12-48	Utah Transportation Company
595	2636	12-30-48	Dave Wolzinger, d/b/a Pony Express Bus Line
599	3243	10- 5-48	J. Vernon Cook
610	2594	4-28-48	Vivian Bertoch Coon
615	2894 Sub 1	6- 6-49	Paul J. Cox
625	3157	7-12-48	Lyle E. Nicholes, D. Howe Moffat, B. H. Robinson, and Glen R. Anderson, d/b/a Utah Transportation Company
631	3277	8-17-48	J. D. Brinkerhoff and Martin I. Black, d/b/a Castle Valley Stage
635	3243	8- 6-48	Grant S. Nielsen
642	3197	8-24-48	B. H. Robinson, Lyle E. Nicholes, Glen R. Anderson, and D. Howe Moffat, d/b/a Wasatch Motors
654	3326	10-15-48	Rio Grande Motor Way, Inc.
660	3311	2-28-49	Arthur E. McInelly, d/b/a A. E. McInelly

TABLE NO. 19

CERTIFICATES OF CONVENIENCE AND NECESSITY CANCELLED DURING PERIOD
 July 1, 1948 to June 30, 1949
 (Continued)

Certificate No.	Case No.	Date of Order	Name of Carrier
685	3360	3-11-49	Kenneth Verl Clark
688	3375	4-26-49	Max G. Bateman
691	2868	4-28-49	V. B. Coon, d/b/a V. B. Coon Bus Lines
705	3388	5-16-49	Robert F. Warren
719	2973	8- 6-48	S. D. Hatch and M. E. McDonald, d/b/a Basin Taxi Service
732	3243	10- 5-48	J. Vernon Cook, d/b/a Cook Transportation Company
733	2976	1- 6-49	Rodney Pearce Sorensen, d/b/a Sorensen Transfer and Delivery Service
735	3394	6- 2-49	Marguerite Kidd and Wade Benton, d/b/a "A" (Flying A) Yellow Cab
739	3036	8- 6-48	Harry T. Hardman, d/b/a Heber Provo Transit
740	3217	1-31-49	M. S. Wycoff, d/b/a Wycoff Stages
745	3296	7-20-48	Hal Bradshaw
752	3055	7-27-48	Ernest K. Hirahara, d/b/a E. K. Hirahara Transfer
758	3060	5-15-49	W. C. Burnett
762	3072	8- 6-48	Joseph F. Koyle
762	3072	4-28-49	Joseph F. Koyle
763	3075	5-12-49	Dean Wilcox & Davis J. Russell, d/b/a Wilcox & Russell, House Movers
765	3058	8- 6-48	L. A. Smith and Son
767	3062	8-12-48	Hutchins and Harris
773	3102	4-26-49	Arthur Poulson and Sons
775	3064	7-21-48	Donald Hase, d/b/a Salina Taxi
778	3125	7-13-48	S. L. Smith, d/b/a Richfield Taxi Company
780	3118	8- 6-48	Errol Litster, d/b/a North Emery-Price Truck Line
784	3322	12-16-48	R. A. Gould
793	3358	4- 1-49	Heber C. Davison, d/b/a Davison Transfer and Storage
801	3217	1-31-49	M. S. Wycoff, d/b/a Wycoff Stages
808	3144	4-28-49	Ira Wells, Delwin Wells, and Vard Wells, d/b/a Wells & Sons
814	3357	3-10-49	Albert Santi and Mario Bonello, d/b/a Price Taxicab Company
834	3281	7-21-48	W. S. Hatch
848	3390	5-13-49	Leland Gronning, Alvin Bohn, and Edgar Mills, d/b/a Delta Bus Line

