

THIRTY-SECOND
REPORT

of the

PUBLIC SERVICE
COMMISSION

OF UTAH

to the

GOVERNOR



For the Period

July 1, 1949 to June 30, 1950

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

Dear Governor Lee:

We take pleasure in submitting herewith the thirty-second report of the Public Service Commission of Utah, covering the fiscal year July 1, 1949, to June 30, 1950.

This report is submitted pursuant to the requirements of Chapter 1-11, Title 76, Utah Code Annotated 1943.

Respectfully submitted,

HAL S. BENNETT
Chairman

DONALD HACKING
Commissioner

W. R. McENTIRE
Commissioner

Attest:

F. A. YEAMANS
Secretary

PUBLIC SERVICE COMMISSION ROSTER

June 30, 1950

The Commission

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

Central Office

Evelyn Jensen	Chief Clerk
Lorena Taylor	Stenographer
Charles E. Pettersson *	Cashier
Florence Wallace *	Assistant Cashier
Clair Johnson	Reporter

Accounting Division

Theodore E. Thain	Chief Accountant
Edwin J. Cowley	Accountant
Bonnie H. Gerritsen	Stenographer

Engineering Division

Wilford A. Robinson Chief Valuation Engineer

Transportation Rate Division

Charles A. Root	Commerce Attorney
Clifford W. Ferguson	Attorney
G. N. Davis	Senior Rate Clerk
Robert Pugh	Rate Clerk
Edith H. Taylor	File Clerk

Inspection Division

Robert N. Slaughter *	Chief Inspector
A. M. Thomas	Assistant Director of Transportation
Rawlins B. Young *	Inspector
Ed E. Coli *	Inspector
Clarence W. Newson *	Inspector
Benjamin H. Smith *	Inspector
Frank E. H. McCarty *	Inspector
Carol N. Gray *	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

The commission disposed of 154 formal cases during the fiscal year covered by this report. A summary is presented in Table No. 1 of the status of all the formal cases that were on the docket during the period.

TABLE NO. 1

Formal Cases Before the Commission

July 1, 1949 to June 30, 1950

	Cases Pending July 1, 1949	Cases Filed 7-1-49 to 6-30-50	Total	Cases Disposed of	Cases Pending June 30, 1950
Electric power and light rates	3		3	1	2
Railroad rates	3	1	4	2	2
Express rates		3	3	2	1
Water rates		3	3	2	1
Telephone rates	2	1	3	3	
Motor carrier rates	11	5	16	10	6
Station Agency	2	7	9	4	5
Grade Crossing	2	10	12	8	4
Motor carrier operating rights	69	59	128	110	18
Miscellaneous	12	11	23	12	11
Total	104	100	204	154	50

The following comments relate to the formal cases handled.

Electric Power and Light Rates

Utah Power and Light Company filed an application (Case No. 3377) with the commission during the fore-part of 1949 in which authority was requested to place in effect a new schedule of rates for electric service in the area served by it in Utah. It was estimated that the proposed schedule of rates would have produced \$1,324,405 of additional revenue, based upon the volume of sales in Utah for the 12 months ended October 31, 1948. After careful consideration the

commission concluded that the evidence submitted did not warrant the granting of any increases in the company's rates, and, accordingly, the application was denied in an order dated August 15, 1949. A counter-petition of the Consumers Welfare League of Utah and the Utah Chapter of Congress of Industrial Organizations for a reduction in the rates of the company was denied also.

Telephone Rates and Service

An application of The Mountain States Telephone and Telegraph Company (Case No. 3365) filed in February, 1949, requested permission to make effective a new schedule of rates for intrastate telephone service in Utah. The proposed schedule of rates would have produced \$827,000 of additional revenue, according to the company's estimates, had they been in effect during the year 1948. Following an extensive hearing in the case the commission issued an order on August 15, 1949, in which the company was authorized to file a new schedule of rates designed to produce not more than \$438,580 of additional revenues, when applied to the 1948 volume of business. The order provided that approximately 88 per cent of the increase should be applied to exchange service and approximately 12 per cent to intrastate toll rates. The exchange rates filed pursuant to this order became effective on the first billing date subsequent to August 23, 1949, while the toll rates went into effect on August 24, 1949.

In an order dated May 1, 1950, (Case No. 3483) the Bear River Valley Telephone Company was authorized to place in effect on June 1, 1950, a new schedule of rates and charges for telephone service in Tremonton, Bear River City, Fielding, Thatcher, and the contiguous rural territory. The annual revenue increase under the new rates amounts to \$1,163, based upon the number of subscribers at the time of the hearing.

The Mountain States Telephone and Telegraph Company was authorized to institute extended area service in certain sections of Utah by an order dated June 30, 1950, in Case No. 3498. Briefly, the revised service plan is as follows:

(a) The establishment of a Salt Lake City metropolitan exchange which will include the exchanges of Salt Lake City, Bountiful, Holladay, Midvale, and Murray. Within this metropolitan exchange toll charges will be eliminated on messages between (1) the Salt Lake City zone and the zones of Bountiful, Holladay, and Murray-Midvale; and (2) between the zones of Holladay and Murray-Midvale. On messages between the Bountiful zone and the zones of Holladay and Murray-Midvale charges will be made on a local message unit basis. The message unit charge will be four message units at five

cents each, or a total of 20 cents for five minutes, with one additional message unit for each two minutes of overtime. The exchange rates for this metropolitan exchange will be at the existing Salt Lake City exchange rate level, plus an increase of 25 cents in the monthly charges for all flat rate main station services.

(b) The establishment of extended area service between the exchanges listed below, under which plan service will be rendered on a local basis without payment of toll charges:

<u>Between</u>	<u>And</u>
Farmington	Kaysville-Bountiful
Hyrum	Logan
Kaysville	Farmington
Lewiston	Richmond
Logan	Hyrum-Smithfield
Monroe	Richfield
Payson	Spanish Fork
Provo	Springville
Richfield	Monroe
Richmond	Lewiston-Smithfield
Smithfield	Logan-Richmond
Spanish Fork	Payson-Springville
Springville	Provo-Spanish Fork

The exchange service rates for each of the exchanges listed immediately above will be predicated on the total number of telephones in the combined local calling area in each group, based upon the station ranges set up in the present state-wide classification of exchanges.

This extended area plan will enhance the value of telephone service within the exchanges described and will eliminate certain difficult problems which have faced the company and the commission in the past in fixing telephone rates, particularly in the Salt Lake metropolitan area.

Water Rates

Two companies rendering culinary water service were permitted to increase their rates. An order dated August 18, 1949, (Case No. 3426) authorized Pleasant Green Water Company to file a new rate schedule designed to produce not more than \$7,646 of additional revenue when applied to the 1948 volume of business. The order provided that the new rates should not become effective until certain plant improvements had been completed.

Riverton Pipe Line Company received approval in an order (Case

No. 3433) of December 14, 1949, to increase its rates sufficient to produce an additional \$7,297 of revenue annually when applied to the volume of business handled during the 12 months ended September 30, 1949.

Natural Gas Service

The shortage of natural gas and the restrictions imposed on any expanded use of gas were discussed at some length in the commission's last annual report.

During the fiscal year covered by the present report additional supplies of gas amounting to 14 million cubic feet a day became available in the territory served by Mountain Fuel Supply Company. Several orders were issued by the commission relating to the allocation of the additional gas. The substance of these orders is set forth in Table No. 21, Appendix I.

An application was filed with the commission on May 29, 1950, by the Utah Natural Gas Company for a certificate of convenience and necessity to engage in the business of a natural gas utility in Utah. This company, by its application, proposes to construct and operate a 22 inch natural gas pipe line with the necessary appurtenances, from San Juan county northerly and westerly through portions of the counties of San Juan, Grand, Emery, Carbon, Wasatch, Utah, and Salt Lake, to a point at or near Salt Lake City. The company alleges that it owns or can secure, by firm contracts, the ownership of sufficient natural gas in San Juan county and adjacent areas in the southeast portion of Utah to justify the investment necessary to build the proposed pipe line. The application also states that the pipe line will be devoted to the sale and distribution of natural gas to industries, commercial consumers, institutions, municipalities, and to such other users of gas as the commission shall require. The application had not been heard by the commission at the closing date of this report.

Railroad and Express Rates Intrastate

One application (Case No. 3355) of the railroads operating in Utah for a general increase in rates was decided by the commission. In this case the railroads sought an increase of eight per cent in freight rates and charges to correspond with the increases granted by the Interstate Commerce Commission on interstate traffic. The commission found that the evidence produced by the petitioners was insufficient to determine whether or not the intrastate revenues of the railroads was inadequate. The application was dismissed in an order dated September 30, 1949, with a proviso that the petitioners might apply, within 90 days, for a further hearing to produce additional evidence.

Railway Express Agency, Inc. filed a petition (Case No. 3441) seeking authority to increase its rates on various commodities and to increase the minimum charge from 35 cents to 83 cents, except on bread, cake, and bakery goods a minimum of 72 cents a shipment was proposed. The commission's order dated May 18, 1950, provided that no increases should be permitted on newspapers, bakery goods, cakes and pies, but on other commodities the proposed increases were found to be justified and were allowed.

In another application (Case No. 3473) Railway Express Agency requested authority to make express classification No. 34 effective on Utah intrastate business. It was shown that the proposed classification was in effect on interstate shipments. The new classification provides increases on various articles ordinarily not shipped in large quantities. The proposed classification was approved in an order issued on April 18, 1950, with the exception that no increases were allowed on bakery goods or newspapers.

Motor Carrier Rates Intrastate

Ten cases involving the intrastate rates of carriers by motor vehicle were closed and a supplemental order was issued in a case previously disposed of. In five of these cases the commission granted increases in rates. Two applications for increases were denied, and three cases were dismissed.

Motor Carrier Operating Rights

As indicated in Table No. 1, the commission disposed of 110 cases involving applications of motor carriers for rights to operate for hire over the highways of this state. Numerous supplemental orders also were issued in cases previously closed. Table No. 2, below, shows a general summary of the orders issued relating to motor carrier rights, exclusive of supplemental orders in which amendments to existing operating authority were made.

TABLE NO. 2

**Summary of Orders Involving Motor Carrier Rights
July 1, 1949 to June 30, 1950**

Nature of Rights Involved	Number			
	Issued	Denied	Dismissed	Cancelled
Certificates of convenience and necessity	34	10	13	32
Contract carrier permits	22	6	7	18
Interstate carrier licenses	20			14
Temporary interstate licenses				4
Total	76	16	20	68

The figures in the above table covering cancelled rights include one certificate and one permit subsequently reinstated.

The tables in Appendix I contain summaries of the orders issued by the commission in formal cases.

SECTION II

INTERSTATE TRANSPORTATION RATES

The commission participated in several proceedings before the Interstate Commerce Commission involving interstate transportation rates. Participation in such matters is done pursuant to the provisions of Section 76-4-6, Utah Code Annotated 1943. The cases in question are reviewed below.

I. C. C. Docket No. 28300

Class Rate Investigation 1939

The Interstate Commerce Commission rendered a decision prescribing class rates based on distance to apply to all territory in the United States east of the Rocky Mountains. Subsequent to that decision the Interstate Commerce Commission on November 28, 1949, ordered a further investigation for the purpose of revising the basic class rate scale as set forth in Appendix A to original appendix 10 scale in order that such scale may more nearly reflect the increase granted by the Interstate Commerce Commission in Ex Parte increases in 162, 166 and 168. The matter was pending on June 30, 1950.

I. C. C. Docket No. 28310

Consolidated Freight Classification

In a report and order dated May 15, 1945, in the above-entitled docket, the Interstate Commerce Commission found that the existing consolidated freight classification was unreasonable and unjust as a whole to the extent that the ratings were not uniform, and that a uniform classification should be established which should contain 30 class ratings based on a percentage of first class. The tentative uniform classification as submitted to the Interstate Commerce Commission does not contain rules to govern such classification and the commission proposed that the rules in Consolidated Freight Classification No. 19 and supplements thereto apply until final decision is reached in *Dockets Nos. 28300 and 28310*. At June 30, 1950, the matter was still pending.