TABLE NO. 20
CONTRACT CARRIER PERMITS CANCELLED DURING PERIOD
July 1, 1948 to June 30, 1949

Permit No.	Case No.	Date of Order	Name of Carrier
123	3217	1-31-49	M. S. Wycoff
212	3175	8-24-48	George A. Sims and Milton K. Sims, d/b/a Salt Lake Transfer Company
215	2204	5-31-49	Cora G. Wilson
225	2246	8-13-48	Alonzo Knight
241	3217	1-31-48	M. S. Wycoff
288	2578	5-13-49	Guy Prichard
299	3270	8-13-48	Leo Hansen
300	3376	4-12-49	Elwood B. Carter, d/b/a Carter Truck Line
303	3313	10- 7-48	Burton Van Wagoner
306	2810	8- 6-48	Ray Parks
323	2920	1- 4-49	Osmond Hansen, d/b/a Wasatch Trucking Company
333	3384	5-16-49	Pruce and Berger
347	3208	4-12-49	James Guy Young
350	3391	5-16-49	Nymphas W. Murdock

TABLE NO. 21

INTERSTATE CARRIER LICENSES CANCELLED DURING PERIOD
July 1, 1948 to June 30, 1949

License No.	Case No.	Date of Order	Name of Carrier
139	2059	1- 6-49	Robert J. Penman, d/b/a Penman Trucking Company
146	3217	1-31-49	M. S. Wycoff
147	2222	7-19-48	Osmond C. Hansen, d/b/a Wasatch Trucking Company
170	2401	1- 4-49	Dave Wolzinger, d/b/a Pony Express
184	2711	3-28-49	C. G. Parry Estate
202	2762	4-11-49	Edward Sober, Inc.
256	2872	1-18-49	Transporters, Inc.
264	2988	2-28-49	M. E. Van Sant, d/b/a Safeway Van Lines
274	3074	8- 6-48	Jack Cooper, Jr., & Thom Cooper
286	3308	9-29-48	Hill & Hill Truck Line, Ltd.
288	2708	5-13-49	Eldon H. Countryman, Arthur J. Platten, and Bernard N. McKerring, d/b/a Trailer Transport Company
289	3226	5-12-49	William B. Nelson, d/b/a Nelson Trans.
292	3344	1- 4-49	L. E. Whitlock and G. M. Whitlock, d/b/a L. E. Whitlock Truck Service

TEMPORARY LICENSES

I	3274	8- 6-48	Kenosha Auto Transport Corporation
XII	3175	8-24-48	George A. Sims and M. K. Sims, d/b/a Salt Lake Transfer Company

TABLE NO. 22
SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR CARRIER CASES
July 1, 1948 to June 30, 1949

Case No.	Date of Order	Applicant or Parties to Case	Nature of Case	Nature of Order
1132	10- 7-48	Salt Lake Tooele Stage Lines	Application to discontinue operating between Mills Junction and Grantsville under Certificate No. 349	Application granted
1970 Sub 4	8-12-48	Harry L. Young	Application for a permit to transport ore from Keetley to Midvale Smelter	Permit No. 150 heretofore issued extended to include additional haul applied for
2009	4-26-49	Wells, Inc.	Application to change name to Wells Cargo, Inc.	Application granted
2114	3-15-49	(See Investigation Docket No. 48)		
2152) 2300)	11-23-48	Max Fausett	Application for reinstatement of Permit 204	Application granted
2453	11-23-48	Max Fausett, d/b/a Fausett's Truck Lines	Application for reinstatement of temporary interstate license XLIII	Application granted
2594	11-20-48	Vivian B. Coon, d/b/a Vivian B. Coon Bus Line	Application to discontinue temporarily certain bus schedules under Certificate No. 610	Application granted
2594	5-13-49	Vivian B. Coon, d/b/a Vivian B. Coon Bus Line	Application for reinstatement of Certificate No. 610	Application granted
2613	2-23-49	George A. Browning	Application to reinstate Supplements 1 and 2 of Certificate No. 590	Application dismissed without prejudice
2701 Sub 1	10- 7-48	Salt Lake & Tooele Stage Lines	Application to discontinue that portion of operating rights under Certificate No. 618 between Tooele Ordnance Depot and Desert Chemical Warfare Depot	Application granted
2761	1- 7-49	Grant S. Nielsen	Application for reinstatement of Certificate No. 635	Application denied