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

This case was instituted by the Interstate Commerce Commission on request of the wool shippers throughout the United States regarding the less-than-carload and carload rates and charges. On October 20, 1949, the commission rendered a decision removing the unjust and unreasonable rates and charges and prescribing a percentage reduction based on present carload minimum.

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

In a decision in the above-entitled matter dated October 12, 1948, the Interstate Commerce Commission prescribed rates on fresh meats and packing house products from points in various midwestern states to points on the Pacific Coast. The prescribed rates were lower than the rates from the same origin points to Salt Lake City and Ogden, Utah. A further hearing in the matter was instituted and handled under the modified procedure by the parties presenting their evidence and facts on memorandum. The report proposed by the examiner on further hearing was received in June, 1950. The final decision of the commission had not been made at June 30, 1950. The proposed report by the examiner excludes fourth section departures at Salt Lake City and Ogden.

*I. C. C. Docket No. 29555**Pickup and Delivery Services by Railroads**I. C. C. Docket No. 29556**Charges on Small Shipments by Railroads*

Further hearings in the above-entitled matters were held during the fore-part of 1950 by the Interstate Commerce Commission. Briefs have been filed but at the closing date of this report a decision had not been rendered.

*I. C. C. Docket No. 30297**The Denver and Rio Grande Western Railroad Company*

v.

Union Pacific Railroad Company et al.

This case involves a complaint filed with the Interstate Commerce Commission by The Denver and Rio Grande Western Railroad Company against the Union Pacific Railroad Company for opening of

the Ogden, Utah Gateway and the interchange of freight shipments between Rio Grande and Union Pacific to and from the states of Utah (north of Ogden), Idaho, Montana, Oregon, Washington, and British Columbia, requesting the commission to prescribe just, reasonable, and nondiscriminatory competitive joint through rates and charges. Hearings were held in Salt Lake City, Utah, Boise, Idaho, and Cheyenne, Wyoming. The matter had not been decided at the closing date of this report.

I. C. C. Docket No. 30416

Class Rates - Mountain Pacific Territory

On November 28, 1949, the Interstate Commerce Commission ordered an investigation into the interstate class rates within this territory under the designated classes numbered 1 to 5 and lettered classes A to E inclusive, applying by railroad, water, or partly by railroad and partly by water to determine whether said rates and charges are unjust, unreasonable or otherwise unlawful. The case was pending on June 30, 1950.

Ex Parte 104 - Part II

Terminal Services and Charges

In a decision dated October 14, 1946, the Interstate Commerce Commission held that rates from the mines to the smelters in Utah and Colorado were unlawful because included in the line haul rates was an item whereby the carrier performed intraplant switching. The carriers were ordered to cease and desist from such practice by the Federal commission. A three judge Federal court sitting in Salt Lake City issued a temporary injunction remanding the case back to the Interstate Commerce Commission for further action. That commission, without further hearing, revised its former decision but did not change the effect of it. The complainants secured a permanent injunction from the Federal court against the revised decision. The Interstate Commerce Commission appealed from the Federal court's order to the United States Supreme Court, which court reversed the judgment of the lower court on March 27, 1950. The Utah and Colorado commissions and the appellee carriers and industries filed petitions with the Supreme Court for rehearing and reargument, which petitions were denied.

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

In this case six railroads proposed reduced commodity rates on certain described iron and steel articles, in carloads, from Geneva,

Utah, to points on the Pacific Coast.

The proposed reduced rates were 48 cents per 100 pounds to Los Angeles, San Francisco, and Oakland, California and Portland, Oregon, and 54 cents to Seattle, Washington.

Numerous protests were filed by various steel companies located throughout the eastern, central, and southern states and western states as to the reasonableness and lawfulness of the reduced rates. Several hearings were conducted in which this commission intervened in support of the reduced rates. On October 3, 1949, the Interstate Commerce Commission issued its decision finding that the proposed reduced rates were reasonable and lawful and that they will not result in undue preference to Geneva or undue prejudice to any of the protestants.

SECTION III

GENERAL AND MISCELLANEOUS

Special Permissions

The commission issued 139 special permissions authorizing changes in rates, time schedules, etc., on less than the thirty days' statutory notice. Authority for the publication of reduced rates was covered by 98 of these orders. Further details concerning these orders may be found in Table No. 22, Appendix II.

Informal Dockets

Nine informal dockets were disposed of. Two of these dockets involved protection devices at railroad-highway crossings; two authorized structures with impaired clearances adjacent to railroad spur tracks; one authorized the construction of a street over, and a water main under, a railroad track; while in four of the dockets reparations amounting to \$84,549.88 were approved. A summary of these dockets is presented in Table No. 23, Appendix II.

Investigation Dockets and General Orders

Orders were issued in three investigation dockets. Two of these dockets involved rates of motor carriers and one involved a railroad-highway crossing.

One general order was issued. This order adopted the Association of American Railroads Bulletin No. 4 relating to recommended standards for railroad-highway grade crossing protection.

Tables No. 24 and 25, Appendix II, contain summaries of the above described orders.

Joint Board Hearings

A member or representative of this commission participated in hearings conducted by joint boards in 26 cases involving applications for motor carrier interstate operating rights. Proceedings of this type are conducted under the provisions of the Federal Motor Carrier Act. Fourteen of the hearings in these cases were held in Salt Lake City; six were held in Pocatello, Idaho; two were conducted in Boise, Idaho, and two in Rock Springs, Wyoming; and one hearing was held in each of the cities of Los Angeles, Denver, Albuquerque, and Phoenix.

Enforcement of Motor Carrier Act.

During the period covered by this report the commission's inspectors issued 24 tickets of arrest for alleged violations of Chapter 5 of Title 76, Utah Code Annotated 1943, as amended. Convictions were obtained in 21 of these cases and the courts imposed fines aggregating \$335 with \$90 of such fines suspended. Two arrests were made for alleged violations of safety regulations in respect to the transportation of explosives and other dangerous articles over railroad grade crossings. Fines amounting to \$20 were imposed in these two cases. The inspectors also made 33 arrests for improper vehicle registration and other traffic violations, nine of which were dismissed. Fines in the amount of \$218 were imposed in the remaining 24 cases, of which amount \$27.50 was suspended.

The commission issued 137 temporary permits to motor carriers. These permits covered the following periods of time:

Single trip	17
15 days	1
30 days	80
60 days	39
Total	<hr/> 137

A summary of the reported accidents of motor carriers is contained in Table No. 28, Appendix II.

Cases In Litigation In Courts

*Union Pacific Railroad Company, Plaintiff, v.
Public Service Commission of Utah, Deseret Livestock
Company, et, al., Defendants*

(Supreme Court Case No. 7219)

On November 22, 1949, the Supreme Court of Utah affirmed an order of the commission dated May 10, 1948, in our Case No. 3146, directing the Union Pacific Railroad Company to construct additional stock loading facilities at Wahsatch, Utah.

*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)

In this case the plaintiffs attacked an order of the commission issued on December 16, 1948, in our Case No. 3322, granting the

joint application of R. A. Gould and Lang Transportation Corporation for Lang to assume the exact operating rights of Gould authorizing the transportation of petroleum and petroleum products in intrastate commerce in Utah. The commission's order was affirmed by the court in an opinion handed down on November 4, 1949.

*George A. Lowe, Salt Lake Hardware Company
and Strevell-Paterson Hardware Company, Plaintiffs, v.
Public Service Commission of Utah, Defendant.*

(Supreme Court Case No. 7283)

The plaintiffs petitioned the Supreme Court of Utah for a writ of prohibition to restrain the commission from assuming jurisdiction over the operations of plaintiffs in their use of the public highways under a written agreement among themselves whereby said plaintiffs rented a truck to transport the separate goods of each of the plaintiffs between Ogden and Salt Lake City, upon terms specified in the agreement. The court's opinion, dated October 19, 1949, recalled the alternative writ of prohibition previously issued by the court.

*Overland Moving Company and Hadley Transfer &
Storage Company, Plaintiffs, v. Public Service Commission
of Utah, Kenneth Verl Clark, and Bruce Transfer and
Storage Company, Inc., Defendants.*

(Supreme Court Case No. 7372)

In an order dated March 11, 1949, in our Case No. 3360, the commission granted a certificate of convenience and necessity to Bruce Transfer and Storage Co., Inc., authorizing said company to assume the exact operating rights previously granted to Kenneth Verl Clark, dba Ken's Moving. The common carrier rights involved related to the transportation of household goods over irregular routes, within Salt Lake City and within Salt Lake County, for a distance of 16 miles beyond the corporate limits of Salt Lake City. Upon petition of the plaintiffs the court granted a writ of review. Upon motion of plaintiffs the proceeding was dismissed by the court on November 29, 1949, upon the ground that the question involved had been determined by a decision of the court.

*George A. Sims, M. K. Sims, Elmer L. Sims, and
G. Grant Sims, dba Salt Lake Transfer Co., Plaintiffs,
v. Public Service Commission of Utah and
Magna-Garfield Truck Line, Defendants*

(Supreme Court Case No. 7377)

An order was issued on July 19, 1948, in our Case No. 3195, denying the application of the above-named plaintiffs for a permit

to operate as a contract motor carrier of sugar for and in behalf of the Utah-Idaho Sugar Company between West Jordan and Salt Lake City. The Supreme Court grant certiorari. The court's opinion, dated May 9, 1950, vacated and set aside the commission's order.

*Provo City, Plaintiff, v. Department of Business Regulation,
Public Service Commission, et. al., Defendants*
(Supreme Court Case No. 7416)

In the fall of 1942 The Denver and Rio Grande Western Railroad Company, relying upon oral statements made at the time by the mayor and commissioners of the City of Provo that they would pass an ordinance closing the crossing at ninth south street in Provo, barricaded the street and placed additional tracks over the roadway. The railroad company also obtained an easement and constructed a cut-off road for the purpose of diverting the traffic around the closed crossing, which cut-off road the public has used since 1943.

In 1945 the then mayor and commissioners of the city threatened to remove the barricade and commenced reconstructing the roadway along 9th South Street across the railroad yards and tracks. Protesting this reversal of policy by the city the railroad company brought an action in the United States district court for the District of Utah contending that the city was estopped from attempting to re-open the street at the crossing. The court enjoined the city from interfering with the barricades and from reconstructing the crossing. The city appealed from the judgment and the United States Circuit Court of Appeals for the 10th Circuit reversed the district court and held that the railroad was not entitled to invoke the doctrine of estoppel against the city.

The Denver and Rio Grande Western Railroad Company then applied to the commission for an order that public convenience and necessity do not demand the establishment, creation, or construction of a crossing over its railroad tracks along the line of Ninth South Street in Provo. After hearing on the application the Commission issued an order on August 13, 1947, in our Case No. 3100, to the effect that public convenience and necessity do not demand the establishment or construction of a street or highway over the railroad tracks at the point in question.

In March, 1949, the said railroad company filed a second application with the commission in which it was alleged that Provo City had again demanded that the railroad company open and construct a crossing over the tracks in question. The commission was requested to enter an order, after hearing, that public convenience and necessity do not demand the establishment or construction of a street or highway

over the applicant's tracks. In April, 1949, Provo City filed with the commission a motion to dismiss the application, based primarily upon the ground that the commission had no jurisdiction in the matter. The commission denied the motion.

The matter came before the Supreme Court of Utah on an order to show cause as to why a writ of prohibition, requested by Provo City, should not issue to enjoin the commission from taking jurisdiction in this matter. The court held that the Public Service Commission has jurisdiction of controversies involving street-railroad crossings; that the commission under section 76-4-15, U.C.A. 1943, must hear and determine this controversy; and that the rights of the parties must be determined before that body. The opinion of the court was released on May 15, 1950.

*Uintah Freight Lines, et. al., Plaintiffs, v.
Public Service Commission of Utah and Guy Prichard
dba Guy Prichard Transfer, Defendants*

(Supreme Court Case No. 7420)

On September 12, 1949, Guy Prichard, dba Guy Prichard Transfer, was issued an amendment to certificate No. 741 in our Case No. 3034, Sub 1, to operate as a common motor carrier of specified commodities between points in Utah where the origin or destination of the movement is in Uintah, Duchesne, Carbon, Emery, Wayne, Grand, or San Juan Counties. The case was taken to the Supreme Court by the plaintiffs on a writ of certorari. The court had not rendered its decision at the closing date of this report.

*Wycoff Company, Incorporated, Plaintiff, v.
Public Service Commission of Utah and Roy Hill,
dba Seamons Truck Line, Defendants*

(Supreme Court Cases No. 7409 and No. 7410)

The above entitled matters involve a review of three orders issued by the commission on August 8, 1949. In our Case No. 3273 the commission granted a certificate of convenience and necessity to Roy Hill, dba Seamons Truck Line, authorizing him to operate as a common carrier of motion picture film and accessories, and other specified commodities, between Salt Lake City and Lewiston and Garland, Utah. The commission denied an application (Case No. 3409) of Wycoff Company, Incorporated, for a permit to operate as a contract motor carrier for certain motion picture houses between Salt Lake City and Garland, Utah, and also denied an application of the same applicant (Case No. 3413) for a certificate to operate as a common motor carrier from Salt Lake City to the Utah-Idaho line. The petition for a writ of review was filed by Wycoff Company, Incorporated.

These matters had not been disposed of by the court at the closing date of this report.

*Public Service Commission of Utah v.
4th Judicial Court for Utah County
(Supreme Court Case No. 7425)*

*Harold Thomas, Plaintiff, v.
Mountain Fuel Supply Company and
Public Service Commission of Utah, Defendants
(Supreme Court Case No. 7440)*

On November 18, 1949, a complaint was filed by Harold Thomas in the Fourth Judicial Court for Utah County, and on November 19, 1949, a summons was served on Mountain Fuel Supply Company and the District Court issued an order to show cause why Mountain Fuel Supply Company should not be enjoined and restrained from cutting off the gas supply to the premises of said Thomas.

On December 2, 1949, the attorney general of Utah, representing the commission, filed a petition in the Supreme Court (No. 7425) for a writ of prohibition to restrain the District Court from taking jurisdiction over the Thomas complaint. The Supreme Court denied the writ on December 5, 1949.

On December 7, 1949, the commission was granted leave to intervene in the case in the District Court, and on that date filed a motion to dismiss the action on the grounds that the District Court had no jurisdiction over the subject matter, inasmuch as it involved matters covered by the commission's gas freeze order issued on April 2, 1949, in our Case No. 3372. The commission's motion to dismiss was granted. The action was dismissed by the District Court on November 16, 1949, for lack of jurisdiction.

An appeal was commenced on January 13, 1950, by the plaintiff (No. 7440) in which the commission was joined as a party defendant. This appeal was subsequently dismissed on motion of the plaintiff and on stipulation of the parties.

Commission Finances

During the fiscal year ended June 30, 1950, the commission expended a total of \$93,866.05 in administering the public utilities laws of this state, a decrease of \$29,212.90 over the previous fiscal year. Percentage-wise this represents a decrease of nearly 24 per cent. The funds available for the use of the commission were appropriated

by the legislature in three different categories. These categories and the expenditures from each during the past fiscal year were as follows:

Public service general fund.....	\$ 71,352.19
Utility rate investigation	10,025.87
Motor transport fund	12,487.99
Total	<u>\$ 93,866.05</u>

The funds available for the commission's use for the 1949-1951 biennium total \$201,518.30. This figure includes departmental collections for the first fiscal year of the biennium. At June 30, 1950, the unexpended balance was \$107,652.25.

Table No. 30, Appendix II, contains additional information concerning the commission's finances.

SECTION IV

SELECTED DATA ON UTILITY OPERATIONS

Trend of Electric Rates and Use of Electricity

In the State of Utah there are seven privately owned and operated electric utilities under the jurisdiction of this commission. The systems of five of these utilities are interconnected to form a power pool which in turn is connected with systems in Idaho, Montana, and the Pacific Northwest. This entire interconnected pool has a combined generating capacity of 5,500,000 kilowatts. Each of the utilities has shown an increase in the number of kilowatt-hours sold in Utah during the year 1949. Table No. 3 shows the trend of electric rates and consumption of electricity by residential and domestic customers in Utah during the last 17 years. The average revenue per kilowatt hour for all classes of service is also shown.

TABLE NO. 3

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¢	707 Kwh	\$34.93	2.14¢
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
1949	2.32	2454	56.90	1.78

The figures in Table No. 3 show that the average annual consumption of electricity by domestic customers in 1949 was 3½ times the average consumption in 1933, while the average annual bill has increased only 63 per cent. During this 17 year period the average

cost to the residential customer per kilowatt-hour decreased 53 per cent, from 4.94 cents in 1933 to 2.32 cents in 1949.

Trends in Rates and Use of Natural Gas

Table No. 4 shows the natural gas sales in Utah for the 10 year period 1940 to 1949, expressed in thousands of cubic feet. During the year 1949 the domestic and commercial customers increased their usage 2.4 billion cubic feet over the previous year. The domestic and commercial consumption in 1949 was nearly five times as great as in 1940. A total of 28.4 billion cubic feet of natural gas was used by all customers in 1949.

TABLE NO. 4
Natural Gas Sales In Utah
(Thousands of Cubic Feet)

Year	Domestic and Commercial	Industrial	Total
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
1949	11,568,566	16,860,310	28,428,876

A 10-year comparison is presented in Table No. 5 of the trend of natural gas rates and the consumption of gas by domestic and commercial customers in Utah, and also the average revenue per thousand cubic feet (M.C.F.) for all classes of service.

TABLE NO. 5

Trend 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 M.C.F.	Annual Average Bill Per Customer	Average Revenue Per M.C.F.
1940	88.46 M.C.F.	66.4¢	\$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
1949	166.58	40.9	68.11	27.1

This table shows that the annual average consumption per domestic customer increased from 88.46 M.C.F. in 1940 to 166.58 M.C.F. in 1949, an increase of 88. per cent, while the annual average bill per domestic customer increased from \$58.72 in 1940 to \$68.11 in 1949, an increase of only 16 per cent. The annual average revenue per M.C.F. has decreased from 66.4¢ in 1940 to 40.9¢ in 1949, a decrease of 38.4 per cent.

It will be noted in the last column that the average revenue per M.C.F. for all classes of service has increased from year to year. This is due to the fact that the domestic load is increasing from year to year, and the effect of the higher domestic rates becomes more pronounced.

Telephones in Service

The telephone utilities in the State of Utah are expanding rapidly in trying to keep up with the public demand for more telephone service. Table No. 6 shows the number of telephones in use in the State at the end of each of the years listed. This table shows a gain of 13,608 telephones during the year 1949.

TABLE NO. 6

Number of Telephones in Utah

1939	79,625
1940	84,450
1941	91,274
1942	100,465
1943	108,075
1944	111,240
1945	117,818
1946	138,677
1947	155,871
1948	170,759
1949	184,367

On April 28, 1949, The Mountain States Telephone and Telegraph Company put into service the new Riverton-Draper dial central office which was trunked into the Midvale exchange. This exchange started with 533 stations and greatly improved the service into this area.

On July 3, 1950, the Bear River Valley Telephone Company cut over to a complete dial system when the new Tremonton dial exchange was put into service. This company started its expansion program in December, 1943. In 1944 the first dial exchange was put into service at Bear River City. This exchange now serves some 160 telephones in the southern part of the valley including the Honeyville, Bear River City, and Corinne areas.

Early in 1949 two other dial exchanges were put into service. The unit in Thatcher serves the Thatcher, Bothwell, Penrose, and Howell areas with 125 telephones, and the other unit located at Fielding serves the northern part of the valley, including the East Garland, Collinston, Beaver Dam, and Fielding areas with 110 telephones. With the completion of the Tremonton exchange 1172 dial telephones are in service in this valley, affording modern dial service where a subscriber may dial the called party any place on the system.

APPENDIX I

SUMMARY OF ORDERS ISSUED IN FORMAL CASES

	Table No.	Page No.
Electric power and light rates.....	7	31
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Certificates of convenience and necessity issued to water and electric utilities.....	12	38
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Contract carrier permits issued	14	42
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Motor carrier applications denied or dismissed	16	45
Certificates of convenience and necessity cancelled	17	47
Contract carrier permits cancelled.....	18	49
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TABLE NO. 7

**SUMMARY OF ORDERS ISSUED IN ELECTRIC POWER AND LIGHT,
TELEPHONE, AND WATER RATE CASES
July 1, 1949 to June 30, 1950**

Case No.	Date of Order	Nature of Order
Electric Power and Light		
3377	8-15-49	Utah Power & Light Company's application for increased rates, denied. Consumers Welfare League of Utah, et. al., counter-petition for decreased rates, denied.
Telephone		
2503	11-14-49	Case involved the investigation of toll rates of Mountain States Telephone and Telegraph Company and was dismissed as the issues were resolved through Cases 3191 and 3365.
2938	11-14-49	Case involved the investigation of rates, tolls, charges, classifications, services, and facilities of The Mountain States Telephone and Telegraph Company and was dismissed as the issues were resolved through Cases 3191 and 3365.
3365	8-15-49	Increase in The Mountain States Telephone and Telegraph Company rates designed to produce not more than \$438,580 in additional revenue annually from intrastate operations in Utah, when applied to the 1948 volume of business, approved.
3483	5-1-50	Increases approved in the Bear River Valley Telephone Company rates amounting to \$1,163 annually when applied to present number of subscribers.
Water		
3426	8-18-49	Increases in Pleasant Green Water Company's rates designed to produce not more than \$7,646 in additional revenues annually, when applied to the 1948 volume of business, approved, to become effective after certain plant improvements have been completed.
3433	12-14-49	Riverton Pipe Line Company authorized to increase water rates to produce \$7,297 additional revenue when applied to volume of business during 12 months ended September 30, 1949.

TABLE NO. 8
SUMMARY OF ORDERS ISSUED IN GAS, RAILROAD,
AND EXPRESS RATE CASES
July 1, 1949 to June 30, 1950

Case No.	Date of Order	Nature of Order
Gas		
2906	5-26-50	Mountain Fuel Supply Company ordered to close impounded revenue account.
Railroad		
3353	7-20-50	Application of B. T. Jones, agent for railroads operating in Utah, for authority to increase the detention charge due to strike interference from \$1.20 per car per day or fraction thereof to \$1.80, granted through special permission No. 5294.
3355	9-30-49	Petition of railroads operating within the State of Utah for increased rates dismissed. Petitioners allowed 90 days in which to apply for further hearing to produce evidence concerning operations within Utah.
Express		
3441	5-18-50	Rate increases granted on commodities named in Tariff P.S.C.U. No. 51 of Railway Express Agency, Inc., except that no increases were allowed on newspapers, bakery goods, cakes, and pies.
3473	4-18-50	Increases provided in Classification No. 34 of the Railway Express Agency, Inc., approved, with the exception that no increases were allowed on newspapers, bakery goods, cakes and pies.