TABLE NO. 22
SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR CARRIER CASES
July 1, 1948 to June 30, 1949
(Continued)

Case No.	Date of Order	Applicant or Parties to Case	Nature of Case	Nature of Order
2789	10- 5-48	Burton Van Wagener	Application for reinstatement of Permit No. 303	Application granted
2810	10- 6-48	Ray Parks	Application for reinstatement of Permit No. 306	Application granted
2860	4-26-49	Wells, Inc.	Application to change name to Wells Cargo, Inc.	Application granted
2868	5-13-49	V. B. Coon Bus Lines	Application for reinstatement of Certificate No. 691	Application granted
2894	6- 6-49	Paul J. Cox and Clark Tank Lines Company	Application for approval of Clark Tank Lines Company assuming operating rights held by Paul J. Cox under Certificate No. 615	Certificate No. 786 previously issued to Clark Tank Lines Company amended to include rights of Paul J. Cox
2987	1- 4-49	Marguerite Kidd, d/b/a Vet's Taxi Service	Application to change name to "A" (flying A) Yellow Cab Company	Application granted
3036	10- 6-48	Harry T. Hardman, d/b/a Heber-Provo Transit	Application for reinstatement of Certificate No. 739	Application granted
3042	7-19-48	Arthur L. Chaffin	Application for reinstatement of suspended rights under Certificate No. 742	Application granted
3062	3-25-49	Dell Hutchins and Golden W. Harris, d/b/a Hutchins and Harris	Application for reinstatement of Certificate No. 767	Application granted
3072	10- 6-48	Joseph F. Keyle	Application for reinstatement of Certificate No. 762	Application granted
3072	5-13-49	Joseph F. Keyle	Application for reinstatement of Certificate No. 762	Application granted

TABLE NO. 22

SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR CARRIER CASES
July 1, 1948 to June 30, 1949
(Continued)

Case No.	Date of Order	Applicant or Parties to Case	Nature of Case	Nature of Order
3077 Sub 1	9-29-48	Grant Crockett, d/b/a Murray Midvale Truck Line	Application to extend operating rights under Certificate No. 755 to include Murray, Midvale, Sandy, and Draper	Application granted
3097	11-20-48	Hardy M. McFarlane	Application to discontinue operations under Permit No. 329	Application granted
3097	3-24-49	Hardy M. McFarlane	Application to resume operations under Permit No. 329	Application granted
3138	3-29-49	B. H. Robinson, G. R. Anderson, D. H. Moffat, F. O. Robinson, Ailene Anderson, and Muriel Moffat, d/b/a Wasatch Motors	Application to extend passenger operations under Certificate No. 811, between Ogden, Naval Supply Depot, Arsenal, and Hill Field, on the one hand, and on the other hand, Syracuse, West Point, Clinton, and Roy	Application granted
3138 Sub 1	5-26-49	B. H. Robinson, G. R. Anderson, D. H. Moffat, F. O. Robinson, Ailene Anderson, and Muriel Moffat, d/b/a Wasatch Motors	Application to extend passenger operations under Certificate No. 811, between Ogden, Naval Supply Depot, Arsenal, and Hill Field, on the one hand, and on the other hand, Syracuse, West Point, Clinton, and Roy	Order dated March 29, 1949, vacated and set aside. Same rights granted as in March 29, 1949 order, except that service to Roy was restricted to that part of the town lying in excess of 1,000 feet west of US 91
3164	4-15-49	E. P. Hadley & C. P. Hadley, d/b/a Arizona Truck-A-Way Company	Application to change trade name to Hadley Auto Transport Company	Application granted
3216	1-20-49	Bountiful Transportation Company, Inc. Plaintiff, vs. Bamberger Transportation Company, Defendant	Clarification of operating rights	Ordered that plaintiff shall not operate more than 15 runs each way each day between Salt Lake City and North Centerville; and Bamberger Transportation Company shall not operate more than 12 runs northbound and 11 runs southbound each day between Salt Lake City and Ogden making pick-ups or discharges within the area served by Bountiful Transportation Company