TABLE NO. 9
SUMMARY OF ORDERS ISSUED IN MOTOR CARRIER RATE CASES
July 1, 1949 to June 30, 1950

Case No.	Date of Order	Nature of Order
2923	4-18-50	Application of Fuller-Toponce Truck Company for authority to establish emergency surcharge increases dismissed.
3026	4-21-50	Application of Fuller-Toponce Truck Company for investigation of rates of common motor carriers of property between Ogden and points in Utah, Carbon, Sanpete, Juab, Sevier, Piute Counties, dismissed.
3242	7-12-49	Increase in express rates of Mt. Hood Stages, Inc., dba Pacific Trailways, granted.
3309	4-17-50	Application of National Bus Traffic Association, Inc., on behalf of various common carriers, for authority to place into effect certain charter coach charges, dismissed.
3341	1-20-50	Cartage rates specified in Intermountain Tariff Bureau Local Cartage Tariff No. 2 approved for all operators authorized by Commission to engage in local cartage transportation within Salt Lake City and areas adjacent thereto. (Investigation Docket No. 53 was consolidated with this case.)
3341	1-30-50	Local Cartage Tariff No. 2 made mandatory for all local cartage operators within Salt Lake City and the area adjacent thereto.
3386	8-18-49	Increases approved in class and merchandise rates of Carbon Freight Line, Fuller-Toponce Truck Company, Rio Grande Motor Way, Salt Lake-Delta Freight Line, and Salt Lake-Kanab Freight Line. Approval of volume discount rates and correction of differences of merchandise lists reserved for final order pending additional information.
3403	1-10-50	Increases in rates of Pacific Greyhound Lines on newspapers and flowers denied for want of justification.
3419	10-25-49	Application of Bountiful Transportation Company, Inc., for upward adjustment in rates of common motor carriers of passengers between Salt Lake City and Ogden, Utah, and intermediate points, denied.
3448	11-14-49	Increases in truck load rates of Salt Lake-Kanab Freight Line on gypsum and gypsum products from Sigurd to various points granted.

TABLE NO. 9
SUMMARY OF ORDERS ISSUED IN MOTOR CARRIER RATE CASES
July 1, 1949 to June 30, 1950

(Continued)

Case No.	Date of Order	Nature of Order
3448	2-20-50	Order of November 14, 1949 changed to further increase rates of Salt Lake-Kanab Freight Line on gypsum and gypsum products from Sigurd to Tremonton and Tooele.
3464	2-6-50	Increases in baggage storage rates granted Pacific Greyhound Lines, Union Pacific Stages, Incorporated, and Interstate Transit Lines.
3469	1-17-50	Increases in passenger fares and express rates granted Bear Lake Stages.

TABLE NO. 10
SUMMARY OF ORDERS ISSUED IN STATION AGENCY CASES
July 1, 1949 to June 30, 1950

Case No.	Date of Order	Nature of Order
3267	8-12-49	Applicant, Los Angeles & Salt Lake Railroad Company, Union Pacific Railroad Company, Lessee, authorized to discontinue agency station at Black Rock, Millard County, Utah, during six months of each year from May 16 to November 14.
3267	9-28-49	Rehearing granted upon petitions of applicants and a protestant.
3350	7-27-49	Applicant, Union Pacific Railroad Company, authorized to discontinue agency station at Henefer during the months of December to September, inclusive, of each year, said station to remain as an agency during October and November of each year.
3436	1-13-50	Applicant, Union Pacific Railroad Company, authorized to discontinue its station at Stockton as an agency station, but to operate the same as a non-agency station. The order was subject to the filing of protests within 20 days.
3436	4-6-50	Protests entered in case denied. Order of January 13, 1950 made final with the exception that applicant was ordered to appoint a responsible person at Stockton to be caretaker at the Stockton depot to permit the public to have access to the depot for the receipt and delivery of express and L.C.L. freight.
3456	1-13-50	Applicant, The Denver and Rio Grande Western Railroad Company, authorized to discontinue station at Cisco, Grand County, during the period from December 15th of each year to April 15th of the following year. The order was subject to the filing of protests within 20 days.
3456	3-20-50	Protests entered in case denied, and order of January 13, 1950 made final.

TABLE NO. 11

SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES

July 1, 1949 to June 30, 1950

Case No.	Date of Order	Nature of Order
2750	4-17-50	Application of K. L. Storrs and Oak Spring Ranch Company for Utah Railway Company to construct grade crossing over railway company's tracks at mile post 7.370 in Carbon County dismissed.
3359	3-8-50	Joseph Farm Road Crossing over tracks of Bamberger Railroad Company located approximately one-half mile south of Cudahy Highway Crossing ordered reopened.
3401	9-7-49	Upon application of Kaysville City, Utah State Road Commission was ordered to install two railroad train actuated signals at Bamberger Railroad crossing at intersection of Center Street and First East Street and at intersection of First North and First East street, Kaysville.
3442	11-23-49	Application of William S. Bassett, et. al., requesting the opening and maintenance of a crossing over Union Pacific Railroad Tracks at First North Street in Delta Dismissed. It developed at the hearing that Union Pacific Railroad Company had already opened said crossing.
3444	10-13-49	Town Board of West Jordan was authorized to construct a crossing over Denver and Rio Grande Western Railroad Company's spur track at Dalton, Utah.
3450	10-11-49	The Denver and Rio Grande Western Railroad Company was authorized to construct track across Wilson Lane in Weber County near Ogden.
3454	3-3-50	Board of Davis County Commissioners was authorized to relocate crossing over the Union Pacific Railroad Company tracks south of Farmington depot to a location approximately 500 feet south; said crossing to be constructed jointly by Davis County, State Road Commission, and Union Pacific Railroad Company.

TABLE NO. 11

SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES

July 1, 1949 to June 30, 1950

(Continued)

Case No.	Date of Order	Nature of Order
3463	3-23-50	Application of Union Pacific Railroad Company to close crossing over Navajo Street in Salt Lake City denied, and applicant was ordered to construct train actuated signals at said crossing. Application to close crossing over Thirteenth West Street in Salt Lake City was granted. (Investigation Docket No. 56 was consolidated with this case.)
3500	6-13-50	<p>The Denver and Rio Grande Western Railroad Company was authorized to construct a standard gauge railroad track across Fourth North Street at Fourth West Street, and a like additional track across First South Street at Sixth West Street in Salt Lake City.</p> <p>Oregon Short Line Railroad Company (Union Pacific Railroad Company, Lessee) was authorized to construct a like additional track across Fifth West Street at South Temple Street, in Salt Lake City.</p>

TABLE NO. 12
CERTIFICATES OF CONVENIENCE AND NECESSITY
ISSUED TO WATER AND ELECTRIC UTILITIES
July 1, 1949 to June 30, 1950

Case No.	Date of Order	Nature of Rights Granted
3306	10-19-49	Certificate No. 879 was issued to Nels Jensen, dba Pederson Water System, authorizing him to provide and deliver water for culinary, incidental irrigation, and miscellaneous use to persons residing in the Pederson subdivision in Davis County.
3427	9-14-49	Certificate No. 878 was issued to Kearns Water Distributing Company, Inc., authorizing said company to operate as a water utility for culinary, incidental irrigation, and miscellaneous use, serving the residents of Kearns Townsite.
3459	12-21-49	Certificate No. 890 was issued to Utah Power & Light Company authorizing said company to exercise the rights and privileges conferred by franchise ordinance dated November 18, 1949, granted by the town of Cornish, Cache County, Utah.
3476	2-28-50	Certificate No. 895 was issued to Telluride Power Company authorizing said company to exercise the rights and privileges conferred by franchise granted by the town of Wales, Sanpete County, Utah

TABLE NO. 13

**CERTIFICATES OF CONVENIENCE AND NECESSITY
ISSUED TO MOTOR CARRIERS
July 1, 1949 to June 30, 1950**

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued
851	3217	8-15-49	S.C.	Wycoff Company, Inc.
869	3352	7-15-49	S.C.	L. H. Thomas, dba Rocky Mountain Rig and Construction Company
870	3395	7-14-49	P.	Carl Marion and Mary Jorgensen, dba Salina Taxi Service
871	3402	7-28-49	P.	Steve J. Diamanti, dba Diamanti Yellow Cab Co.
872	3379 (Amended)	8- 4-49	S.C.	Clyde W. Reaveley, dba Reaveley Trucking Co.
873	3280 (Amended)	8-10-49	G.C.	Frank C. Dunn, dba Frank C. Dunn Moving and Transfer
874	3273	8- 8-49	S.C.	Roy Hill, dba Seamons Truck Line
875	2901	8-15-49	S.C.	Wycoff Co., Inc.
876	3217	8-15-49	G.C.	Carbon Transfer and Supply Co., Inc.
877	3246 (Amended)	9- 6-49	G.C.	Alvin Robbins and Willard R. Hamblin, dba Merchants Delivery
880	3361	9-14-49	G.C.	Bryce C. Reynolds and Kenneth T. Reynolds, dba Reynolds Sand and Gravel
881	3408	10-18-49	S.C.	Paul E. Valgardson, dba Val Construction Co.
882	3327 (Amended)	10-14-49	P.	Leo J. Johnson, dba Motor Cab Co.
883	2752 (Amended)	11-3-49	G.C.	Leila Petty Shipp, dba Richfield-Kanab Freight Line
884	3449	11-18-49	G.C.	Wallace A. Peterson, dba Hicken Truck Line
885	3422 (Amended)	12-12-49	G.C.	Geo. A. Sims, dba Lindsey Warehouse Co.

TABLE NO. 13
CERTIFICATE OF CONVENIENCE AND NECESSITY
ISSUED TO MOTOR CARRIERS
July 1, 1949 to June 30, 1950

(Continued)

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued
886	3451	12-8-49	S.C.	T. E. Wherry, dba Wherry's Jiffy Messenger Service
887	3452	12-8-49	P.	Jack L. Shiner, Lawrence Aubert, and A. Ross Horsley, dba Price Taxicab Co.
888	3431	12-12-49	S.C.	Rocky Mountain Service, Inc.
889	3435	12-12-49	S.C.	Stanley A. May, dba Stanley A. May & Son
891	3440 (Amended)	1-11-50	S.C.	F.G.McFarland and S.R.Hullinger, dba McFarland and Hullinger
892	3460	1-12-50	S.C.	Clifford R. Jones and Peggy Ann Jones, dba J & M Construction & Trucking Co.
893	3461	1-11-50	G.C.	The Barton Truck Line, Inc.
894	3446	1-13-50	S.C.	Edward E. Price and DeLown Price, dba Price and Price
896	3480	3-8-50	G.C.	Roy C. Barlow, dba Taylor Truck Line
897	3445	3-30-50	G.C.	Floyd D.Schoenecke and Frederick S. Parker, dba Murray Transfer
898	3321 (Amended)	4-12-50	P.	C.O.Claudin, dba Claudin Funeral Homes
899	3487	4-13-50	S.C.	Mollerup Van Lines
900	3496	4-19-50	S.C.	L.H.Thomas and Arnold A. Weiss, dba Rocky Mountain Rig & Construction Co.
901	3493	4-19-50	G.C.	Jack W. Noyce and Roy C. Noyce, dba Noyce Transfer Company
902	3486	5-19-50	S.C.	Thomas E. Weaver and Mildred L. Weaver, dba Stouts Moving and Transfer Co.
903	3481 (Amended)	5-26-50	P.	Leland Gronning and Dee Orton, dba Delta Bus Line

TABLE NO. 13
CERTIFICATE OF CONVENIENCE AND NECESSITY
ISSUED TO MOTOR CARRIERS
July 1, 1949 to June 30, 1950

(Continued)

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued
904	3514	6-27-50	P.	Frank A. Bruce, dba Yellow Cab Co.
905	3490 (Amended)	6-28-50	S.C.	Robert W. Jones and Wilma A. Jones, dba R. W. Jones Trucking