TABLE NO. 22
 SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR CARRIER CASES
 July 1, 1948 to June 30, 1949
 (Continued)

Case No.	Date of Order	Applicant or Parties to Case	Nature of Case	Nature of Order
3243	10-5-48	J. Vernon Cook, d/b/a Cook Transportation Company	Amendment of rights covered by Certificate No. 816 previously issued in Case No. 3214	Certificate No. 816 amended to include passengers and property between Logan and the Logan-Cache airport
3243	1-7-49	J. Vernon Cook, d/b/a Cook Transportation Company	Extension of operating rights under Permit No. 352	Permit No. 352 amended to include right to haul workers from Garland to Hill Field, Arsenal, Naval Supply Depot, and Army Service Forces Depot
3278	1-18-49	Wycoff Company, Inc.	Application for certificate to haul motion picture film and accessories from Salt Lake City to Dragerton and Santa Clara, Utah	Application for rehearing denied
3304	8-16-48	Burlington Transportation Company and Mt. Hood Stages, Inc., d/b/a Pacific Trailways	Application for approval of agreement wherein Burlington grants Mt. Hood a license under Burlington's authority to transport passengers and their baggage locally between Ogden and Brigham City	Agreement approved
3314	5-25-49	(See Investigation Docket No. 51)		
3322	12-30-48	R. A. Gould and Lang Transportation Corporation	Application of Lang Transportation Corporation to assume rights held by R. A. Gould under Certificate No. 784	Application of protestants for rehearing and for suspension of order dated December 24, 1948, denied
3358	4-1-49	Heber C. Davison, Jr., and Davison Transfer and Storage Co., Inc.	Application to transfer Certificates Nos. 524 and 793 from Heber C. Davison to Heber C. Davison, Jr., and, also, for the assumption of the operating rights under said certificates by Davison Transfer and Storage Co., Inc.	Application granted
3366	5-12-49	L. R. Anderson, d/b/a Tow-Away Service	Application to change trade name to "Anderson Tow-Away Service"	Application granted

TABLE NO. 23
 SUMMARY OF ORDERS ISSUED IN MISCELLANEOUS CASES
 July 1, 1948 to June 30, 1949

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
3146	7-14-48	Deseret Live Stock Company	Application of Deseret Live Stock Company for the construction of a live-stock loading yard on the North side of the Union Pacific Railroad Company tracks at Wahsatch, Utah	Application of Union Pacific Railroad Company for rehearing denied
3260	4-15-49	Original Utah Woolen Mills and Utah Poultry & Farmers Cooperative, Comp't., vs. Mountain Fuel Supply Company, Def't.	Complaint concerning adequacy of supply of gas for industrial users	Complaint dismissed without prejudice, upon motion of complainants
3291	2- 1-49	Union Pacific Railroad Company	Application for permission to discontinue Motor Passenger Trains Nos. 559 and 560 between Ogden, Utah, and Malad, Idaho	Application granted
3292	8-13-48	Union Pacific Railroad Company	Application to abandon the Weber Mine Spur Track extending from Coalville to Weber Mine, Summit County	Application granted
3293	7-28-48	Bingham and Garfield Railway Company	Application to abandon entire line of railroad extending from Garfield to Bingham Canyon, approximately 20.35 miles, terminate operations, cancel all intrastate tariffs, and revoke powers of attorney applicable thereto	Application granted by Special Permission No. 5175
3342	2-28-49	Utah Power & Light Company	Application for a certificate to exercise the rights and privileges conferred by franchise granted by the Town of Hiawatha, Carbon County, Utah	Application granted under Certificate of Convenience and Necessity No. 853
3343	2-28-49	Utah Power & Light Company	Application for certificate to exercise the rights and privileges conferred by franchise granted by Logan City	Application granted under Certificate of Convenience and Necessity No. 854
3346	3-22-49	Telluride Power Company	Application for a certificate to exercise the rights and privileges conferred by franchise granted by the towns of Lyandyl, Fayette, and Levan	Application granted under Certificate of Convenience and Necessity No. 858

TABLE NO. 23
 SUMMARY OF ORDERS ISSUED IN MISCELLANEOUS CASES
 July 1, 1948 to June 30, 1949
 (Continued)

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
3319	5-24-49	The Denver and Rio Grande Western Railroad Company	Application to discontinue passenger trains Nos. 11 and 12 between Salt Lake City and Marysvale	Application granted on 90 days' notice to the commission and the public
3372	3-4-49	Mountain Fuel Supply Company	Application for restriction of gas service	Pending a hearing and final order in the matter the applicant was ordered not to supply natural gas for use in space heating of residences or commercial establishments not heretofore served by applicant, with certain exceptions, nor to any industrial customer for any new use
3372	4-2-49	Mountain Fuel Supply Company	Application for restriction of gas service	Order of March 4, 1949, vacated and set aside; applicant ordered to provide natural gas service to three specified groups of residential and commercial customers, and, also, to accept applications for gas service in new residential units, up to and including June 30, 1949, subject to certain restrictions and conditions
3372	4-14-49	Mountain Fuel Supply Company	Application for restriction of gas service	Order of April 2, 1949, modified to allow until June 30, 1949, applications for new gas service in both new and old dwellings for cooking, water heating, and refrigeration purposes

APPENDIX II

MISCELLANEOUS TABLES AND COMMISSION FINANCES

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Reported accidents - railroads	28	86
Reported accidents - motor carriers	29	87
Reported accidents - electric and gas utilities	30	88
Public utilities under jurisdiction of commission	31	89
Commission finances	32	90

TABLE NO. 24

SPECIAL PERMISSIONS ISSUED JULY 1, 1948 to JUNE 30, 1949

Purpose for Which Issued	Number Issued
To extend railroad passenger service to additional stations	1
To reduce railroad passenger fares	1
To reduce intrastate railroad freight rates	39
To extend railroad freight service or rates to additional stations	5
To extend expiration date of railroad freight tariff	3
To correct, amend, or clarify railroad freight tariff	5
To apply railroad freight rate to different routing	1
To publish a change in railroad stop in transit arrangements	3
To reinstate railroad freight rates	2
To abandon line of railroad and cancel freight tariff publications	1
To publish authorized increased motor carrier passenger fares	1
To reduce motor carrier passenger fares	1
To extend expiration date of motor passenger tariff	1
To reduce motor carrier freight rates	31
To amend or cancel motor carrier time schedule	19
To publish and extend motor carrier freight rates to additional stations	4
To reduce urban carrier rates	1
To publish new urban carrier time schedule	1
To publish authorized increased railway express rates	1
To increase Pullman Car rates	1
To publish new telephone rates	1
To reduce electric rates	2
Total	<u>125</u>