P. - denotes passengers

G.C. - denotes general commodities

S.C. - denotes specified commodities

TABLE NO. 14

CONTRACT CARRIER PERMITS ISSUED TO MOTOR CARRIERS

July 1, 1949 to June 30, 1950

Permit No.	Case No.	Date of Order	Type of Service	To Whom Issued
354	3217	8-15-49	S.C.	Wycoff Company, Inc.
359	3400	7-19-49	S.C.	I. Sander, Inc.
360	3228	7-20-49	S.C.	Ashton's, Inc.
361	3287	8-9-49	S.C.	Roy Hill, dba Seamons Truck Line
362	3398	8-22-49	G.C.	Harry L. Young and Sons, Inc.
363	3294	8-19-49	S.C.	Jay Dee Harris
364	3429	9-6-49	P.	Fred Leon Bearden
365	3333	9-14-49	S.C.	A. B. Robinson
366	3439	10-19-49	S.C.	Paul J. Black
367	3407	11-4-49	S.C.	Wycoff Company, Inc.
368	3399	11-18-49	S.C.	Henry Carnes and Bessie Walton, dba B & M Service Company
369	3380 (Amended)	12-12-49	S.C.	Chas. Leatham, dba Leatham Truck Line
370	3447	12-21-49	S.C.	Heber J. Woodward, dba H. J. Woodward
371	2613 Sub 3	1-17-50	P.	George A. Browning, dba Browning Bus Line
372	3465	1-30-50	P.	Harry T. Hardman and Alvin J. Johnson, dba Consolidated Trans- portation Co.
373	3457	2-6-50	P.	Bruce Magnuson
374	3455	2-6-50	P.	Reuel A. Jones
375	3484	4-4-50	S.C.	J. Grant Robbins, dba J. G. Robbins Trucking
376	3467	4-4-50	P., S.C.	Moab Garage Company
377	3474	4-4-50	P.	Harry Reed
378	3495	5-18-50	S.C.	Lawrence Migliaccio

TABLE NO. 14

CONTRACT CARRIER PERMITS ISSUED TO MOTOR CARRIERS
July 1, 1949 to June 30, 1950

(Continued)

Permit No.	Case No.	Date of Order	Type of Service	To Whom Issued
379	3195	6-27-50	S.C.	George A. Sims, M. K. Sims, Elmer L. Sims and G. Grant Sims, dba Salt Lake Transfer Company

P. - denotes passengers

G.C. - denotes general commodities

S.C. - denotes specified commodities

TABLE NO. 15

INTERSTATE CARRIER LICENSES ISSUED TO MOTOR CARRIERS

July 1, 1949 to June 30, 1950

License No.	Case No.	Date of Order	Type of Service	To Whom Issued
312	3405	7-29-49	S.C.	Frank W. Harrington, J. L. Harrington, M. F. Harrington and C. M. Harrington, dba Harrington Sons
313	3404	8-12-49	P.	Carl Haderlie, dba Scenic Stages
314	3428	8-9-49	S.C.	Wycoff Company, Inc.
315	3398	8-22-49	S.C.	Harry L. Young and Sons, Inc.
316	3393	9-6-49	S.C.	William Leroy Leatham
317	3411	9-7-49	S.C.	Dealer's Transport Company
318	3412	9-7-49	S.C.	L. E. (Prince) Wales, dba Wales Trucking Company
319	3415	9-16-49	S.C.	Dunn Bros.
320	3416	9-16-49	S.C.	Knowles Vans, Inc.
321	2713	9-16-49	G.C.	Galligher Transfer
322	3425	10-11-49	S.C.	Industrial Transport, Inc.
323	3430	10-11-49	S.C.	Roberts Cartage Co.
324	3458	12-2-49	S.C.	Dealer's Transport Company
325	3470	2-21-50	S.C.	Zero Refrigerated Lines
326	3479	3-1-50	G.C.	Union Pacific Motor Freight Company
327	2863	3-8-50	S.C.	Alex Fife and E. D. Eastman, dba United Traders.
328	3488	4-13-50	S.C.	Mollerup Van Lines
329	3499	6-20-50	S.C.	Haines Trucking Company
330	3503	6-28-50	S.C.	North American Van Lines, Inc.
331	3515	6-28-50	S.C.	Hadley Transfer & Storage Company

P. - denotes passengers

G.C. - denotes general commodities

S.C. - denotes specified commodities

TABLE NO. 16
APPLICATIONS FOR COMMON CARRIER CERTIFICATES
OF CONVENIENCE AND NECESSITY AND
CONTRACT CARRIER PERMITS, DENIED OR DISMISSED
July 1, 1949 to June 30, 1950

Case No.	Date of Order	Name of Applicant	Authority Applied For	Disposition
2834	4-21-50	Bamberger Railroad Company	Certificate	Dismissed
2875	4-17-50	Geo. A. Browning, dba Browning Bus Lines	Certificate	Dismissed
2879	4-17-50	Loye Rice	Permit	Dismissed
2885	4-18-50	White Cab Company	Certificate	Dismissed
2921	4-14-50	H.B.Smart and Lynn W. Smart dba Smart Brothers Transfer	Certificate	Dismissed
2984	10-13-49	Roy Eliason	Permit	Dismissed
Sub 1 3006	10-25-49	Ernest E. Gibson	Certificate	Dismissed
3020	4-17-50	Earl F. Siler, dba Siler Drilling Co.	Certificate	Dismissed
3038	4-14-50	Rae E. Goodrich, dba Tridell Truck Line	Certificate	Dismissed
3091	4-20-50	Roy V. Redd & Robert N. Christensen	Certificate	Dismissed
3110	4-14-50	William Torval Albrecht, dba Torval Albrecht	Permit	Dismissed
3111	1-16-50	Edward Walker Varney, dba Varney & Sons	Certificate	Denied
3183	2-21-50	Raymond Sylvester Hanna	Permit	Denied
Sub 1 3265	4-14-50	Lang Transportation Company	Certificate	Dismissed
3284	10-14-49	Elden L. Nelson	Certificate	Denied
3362	10-25-49	Grant Southam, dba Grant Southam Trucking Company	Certificate	Dismissed
3376	12-7-49	Harold L. Holt & Ervin F. Malliet, dba H & M Truck Line	Permit	Dismissed
Sub 1 3378	8-5-49	W. R. Hall Transportation & Storage	Certificate	Denied
3385	8-10-49	Samuel D. Hatch, dba Arrow Taxi Service	Certificate	Denied
3389	8-12-49	C.C. Watson & M.R. Watson, dba Watson Truck Line	Certificate	Denied
3392	12-14-49	Harry L. Young and Sons, Inc.	Certificate	Denied
3394	10-25-49	Marguerite Kidd and Wade Benton, dba "A" (Flying A) Yellow Cab Co.	Certificate	Dismissed

TABLE NO. 16
APPLICATIONS FOR COMMON CARRIER CERTIFICATES
OF CONVENIENCE AND NECESSITY AND
CONTRACT CARRIER PERMITS, DENIED OR DISMISSED
July 1, 1949 to June 30, 1950

(Continued)

Case No.	Date of Order	Name of Applicant	Authority Applied For	Disposition
3396	8-17-49	Theodore F. Heitzman, dba Heitzman Trucking Line	Permit	Denied
3409	8-8-49	Wycoff Co., Inc.	Permit	Denied
3413	8-8-49	Wycoff Co., Inc.	Certificate	Denied
3414	10-25-49	Ernest E. Gibson	Certificate	Dismissed
3418	12-1-49	E. R. Lloyd, dba E. L. Transfer	Certificate	Denied
3420	10-31-49	E. J. Huber & Roy Davis, dba Huber and Davis	Certificate	Denied
3421	10-31-49	Roy Worthen, Boyd Worthen, Jasper Worthen, Otis Graves, Harold Ure, & Wes Jacobs, dba Worthen Bros.	Certificate	Denied
3423	10-25-49	William Byron Huff	Permit	Denied
3424	9-16-49	Lee L. Ferrell	Permit	Dismissed
3432	12-15-49	Alexander Truck Lines	Certificate	Dismissed
3438	1-17-50	Jay A. Morris	Permit	Denied
3443	1-12-50	Clifford V. Hansen	Permit	Denied
3453	1-30-50	Merrill L. Black, dba Miners Transportation Co.	Permit	Dismissed
3468	1-19-50	Lee D. McMullin	Permit	Dismissed

TABLE NO. 17
CERTIFICATES OF CONVENIENCE AND NECESSITY CANCELLED
July 1, 1949 to June 30, 1950

Certificate No.	Case No.	Date of Order	Name of Carrier
394	1267	4-12-50	George Forsey
489	3487	4-13-50	Joseph Andrew Mollerup, dba Mollerup Moving and Storage Company
590	2613	1-17-50	George A. Browning, dba Browning Bus Line
628	Sub 3 2752	11-3-49	Leila Petty Shipp
636	(Amended) 3481	5-26-50	Edwin Okelberry
668	(Amended) 3449	11-18-50	Don.L. Hicken, dba Hicken Truck Line
680	3493	4-19-50	Roy C. Noyce
709	2932	12-5-49	Clifford Warren
723	3445	3-30-50	Clarence Cebert Colyar, dba Murray Transfer
729	3486	5-19-50	Harm DeVries, dba Stouts Moving
740	3217	8-15-49	M. S. Wycoff, dba Wycoff Stage Co.
763	3408	10-18-49	Dean Wilcox & David J. Russell, dba Wilcox and Russell
768	3047	7-14-49	C. H. Ketchum, dba Western Moving & Transfer Co.
777	3131	7-14-49	Don McRiley
777	3460	1-12-50	Don McRiley
780	3118	7-19-49	Errol Litster, dba North-Emerly Price Truck Line
801	3217	8-15-49	M. S. Wycoff, dba Wycoff Stage Co.
803	3010	7-8-49	Church's Scenic Tours
806	3148	8-22-49	E. K. Brown
825	3480	3-8-50	Elmo Hall, dba Taylor Truck Line
830	3461	1-11-50	Reed Russell and Lee V. Bracken, dba Grantsville Trucking Co.
836	3135	7-8-49	Interstate Terminal Warehouse Co., Inc.
837	3125	3-3-50	S. L. Smith, dba Richfield Taxi Co.
839	Sub 1 3395	7-14-49	Onest and Afton Nielsen, dba Salina Taxi Service
842	3224	12-2-49	Johnny D. Adams and B. W. McMahon, dba Veterans and Miners Taxi Service

TABLE NO. 17
CERTIFICATES OF CONVENIENCE AND NECESSITY CANCELLED
July 1, 1949 to June 30, 1950

(Continued)

Certificate No.	Case No.	Date of Order	Name of Carrier
855	3452	12-8-49	Jack L. Shiner, Lawrence Aubert, and August Aubert, dba Price Taxicab Co.
861	3233	4-12-50	David Quilter
865	3451	12-8-49	Jiffy Messenger Service, Inc.
866	3481	5-26-50	Leland Gronning, Edgar Mills, and Melvin Noss, dba Delta Bus Line
868	3394	10-25-49	Marguerite Kidd and Wade Benton, dba "A" (Flying A) Yellow Cab Company
869	3496	4-19-50	L. H. Thomas, dba Rocky Mountain Rig and Construction Co.
882	3514	6-27-50	Leo J. Johnson, dba Motor Cab Company
892	3460	5-22-50	Clifford R. Jones and Peggy Ann Jones, dba J. & M Construction & Trucking Co.

TABLE NO. 18
CONTRACT CARRIER PERMITS CANCELLED
July 1, 1949 to June 30, 1950

Permit No.	Case No.	Date of Order	Name of Carrier
24	1338	9-20-49	Hadley Transfer & Storage Company
83	1700	9-21-49	Yellow Cab Company
123	3217	8-15-49	M. S. Wycoff, dba Wycoff Stage Co.
150	3398	8-22-49	Harry L. Young
153	1978	12-5-49	Ellis Tuckett
200	2149	12-5-49	Royal Allred
206	3228	7-20-49	Ashton's
266	3273	8-8-49	Roy Hill, dba Seamons Truck Line
292	3333	9-14-49	A. B. Robinson
308	3484	4-4-50	H. J. Robbins
325	3015	8-11-49	R. Elgin Gardner
327	3082	7-8-49	Timberline Guest Ranches, Ltd.
331	3124	8-19-49	Arland Brooksby
335	3400	7-19-49	Isabrand Sander, dba I. Sander
337	3183	5-29-50	Raymond Sylvester Hanna
346	3054	7-8-49	J. H. Olsen
364	3429	1-12-50	Fred Leon Bearden
371	2613	2-6-50	Geo. A. Browning, dba Browning Bus Line
	Sub 3		

TABLE NO. 19
INTERSTATE CARRIER LICENSES CANCELLED
July 1, 1949 to June 30, 1950

License No.	Case No.	Date of Order	Name of Carrier
24	1384	9-21-49	Rex Shepherd, dba Motor Express Co. of Wyoming
64	1604	9-21-49	Comet Motor Express Co.
130	3398	8-22-49	Harry L. Young
138	3393	9-6-49	Leatham Brothers
192	2483	1-17-50	Crowther Brothers Milling Co.
198	3488	4-13-50	Joseph Andrew Mollerup, dba Mollerup Moving & Storage Co. and Mollerup Van Lines
220	2649	8-19-49	W. C. Burnett and Emmett R. Feighner, dba Arizona Colorado Motor Freight Co.
221	2661	8-22-49	Donivan A. Click, dba National Driveway System
278	3411	9-7-49	Dealer's Transport Co.
280	3160	7-8-49	Edwards Motor Transit Co.
281	3094	7-8-49	White Line Van and Storage Co.
305	3037	9-21-49	Vernon LaDoan Covington
310	3470	2-21-50	Edward Cahill, dba Cahill Refrigerated Lines
313	3404	6-28-50	Carl Haderlie, dba Scenic Stages

Temporary Licenses

XXIII	2217	6-1-50	Hadley Transfer & Storage Co.
XXXVII	2428	4-20-50	Weicker Transfer & Storage Co.
XLIII	2453	6-28-50	Max Fausett, dba Fausett's Truck Lines
XLVIII	2499	4-20-50	North American Van Lines, Inc.

TABLE NO. 20
SUMMARY OF MISCELLANEOUS ORDERS ISSUED
IN MOTOR CARRIER CASES
July 1, 1949 to June 30, 1950

Case No.	Date of Order	Nature of Order
825 Sub 3	5-29-50	Certificate 72 showing in the name of Howard J. Spencer, amended to stand in the name of Salt Lake & Tooele Stage Lines, Inc. Inhibition to turn-around service at Magna, Arthur, Garfield, Hunter, Garfield Smelter, and Granger, eliminated.
825 Sub 4	6-27-50	Application of Salt Lake & Tooele Stage Lines, Inc. in Case No. 3494 transferred and made a part of Case No. 825. Service under Certificate 72 extended through additional routes to territory contiguous to applicant's present routes.
1033 Sub 5	10-18-49	Name of Barton Truck Line, Inc., under Certificate 844 changed to The Barton Truck Line, Inc.
1033 Sub 6	6-28-50	The Barton Truck Line, Inc., authorized to extend operations under Certificate 844 to transport household goods in Tooele County and commodities generally in the city of Tooele and for ten miles distance therefrom.
1634	11-16-49	James O. Talbot permitted to cancel contract hauling agreement with Southern Utah Dairy under Permit 110.
1989 Amended	3-3-50	A. B. Robinson authorized to amend permit 154 to change name of contractee from Western States Grocery Company to Safeway Stores, Incorporated.
2178	7-14-49	Commission's order of December 30, 1938 amended to show the name under license 140 as Browning Freight Lines, Inc., instead of Cogswell Freight Lines, Inc.
2220	3-28-50	Application of David Larsen for reinstatement of license 145, granted.
2270	12-15-49	Application of M. E. Alexander to amend permit 237, dismissed.
2655 Sub 2	5-18-50	Neuman C. Petty, dba Salt Lake-Kanab Freight Line, permitted to amend Certificate 607 to include service between Salt Lake City and Eureka and to intermediate points between Santaquin and Eureka and to off route point of Dividend.
2780 Sub 2	5-29-50	Certificate 638 heretofore issued to O. T. Barrus, dba Tooele Workman's Bus Line, amended to authorize passenger service between Tooele and Dugway and to the off route point of Western Chemical Center, via highways 36, 73, 58, 198.

TABLE NO. 20
SUMMARY OF MISCELLANEOUS ORDERS ISSUED
IN MOTOR CARRIER CASES
July 1, 1949 to June 30, 1950

(Continued)

Case No.	Date of Order	Nature of Order
2780 Sub 3	6-21-50	Certificate 638 amended to permit O. T. Barrus, dba Tooele Workman's Bus Line, to transport passengers and their baggage between Salt Lake City and Western Chemical Center in Tooele County via Lehi, Cedar Fort, and Fairfield over highway U.S. 91, U-73, and certain county roads, with no local service on U.S. 91.
2792	12-1-49	Fred Leon Bearden, dba Wolf Creek Stages, authorized to suspend operations under Certificate 649 until May 1, 1950.
2792	6-1-50	Fred Leon Bearden, dba Wolf Creek Stages, authorized to extend Commission's suspension order dated December 1, 1949, under Certificate 649 until June 15, 1950.
2808	1-17-50	Contract carrier authority held by H. J. Robbins, under permit 308 to transport newspapers for the Salt Lake Tribune Publishing Company cancelled.
2810 Amended	8-10-49	Permit 306 held by Ray Parks amended to include transportation of furniture and household appliances (un-crated) for Montgomery Ward and Company from its store and warehouse in Salt Lake City to all Utah points.
2817	6-28-50	Authority of William H. Linck under contract permit 310, clarified and revised list of contractees specified.
2894 Sub 1	7-13-49	Commission's order of June 6, 1949 cancelling certificate 615 held by Paul J. Cox and amending certificate 786 held by Clark Tank Lines, made final.
2947 Amended	12-15-49	Application of Myron Brough, dba Brough Truck, to amend permit 316 dismissed for want of prosecution.
3034 Sub 1	9-12-49	Certificate 741, held by Guy Prichard, dba Guy Prichard Transfer, amended to include the transportation of commodities, which by reason of their size, shape, weights, origin, or destination require equipment not regularly furnished by common carriers, between points in Uintah, Duchesne, Carbon, Emery, Wayne, Grand, or San Juan counties, over irregular routes, on call.
3034 Sub 1	9-18-49	Motion of petitioners, Salt Lake Transfer Company, Ashworth Transfer Company, and Uintah Freight Lines for rehearing, denied.
3034 Sub 1	10-20-49	Date of Commission's previous order, served October 18, 1949, corrected from September 18, 1949 to October 18, 1949.

TABLE NO. 20
SUMMARY OF MISCELLANEOUS ORDERS ISSUED
IN MOTOR CARRIER CASES
July 1, 1949 to June 30, 1950

(Continued)

Case No.	Date of Order	Nature of Order
3048	7-14-49	Application of Eugene Tuckett, dba Uintah Basin Dray and Express, for reinstatement of certificate 744, denied.
3058	4-5-50	Cancellation order of August 6, 1948 revoked, and certificate 765 reinstated to L. A. Smith & Son.
3075	8-5-49	Cancellation order of May 12, 1949 vacated, and certificate 763 reinstated to Dean Wilcox & David J. Russell, dba Wilcox & Russell.
3089	9-9-49	Description of rights granted to Hal H. Bradshaw, Max G. Jepson, and Layne W. Jepson, dba Bradshaw & Jepson, under certificate 789 (order dated September 24, 1947) amended to remove possible ambiguity that service in one direction only was authorized in operations between Salt Lake City and Washington County points.
3124	3-30-50	Cancellation order of August 19, 1949 vacated, and permit 331 reinstated to Arland Brooksby.
3131	8-15-49	Cancellation order of July 14, 1949 vacated, and certificate 777 reinstated to Don McRiley.
3133	11-14-49	Eldon Leon Lemmon authorized to suspend operations under certificate 812 until May 1, 1950.
3133	5-22-49	Eldon Leon Lemmon authorized to extend Commission's suspension order of November 14, 1949 from May 1, 1950 to August 15, 1950.
3138	3-21-50	The route, territorial and operational provisions of certificate 811 held by B. H. Robinson, G. R. Anderson, D. Howe Moffat, F. O. Robinson, Ailene Anderson, and Muriel Moffat, dba Wasatch Motors, clarified, in respect to the transportation of passengers in the southern part of Weber County and the northern part of Davis County.
3138	4-7-50	The time within which any petition for rehearing may be filed extended to a date 20 days after an amended report and order is issued in the case.
3148	4-20-50	Cancellation order of August 22, 1949 vacated, and certificate 806 reinstated to E. K. Brown.
3179 Sub 1	11-4-49	Permit 343 issued to J. Herbert Parry, dba Parry Bros., amended to include transportation of employees of Clearfield Naval Supply Depot who live in Salt Lake County south of 3900 South and along West Temple to 3300 South, enroute to and from their work.

TABLE NO. 20
SUMMARY OF MISCELLANEOUS ORDERS ISSUED
IN MOTOR CARRIER CASES
July 1, 1949 to June 30, 1950

(Continued)

Case No.	Date of Order	Nature of Order
3179 Sub 2	1-17-50	Permit 343 issued to J. Herbert Parry, dba Parry Bros., amended to include transportation of employees of Clearfield Naval Supply Depot who live in Salt Lake County, south of 3900 South along West Temple to 3300 South; also to transport employees who live along Eighth West between 2100 South and Becks Hot Springs enroute to and from their work at Clearfield Naval Supply Depot.
3179 Sub 3	4-18-50	Permit 343 issued to J. Herbert Parry, dba Parry Bros., amended to include transportation of civilian personnel of Clearfield Naval Supply Depot who live along the following route: north along State Street in Salt Lake County to 3300 South; thence east to 900 East; thence north to 2700 South; thence west to West Temple Street; thence north to 2100 South; thence west to 300 West (2nd West); thence north to Becks Hot Springs enroute to Clearfield Naval Supply Depot over U.S. 91 to Syracuse Junction; thence west to parking area Gate No. 1 and return. These rights are in addition to the carrier's rights south of 3900 South in Salt Lake County, with no service north of Becks Hot Springs.
3195	7-29-49	Application of George A. Sims, M. K. Sims, Elmer L. Sims, and G. Grant Sims, dba Salt Lake Transfer Company, for rehearing in case, denied.
3226	8-17-49	Cancellation order of May 12, 1949 vacated and license 289 reinstated to William B. Nelson, dba Nelson Trans.
3228	11-16-49	Motion of protestants, Uintah Freight Lines, Eastern Utah Transportation Company, Salt Lake Transfer Company, and Ashworth Transfer Company for rehearing, denied. Case involved application of Ashton's, Inc., for a contract permit.
3273	9-20-49	Petition of Wycoff Company, Incorporated, for rehearing, denied. Case involved application of Roy Hill, dba Seamons Truck Line for a contract permit.
3276	7-12-49	Kanab Taxicab Company authorized to suspend operations under certificate 860 until August 4, 1949.
3304	11-22-49	Written agreement of January 12, 1948 wherein Burlington Transportation Company grants Mt. Hood Stages, Inc. a license to transport, under Burlington's authority, passengers and their baggage locally between Ogden and Brigham

TABLE NO. 20
SUMMARY OF MISCELLANEOUS ORDERS ISSUED
IN MOTOR CARRIER CASES
July 1, 1949 to June 30, 1950

(Continued)

Case No.	Date of Order	Nature of Order
		City, approved. Order of August 16, 1948 made final. Protests of Union Pacific Railroad Company and Union Pacific Stages, Inc., denied.
3318	7-14-49	Los Angeles & Salt Lake Railroad Company and Union Pacific Railroad Company as lessee authorized to discontinue motor vehicle transportation of passengers, baggage, express, newspapers, milk, and cream between Delta and Fillmore, and to terminate agreement with Owen V. George who has performed this transportation service. Order subject to protests being filed within 20 days.
3318	7-29-49	Effective date of order issued July 14, 1949 suspended until further order of Commission, based upon protests which were filed. Hearing in case set for November 7, 1949.
3318	11-23-49	Order of July 14, 1949 cancelled and set aside. Los Angeles & Salt Lake Railroad Company, and Union Pacific Railroad Company as lessee authorized to discontinue highway motor vehicle transportation of passengers, baggage, express, newspapers, milk and cream between Delta and Fillmore, and to terminate agreement with Owen V. George who performed the transportation service for said railroads.
3352	9-20-49	In the commission's order of July 15, 1949 issuing certificate 869 to L. H. Thomas, dba Rocky Mountain Rig and Construction Company a certain portion of the operating rights were inadvertently described so that broader authority was issued than was intended. The present order reissues certificate to L.H. Thomas, dba Rocky Mountain Rig & Construction Company authorizing the transportation of oil well derricks and oil well equipment for oil drilling from one well location to another in the counties of Uintah, Duchesne, Carbon and Grand. No authority was granted for hauling supplies from suppliers to well locations.
3360	8-11-49	Application of protestant, Overland Moving Company, for rehearing, denied. Case involved joint application of Kenneth V. Clark and Bruce Transfer and Storage Company, Inc., for transfer of rights under certificate 685.
3361 Sub 1	9-14-49	Certificate 880 held by Bryce C. Reynolds and Kenneth T. Reynolds, dba Reynolds Sand and Gravel, amended to include transportation of ore, on call, from the Alta and