TABLE NO. 25
 INFORMAL DOCKETS
 July 1, 1948 to June 30, 1949

Docket No.	Date of Order	Description	Disposition
620	7- 8-48	Application of Union Pacific Railroad Company to allow an impaired clearance on a spur track serving Farmers Grain Co-operative Station at Relico, near Ogden	Application granted
623	12- 2-48	Western Distributing Company, Comp't., vs. Union Pacific Railroad Company, Def't.	Defendant authorized to waive collection of undercharge of \$75.71 and to reparate \$208.22 account excessive rate
624	11-29-48	Application of United States Smelting Refining and Mining Company to allow an impaired side clearance on a spur track serving applicant's Midvale plant	Application granted
625	1-11-49	Geneva Steel Company, Comp't., vs. Carbon County Railway Company and The Denver and Rio Grande Western Railroad Company, Def'ts.	Defendants authorized to waive collection of outstanding undercharge of \$67.13 and to reparate \$335.65 account excessive rate
626	1-28-49	Western Salvage & Supply Company, Comp't., vs. Carbon County Railway Company and The Denver and Rio Grande Western Railroad Company, Def'ts.	Defendants authorized to waive collection of undercharge of \$249.16 and to reparate \$36.42 account excessive rate
627	1-31-49	Pacific Farm Company, Comp't., vs. The Denver and Rio Grande Western Railroad Company, Def't.	Defendant authorized to waive collection of undercharge of \$254.40 account excessive rate
628	4-15-49	Monsey Iron and Metal Co., Comp't. vs. The Denver and Rio Grande Western Railroad Company, Def't.	Defendant authorized to refund overcharge of \$279.42 account excessive rate
629	5- 5-49	Utah-Idaho Sugar Company, Comp't., vs. The Denver and Rio Grande Western Railroad Company, Def't.	Defendant authorized to reparate \$60.95 account excessive rate

TABLE NO. 26
 INVESTIGATION DOCKETS
 July 1, 1948 to June 30, 1949

Investigation Docket	Date of Order	Description	Nature of Order
48 Case No. 2114	3-15-49	Investigation of the operations and services of George A. Sims and Milton K. Sims, d/b/a Salt Lake Transfer Company	Commission concluded that this carrier should not attempt to transport between stations in Utah any intrastate shipment of articles regularly transported by common carriers at line haul rates, except the general list of articles referred to in Certificate No. 512, unless specifically authorized. No order was issued
51 Case No. 3314	5-25-49	Complaint by Bamberger Transportation Company and Bamberger Railroad Company, Plaintiffs, vs. B. H. Robinson, D. Howe Moffat, Glen R. Anderson, F. O. Robinson, M. Moffat, and A. Anderson, d/b/a Wasatch Motors, Defendants, alleging that defendants were carrying passengers not covered by authority contained in Certificate No. 811	Defendants ordered to provide a system of transfers and/or stub tickets so that transfer passengers may be identified at transfer points, and to discontinue making stops at Ogden Ordnance Depot except on US 91 opposite pedestrian entrance gates, and discontinue making stops at Roy on US 91 except to pick up transfer passengers
53	3- 4-49	(See Case No. 3341 in table of motor transport rate cases)	
54	3- 4-49	(See Case No. 3336 in table of motor transport rate cases)	
55	3-16-49	Investigation to determine if a means can be devised to provide an additional source of electric energy on the system of Southern Utah Power Company to meet the peak load requirements during the summer season of 1949	Southern Utah Power Company ordered to proceed immediately to acquire one additional diesel unit and have same installed at Cedar City not later than June 1, 1949

TABLE NO. 27
ORDERS ISSUED IN INVESTIGATION AND SUSPENSION DOCKETS
July 1, 1948 to June 30, 1949

I & S Docket No.	Date of Order	Description	Nature of Order
49	7-29-48	Investigation of the rates stated in a tariff of St. Joseph Water & Irrigation Company filed to become effective August 1, 1948	Tariff suspended until December 1, 1948, and hearing on matter set for August 16, 1948
49	11-27-48	Same as above	Tariff further suspended until January 1, 1949
50	10-11-48	Investigation of the rates, fares, rules, and regulations stated in Passenger Tariff No. 3, P.S.C.U. No. 3, of Bert D. Isaac, d/b/a Isaac Transportation Company, filed to become effective October 24, 1948	Tariff suspended until February 21, 1949
50	3-4-49	Same as above	Tariff No. 3 ordered cancelled. New tariff ordered published containing fares set forth in order
51	11-16-48	Investigation of rates, fares, and regulations in Tariff P.S.C.U. No. 113, filed by Salt Lake Transportation Company	Tariff suspended until March 30, 1949
51	12-30-48	Same as above	Tariff P.S.C.U. No. 113, with amendments set out in order, approved to become effective on not less than five days' notice
52	12-8-48	Investigation of rates, fares, and regulations in certain tariffs filed by Burlington Transportation Company to become effective January 1, 1949	Tariffs suspended until April 30, 1949
52	3-24-49	Same as above	Burlington Transportation Company and Union Pacific Stages, Inc., authorized to publish increased passenger bus fares as outlined in commission's order
53	12-8-48	Investigation of rates, fares, and regulations resulting from the cancellation of Tariff No. 1020, P.S.C.U. No. 12, by Union Pacific Stages, to become effective January 1, 1949	Effective date of cancellation of tariff deferred until April 30, 1949
53	12-13-48	Same as above	I & S Docket 53 cancelled and annulled