TABLE NO. 20
SUMMARY OF MISCELLANEOUS ORDERS ISSUED
IN MOTOR CARRIER CASES
July 1, 1949 to June 30, 1950

(Continued)

Case No.	Date of Order	Nature of Order
		Brighton area to smelters at Garfield and Tooele. Order subject to protest within 20 days.
3361 Sub 1	1-10-50	Certificate 880 held by Bryce C. Reynolds and Kenneth T. Reynolds, dba Reynolds Sand and Gravel, amended to include transportation of ore, on call, from the Alta and Brighton area to smelters at Midvale, Garfield and Tooele. Order of September 14, 1949 cancelled.
3368	8-11-49	Petition of Charles Tague and C. R. Hazelbush, dba Pioneer Truck Service, for rehearing, denied.
3379	8-19-49	Petition of protestants, Salt Lake Transfer Company and Ashworth Transfer Company, for rehearing, denied. Case involved application of Clyde W. Reaveley, dba Reaveley Trucking Company, for a certificate.
3387	7-27-49	Los Angeles & Salt Lake Railroad Company and Union Pacific Railroad Company, lessee, authorized to discontinue motor vehicle transportation of passengers, baggage, express, newspapers, milk, cream and L.C.L. freight between Tintic and Eureka and to terminate agreement with George Forsey who has performed this service.
3390 Sub 1	11-23-49	Certificate 866 held by Leland Gronning, Edgar Mills, and Melvin Ross, dba Delta Bus Line, amended authorizing applicants to transport passengers and their baggage and express, including motion picture film and newspapers between Delta area and Salt Lake City and intermediate points when originating at or destined to Delta area, also to transport passengers between Eureka and Salt Lake City.
3397	7-28-49	Certificate 780 of Errol Litster, dba North Emery-Price Truck Line, cancelled. Certificate 427 held by J. D. Brinkerhoff and Cameron O. Brinkerhoff, dba Brinkerhoff Truck Line, amended to authorize said applicants to transport commodities generally between Price and Huntington.
3399	1-10-50	Petition of protestant, Uintah Freight Lines, for rehearing, denied. Case involved application of B. & M. Service Company for a contract permit.
3407	8-9-49	Pending hearing, Wycoff Company, Incorporated, temporarily authorized, subject to certain restrictions, to transport motion picture films, motion picture accessories and supplies, and advertising matter from Salt Lake City to various points in Utah.

TABLE NO. 20
SUMMARY OF MISCELLANEOUS ORDERS ISSUED
IN MOTOR CARRIER CASES
July 1, 1949 to June 30, 1950

(Continued)

Case No.	Date of Order	Nature of Order
3407	12-5-49	Correction of spelling error and error in name of town in order of November 4, 1949, which order issued permit 367 to Wycoff Company, Incorporated.
3408	4-4-50	Name of Paul E. Valgardson, dba Val Construction Company, changed to "P. E. Valgardson House Mover", under certificate 881.
3409	9-20-49	Petition of Wycoff Company, Incorporated for rehearing denied.
3413	10-13-49	Motion of Wycoff Company, Incorporated for rehearing denied.
3417	7-1-49	Salt Lake-Kanab Freight Line, Rio Grande Motor Way, Inc., Salt Lake Delta Freight Line, Inc., Carbon Freight Line, and Emery County Truck Line authorized to discontinue pick-up and delivery services on Saturdays within Salt Lake City.
3447	1-30-50	Petition of protestant, Reynolds Sand and Gravel Company, for rehearing, denied. Case involved application of Heber J. Woodward, dba H. J. Woodward, for a contract permit.
3449	3-14-50	Name of Wallace A. Peterson, dba Hicken Truck Line, changed to Wallace A. Peterson, dba Warner Truck Line, under certificate 884.
3457	6-15-50	Description of operating rights previously granted clarified to provide that Bruce Magnuson may transport passengers, (employees of the United States Fuel Company) between their homes at Hiawatha, Huntington, Castle Dale, and Ferron and mines at Hiawatha and surrounding area.
3462	3-1-50	Contract between Bamberger Railroad Company, Bamberger Transportation Company, Union Pacific Stages, Inc., and Interstate Transit Lines pertaining to the handling of passengers between Salt Lake City and Ogden, approved.
3467	5-29-50	Petition of protestant, Gronway R. Parry and C. W. Parry, dba Parry Brothers, for rehearing, denied. Case involved application of Moab Garage Company for a certificate.

TABLE NO. 20
SUMMARY OF MISCELLANEOUS ORDERS ISSUED
IN MOTOR CARRIER CASES
July 1, 1949 to June 30, 1950

(Continued)

Case No.	Date of Order	Nature of Order
3482	4-11-50	Agreement of lease dated February 1, 1950, between Burlington Transportation Company, lessor, and J. Vernon Cook, dba Cook Transportation Company, lessee, for a five year period to transport passengers, mail, and baggage between Lewiston and Salt Lake City under certificate 817 and passengers, freight, baggage, and express between Ogden and Utah-Idaho-Line under certificate 818, approved.
3484 Sub 1	6-27-50	Supplemental application of J. Grant Robbins, dba J. G. Robbins Trucking, to extend operations under permit 375 to transport bakery products from Salt Lake City to Helper for Royal Baking Company, denied.
3494	6-27-50	See order in Case 825, Sub 4, above.

TABLE NO. 21
SUMMARY OF ORDERS ISSUED IN MISCELLANEOUS CASES
July 1, 1949 to June 30, 1950

Case No.	Date of Order	Nature of Order
2635	4-19-50	The Midland Telephone Company authorized to build a telephone line between Monticello and Colorado-Utah line and to purchase from Eastern San Juan Telephone Company a pole line, less wire, extending four miles along U.S. Highway No. 160, thence southeasterly and easterly to a terminating point approximately one and one-fourth miles east of Utah-Colorado line.
2709	4-21-50	Application of Rio Grande Motor Way, Inc., for a certificate to operate an air transportation system in Utah, Colorado, and New Mexico, dismissed for want of prosecution.
2722	4-21-50	Application of Airway Motor Coach Lines, Inc., for a certificate to operate an air transportation system in Salt Lake County, dismissed for want of prosecution.
3042	5-29-50	Arthur L. Chaffin was ordered to maintain a cargo insurance policy on file with the commission in connection with his ferry boat operations at Hite, Utah.
3209	8-18-49	Application of E. J. Eliason et. al., to require Union Pacific Railroad Company to fence its right of way through certain lands known as the Deseret Grazing Unit in Millard County, granted.
3272	8-18-49	Application of Glen Crawford, et. al., to require Union Pacific Railroad Company to fence its right of way through certain lands known as the Lynndyl Grazing Unit in Millard County, granted.
3372	7-1-49	Mountain Fuel Supply Company authorized to continue to serve natural gas to new domestic customers for cooking, water heating, or refrigeration purposes, and to new commercial customers for minor uses, exclusive of space heating, whose requirements will not exceed 1 Mcf of gas per day.
3372	7-15-49	Mountain Fuel Supply Company authorized to continue to serve natural gas to domestic customers for additional cooking, water heating, or refrigeration purposes, and to commercial customers for additional minor uses, exclusive of space heating, which additional requirements will not exceed 1 Mcf of gas per day. This order supersedes order of July 1, 1949.
3372	1-3-50	Order of April 2, 1949, as amended, prohibited Mountain Fuel Supply Company from serving natural gas for space heating to new customers except to:

TABLE NO. 21
SUMMARY OF ORDERS ISSUED IN MISCELLANEOUS CASES
July 1, 1949 to June 30, 1950

(Continued)

Case No.	Date of Order	Nature of Order
3372 Cont'd	1-3-50	<p>(1) Approximately 2,312 residential and commercial customers with whom contracts had been executed prior to March 4, 1949.</p> <p>(2) Approximately 200 new residential and commercial buildings which had been assured gas.</p> <p>(3) An estimated 150 domestic installations the foundations of which had been completed as of March 4, 1949, and which were located on streets where gas mains were located.</p> <p>(4) Additional new residential units having yard line extension applications filed on or before June 30, 1949; foundations completed on or before June 30, 1949; and completion of the building scheduled for not later than December 31, 1949.</p> <p>The order of January 3, 1950, provides that the company shall not serve gas for space heating to any buildings within the above categories involving new construction unless construction had progressed, as of December 31, 1949, to a point beyond foundations and sub-flooring and was scheduled for completion on or before December 31, 1949.</p> <p>The order provided further that where new construction is not involved the company shall not serve gas for space heating to any new customers, or old customers who used gas for other than space heating who are included within categories (1) and (2) above, unless such service for space heating is actually being rendered as of December 31, 1949.</p>
3372 Sub 5	2-17-50	Supplemental order of January 3, 1950, amended to the extent that those prospective customers included in categories (1), (2), and (3) who had not obtained connections for gas service might have until December 31, 1950, in which to complete the construction of the buildings where gas for space heating is contemplated.
3372 Sub 6	3-10-50	<p>An additional supply of 10,000,000 cubic feet of gas per day was allocated as follows:</p> <p>(a) Service for 2,550 new homes.</p> <p>(b) Service for old homes equivalent to 2250 average homes.</p> <p>(c) 400,000 cubic feet per day, the equivalent of the service for 200 average homes, to be held for allocation to cases involving extreme physical handicaps or other</p>

TABLE NO. 21
SUMMARY OF ORDERS ISSUED IN MISCELLANEOUS CASES
July 1, 1949 to June 30, 1950

(Continued)

Case No.	Date of Order	Nature of Order															
3372 Sub 5 Cont'd	3-10-50	exceptional conditions. The order provided that the gas in categories (a) and (b) should be allocated by counties on the basis of the percentage of class GS-1 (general service) customers in each county served by the company.															
3372	3-23-50	Application of Utah Home Builders Association for modification of order of March 10, 1950, denied.															
3372 Sub 7	5-19-50	Section H of the order dated March 10, 1950, was amended to provide that any additional gas that might be made available after completion of the tests on Church Buttes Wells Nos. 7 and 8 would be allocated in a manner to be determined by the commission when the amount of such additional gas is known.															
3372 Sub 8	6-23-50	Mountain Fuel Supply Company ordered to allocate an additional supply of 4,000,000 cubic feet of gas per day as follows: (a) Service for 886 old homes, the applications for which were filed March 18, 1950. (b) Service for 275 new homes, the applications for which were filed between March 18, 1950, and March 24, 1950. (c) The available gas for multiple builders was allocated as follows: <table data-bbox="389 981 862 1109"> <tr> <td>Salt Lake County</td><td>640</td><td>connections</td></tr> <tr> <td>Utah County</td><td>126</td><td>"</td></tr> <tr> <td>Weber County</td><td>209</td><td>"</td></tr> <tr> <td>Davis County</td><td>65</td><td>"</td></tr> <tr> <td>Tooele County</td><td>9</td><td>"</td></tr> </table>	Salt Lake County	640	connections	Utah County	126	"	Weber County	209	"	Davis County	65	"	Tooele County	9	"
Salt Lake County	640	connections															
Utah County	126	"															
Weber County	209	"															
Davis County	65	"															
Tooele County	9	"															
3437	12-1-49	Los Angeles & Salt Lake Railroad Company and Union Pacific Railroad Company, its lessee authorized to discontinue mixed trains Nos. 305 and 306 between Salt Lake City and Lynndyl, Utah, on Sundays of each week.															
3489	5-19-50	The Western Pacific Railroad Company authorized to reduce the service offered by trains Nos. 1 and 2 from a daily to a tri-weekly service between points within the State of Utah.															
3498	6-30-50	The Mountain States Telephone & Telegraph Company authorized to render extended area service in certain areas in Utah and to modify rates pertinent thereto.															