TABLE NO. 27
 ORDERS ISSUED IN INVESTIGATION AND SUSPENSION DOCKETS
 July 1, 1948 to June 30, 1949
 (Continued)

I & S Docket No.	Date of Order	Description	Nature of Order
54	2- 7-49	Investigation of tariffs containing new individual and joint charges for the collecting and remitting of C.O.D. bills by the railroads operating in the State of Utah	Paragraph "J" of Rule 47, Supplement No. 11 to Western Classification No. 73, I.C.C. No. 31, P.S.C.U. No. 19, suspended until July 3, 1949
54	6-13-49	Same as above	Ordered that the operation of Paragraph "J" of Rule 47 to said supplement become effective on ten days' notice to the commission and the public
55	5-12-49	Investigation of express rates stated on second revised page 7 to Local Passenger and Express Tariff No. 10, P.S.C.U. No. 1, of Orson J. Lewis, d/b/a Lewis Bros. Stages, filed to become effective June 5, 1949	Proposed rates suspended until October 3, 1949
55	6-27-49	Same as above	The increased minimum charge per shipment as shown on second revised page 7 to Express Tariff No. 10, P.S.C.U. No. 1, approved to become effective on five days' notice to the commission and the public
56	6- 7-49	Investigation of rates on berry, fruit, or vegetable baskets or hampers, stated in first revised page 48 to Class and Commodity Tariff No. 5, P.S.C.U. No. 6, of Moab Garage Company, filed to become effective June 9, 1949	Rates suspended until October 7, 1949

TABLE NO. 28
 FATALITIES AND INJURIES ON RAILROADS OPERATING IN UTAH
 January 1, 1948 to December 31, 1948

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	0	1	0	9	0	0	0	0	0	10
Bingham & Garfield Railway Co.	0	0	0	0	0	3	0	0	0	0	0	3
Carbon County Railway Company	0	0	0	0	0	1	0	0	0	0	0	1
Denver and Rio Grande Western Railroad Co., The	0	2	6	5	0	35	0	2	1	1	7	45
Ogden Union Railway & Depot Co.	0	4	0	0	0	15	0	1	0	1	0	21
Salt Lake City Union Depot & Railroad Co.	0	0	0	0	0	1	0	0	0	0	0	1
Southern Pacific Company	0	7	0	0	0	20	0	1	0	0	0	28
Union Pacific Railroad Co.	0	0	3	10	0	18	0	3	0	2	3	33
Western Pacific Railroad Co., The	0	1	0	0	1	7	1	1	0	0	2	9
Total	0	14	9	16	1	109	1	8	1	4	12	151

TABLE NO. 29
 FATALITIES AND ACCIDENTS FROM MOTOR TRANSPORT
 OPERATIONS WITHIN THE STATE OF UTAH
 January 1, 1948 to December 31, 1948

Name of Carrier	Number of Accidents	Passengers		Pedestrians or Occupants of Other Vehicles		Employees		Grand Total		Estimated Property Damage	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Carrier	Others
Passenger Carriers											
Bamberger Transportation Co.	2	0	0	0	1	0	0	0	1	\$ 1,200	\$ 75
Burlington Transportation Co.	15	13	53	0	2	1	1	14	56	40,810	1,180
Continental Bus System	1	0	14	0	0	0	0	0	14	-	-
Denver Salt Lake Pacific Stages, Inc.	4	0	4	0	0	0	1	0	5	775	425
Interstate Transit Lines	1	0	0	0	2	0	0	0	2	200	600
Ogden Transit Company	6	0	10	0	5	0	0	0	15	167	600
Salt Lake & Tooele Stage Lines	1	1	0	1	0	0	0	2	0	1,000	500
Salt Lake City Lines	2	0	0	1	2	0	0	1	2	50	25
Union Pacific Stages, Inc.	3	0	0	2	4	0	0	2	4	350	1,150
Wolf Creek Stage Lines	1	0	0	1	0	0	0	1	0	-	-
Total	36	14	81	5	16	1	2	20	99	44,552	4,555
Property Carriers											
Cantlay and Tanzola, Inc.	2	0	0	0	1	0	0	0	1	125	450
Fuller-Toponce Truck Co.	1	0	0	0	0	0	0	0	0	1,750	25
Garrett Freightlines, Inc.	1	0	0	0	0	0	0	0	0	-	300
J. J. Milne Truck Line	1	0	0	0	0	0	0	0	0	250	-
Pacific Intermountain Express Co.	12	0	0	1	11	0	0	1	11	25,675	4,425
Gordon Ray	1	0	0	0	0	0	1	0	1	20,000	20,000
Western Moving & Transfer	1	0	0	1	1	0	0	1	1	-	300
Total	19	0	0	2	13	0	1	2	14	47,800	25,500
Grand Total	55	14	81	7	29	1	3	22	113	\$92,352	\$30,055

TABLE NO. 30
SUMMARY OF REPORTED ACCIDENTS - ELECTRIC AND GAS UTILITIES

January 1, 1948 to December 31, 1948

Name of Utility	Employees		Other Persons		Number of Property Damage Accidents		GRAND TOTAL		
	Killed	Injured	Killed	Injured	Utility	Non-Utility	Persons		Property Damage Accidents
							Killed	Injured	
Mountain Fuel Supply Company	0	0	0	2	0	1	0	2	1
Telluride Power Company	0	1	0	0	0	0	0	1	0
Utah Power & Light Company	1	0	0	0	0	0	1	0	0
Total	1	1	0	2	0	1	1	3	1

TABLE NO. 31
PUBLIC UTILITIES UNDER JURISDICTION OF COMMISSION
At June 30, 1949

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	12
Motor carriers	<u>284</u>
Total	<u>340</u>

TABLE NO. 32
STATEMENT OF COMMISSION FINANCES
July 1, 1948 to June 30, 1949

	<u>Public Service General</u>	<u>Utility Rate Investigations</u>	<u>Motor Transport</u>	<u>Total</u>
Unexpended balance, July 1, 1948	\$ 100,974.10	\$ 28,715.93	\$ 18,932.80	\$ 148,622.83
Department collections - 7-1-48 to 6-30-49	1,407.15	-	-	1,407.15
Refunds of expenditures	39.00	-	-	39.00
Total	<u>102,420.25</u>	<u>28,715.93</u>	<u>18,932.80</u>	<u>150,068.98</u>
 Expenditures - July 1, 1948 to June 30, 1949:				
Personal services	52,419.20	20,763.09	12,265.86	85,448.15
Travel	2,610.36	3,622.69	2,524.16	8,757.21
Current expenses	8,349.72	692.85	791.78	9,834.35
Capital outlay	58.80	-	-	58.80
Central administration	15,631.97	-	3,348.47	18,980.44
Total	<u>79,070.05</u>	<u>25,078.63</u>	<u>18,930.27</u>	<u>123,078.95</u>
Unexpended balance, June 30, 1949	\$ <u>23,350.20</u>	\$ <u>3,637.30</u>	\$ <u>2.53</u>	\$ <u>26,990.03</u>