APPENDIX II
MISCELLANEOUS TABLES
AND COMMISSION FINANCES

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Commission finances	30	70
Public utilities under jurisdiction of commission	31	71

TABLE NO. 22
SPECIAL PERMISSIONS ISSUED
July 1, 1949 to June 30, 1950

Purpose for Which Issued	Number Issued
To reduce intrastate railroad freight rates	40
To reduce intrastate motor carrier freight rates	56
To publish authorized increase in motor carrier freight rates	1
To publish authorized increase in railroad freight rates	4
To publish authorized increase in railroad passenger fares	1
To publish authorized increase in railway express rates	1
To publish railroad rates to new stations	1
To publish motor carrier rates to new stations	1
To reduce electric light and power rates	2
To change railroad time schedule	1
To change motor carrier time schedule	21
To correct error in motor carrier tariff publication	3
To correct error in railroad tariff publication	1
To extend expiration date to railroad freight rates	2
To extend expiration date to railroad passenger fares	1
To increase telegraph rates	1
To change urban carrier time schedule	2
TOTAL	139

TABLE NO. 23
INFORMAL DOCKETS
July 1, 1949 to June 30, 1950

Docket No.	Date of Order	Nature of Order
630	8-19-49	A system of safety devices was approved to control traffic at the Union Pacific - Denver and Rio Grande Western joint crossing on Highway U-114, south of the Geneva Steel Company plant at Geneva.
631	9-23-49	Bamberger Railroad Company authorized to refund to Utah Poultry and Farmers Cooperative \$309.39 account excessive rate applied on shipments of meat scraps.
632	10-4-49	The Denver and Rio Grande Western Railroad Company authorized to reparate to United States Smelting Refining and Mining Company \$83,847.32 account of excessive rate applied on 1821 carloads of crude ore.
633	10-10-49	Union Pacific Railroad Company authorized to refund to Geneva Steel Company \$72.00 account of excessive rate applied on two carloads of scrap iron or steel.
634	10-11-49	United States Smelting Refining and Mining Company and International Smelting and Refining Company authorized to deviate from the provisions of General Order No. 25 to the extent of allowing an impaired side and overhead clearance on a spur track near Ellerbeck, west of Grantsville, Utah, in connection with the construction of a truck unloading ramp adjacent to said spur track.
635	2-21-50	Deseret Mills & Elevators of Kaysville, Utah, authorized to deviate from the provisions of General Order No. 25 to the extent of allowing an impaired side and overhead clearance of the old canopy over the loading platform of said company on a spur track served by Union Pacific Railroad Company at Kaysville, Utah.
636	11-4-49	Orem City Corporation authorized to construct a new street over, and a water main under, the tracks of The Denver and Rio Grande Western Railroad Company, at 1600 South Street in Orem City between Lakeview Station and Curtis Station.
637	5-10-50	Tooele Valley Railway Company and Union Pacific Railroad Company authorized to reparate to Combined Metals Reduction Company \$321.17 account of excessive rate applied on four carloads of coal residue.
638	6-28-50	The Denver and Rio Grande Western Railroad Company authorized to replace the flashing lights with automatic gates on the three crossings at 48th South Street, Murray; Center Street, Midvale; and Draper Crossing, Riverton.

TABLE NO. 24
INVESTIGATION DOCKETS
July 1, 1949 to June 30, 1950

Investigation Docket No.	Date of Order	Nature of Order
53	1-20-50	(See Case No. 3341 in table of motor carrier rate cases.)
53	1-30-50	(See Case No. 3341 in table of motor carrier rate cases.)
54	5-12-50	Member carriers of Utah Motor Transport Association, Inc., granted certain increases and decreases in rates for the transportation of household goods within Salt Lake City.
56	3-23-50	(See Case No. 3463 in table of grade crossing cases.)

TABLE NO. 25
GENERAL ORDERS
July 1, 1949 to June 30, 1950

General Order No.	Date of Order	Nature of Order
61	5-22-50	Order supersedes General Order No. 32 and supplements thereto and adopts with specified exceptions the Association of American Railroad's Bulletin No. 4, "Railroad Highway Grade Crossing Protection - Recommended Standards", issued in 1949, as the standard for future installations of signals and signs at railroad grade crossings in the State of Utah.

TABLE NO. 26
ORDERS ISSUED IN INVESTIGATION AND SUSPENSION DOCKETS
July 1, 1949 to June 30, 1950

I. & S. Docket No.	Date of Order	Nature of Order
56	8-11-49	Moab Garage Company authorized to republish on the basis of second class rate the suspended tariff covering rates on fruit and vegetable baskets, on ten days' notice.
57	9-28-49	Passenger time schedule No. 13 of Continental Bus System, filed to become effective on August 18, 1949, discontinued schedule No. 101. Investigation disclosed that the number of passengers transported on this schedule was insufficient to pay the costs of operation, and the discontinuance of the schedule was authorized effective October 2, 1949.
58	9-28-49	Increased rates and charges of motor carriers hauling commodities requiring special handling or special equipment, filed to become effective October 1, 1949, permitted to become effective upon a finding that increased cost of operation justified the proposed rates.
59	3-29-50	Any additional increase in the minimum railroad charges on less than carload and on carload shipments over and above those allowed by order dated December 14, 1948, in Case No. 3168, denied.
60	6-15-50	Supplement No. 1 to Local Tariff No. 216 of Burlington Transportation Company (Cook Transportation Company, Lessee) cancelled commutation fares, effective March 15, 1950. Due to insufficient patronage to cover operating expenses the carrier was permitted to discontinue commutation fares and mileage books, on five days' notice.
61	3-31-50	Investigation of Wasatch Motors Time Schedule No. 1, filed to become effective April 1, 1950. Pending.
62	4-20-50	Investigation of Ogden Transit Company Local Passenger Tariff No. 107, Item 15-B and Item 40, to become effective May 6, 1950, stating increased fares on student commutation tickets. Pending.
63	6-2-50	Investigation of Intermountain Tariff Bureau Class and Commodity Tariff No. 1, P.S.C.U. No. 16, filed to become effective July 10, 1950. Pending.

TABLE NO. 27
FATALITIES AND INJURIES ON RAILROADS OPERATING IN UTAH
January 1, 1949 to December 31, 1949

Name of Carrier	Passengers		Pedestrians or Occupants of Motor Vehicles		Employees	
	Killed	Injured	Killed	Injured	Killed	Injured
Bamberger Railroad Company	0	0	0	4	0	3
Carbon County Railway Company	0	0	0	0	0	0
Denver & Rio Grande Western Railroad Co., The	0	1	3	9	0	34
Ogden Union Railway & Depot Co.	0	1	2	0	0	33
Salt Lake Garfield & Western Railway Co.	0	0	0	0	0	0
Salt Lake City Union Depot & Railroad Co.	0	0	0	0	0	0
Southern Pacific Company	0	0	0	0	0	14
Tooele Valley Railway Company	0	0	0	0	0	2
Union Pacific Railroad Company	0	7	3	5	5	32
Utah Railway Company	0	0	0	0	0	4
Western Pacific Railroad Company	0	1	0	0	0	6
Total	0	10	8	18	5	128

Name of Carrier	Trespassers		Non-Trespassers		Grand Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Bamberger Railroad Company	0	0	0	0	0	7
Carbon County Railway Company	0	0	0	0	0	0
Denver & Rio Grande Western Railroad Co., The	0	0	0	0	3	44
Ogden Union Railway & Depot Co.	0	2	0	3	2	39
Salt Lake Garfield & Western Railway Co.	0	0	0	0	0	0
Salt Lake City Union Depot & Railroad Co.	0	0	0	1	0	1
Southern Pacific Company	1	2	0	1	1	17
Tooele Valley Railway Company	0	0	0	0	0	2
Union Pacific Railroad Company	1	6	0	2	9	52
Utah Railway Company	0	0	0	0	0	4
Western Pacific Railroad Company	0	1	0	0	0	8
Total	2	11	0	7	15	174

TABLE NO. 28
FATALITIES AND ACCIDENTS FROM MOTOR TRANSPORT
OPERATIONS WITHIN THE STATE OF UTAH
January 1, 1949 to December 31, 1949

Passenger Carriers	Number of Accidents		Passengers		Pedestrians or Occupants of Other Vehicles		Employees		Grand Total	
			Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Burlington Transportation Co.	2	0	0	2	0	0	0	0	0	2
Continental Bus System, Inc.	1	0	0	20	0	0	0	0	0	20
Denver-S.L. Pacific Stages, Inc.	2	0	0	0	0	0	0	0	0	0
Interstate Transit Lines	4	0	0	3	0	0	0	0	0	3
Lewis Bros. Stages	1	0	0	2	0	0	0	0	0	2
Pacific Greyhound Lines	4	0	0	2	0	0	0	0	0	2
Salt Lake City Lines	3	0	0	3	1	0	0	0	1	3
Union Pacific Stages, Inc.	1	0	0	1	0	0	0	0	0	1
Total	18	0	0	33	1	0	0	0	1	33
Property Carriers										
Aero Mayflower Transit Co.	1	0	0	0	0	0	0	1	0	1
Cantlay & Tanzola, Inc.	9	0	0	0	1	1	1	1	2	2
Carbon Freight Line, Inc.	1	0	0	0	0	2	0	0	0	2
Collett Tank Lines	1	0	0	0	0	1	1	0	1	1
Fuller-Toponce Truck Co.	2	0	0	0	0	0	0	0	0	0
Pacific Intermountain Express	15	0	0	0	0	6	0	2	0	8
Salt Lake Transfer Co.	2	0	0	0	0	0	1	0	1	0
Total	31	0	0	0	1	10	3	4	4	14
Grand Total	49	0	0	33	2	10	3	4	5	47

TABLE NO. 29
SUMMARY OF REPORTED ACCIDENTS - ELECTRIC AND GAS UTILITIES
January 1, 1949 to December 31, 1949

Name of Utility	Number of								GRAND TOTAL	
	Employees		Other Persons		Property Damage					
	Killed	Injured	Killed	Injured	Utility	Non-Utility	Killed	Injured	Property Damage	Accidents
Big Springs Power Co.	0	0	0	0	0	0	0	0	0	0
Mountain Fuel Supply Co.	0	0	0	1	1	1	0	1	2	2
Southern Utah Power Co.	0	0	0	0	0	0	0	0	0	0
Swan Creek Electric Co.	0	0	0	0	0	0	0	0	0	0
Telluride Power Co.	0	0	0	0	0	0	0	0	0	0
Uintah Power and Light Co.	0	0	0	0	0	0	0	0	0	0
Utah Power and Light Co.	0	0	0	0	0	0	0	0	0	0
Wendover Light and Power Co.	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	1	0	1	2	2

TABLE NO. 30
STATEMENT OF COMMISSION FINANCES
July 1, 1949 to June 30, 1950

	Public Service General	Utility Rate Investigations	Motor Transport	Total
Appropriations - 1949 - 1951:				
General fund	\$ 30,000.00	\$ 7,500.00		\$ 37,500.00
Public utility levy	90,000.00	22,500.00		112,500.00
Motor vehicle registration fund			\$26,600.00	26,600.00
Unexpended balance from previous biennium	23,350.20			23,350.20
Departmental collections - 7-1-49 to 6-30-50	1,557.65			1,557.65
Miscellaneous credits	10.45			10.45
Total	\$144,918.30	\$30,000.00	\$26,600.00	\$201,518.30
Expenditures - July 1, 1949 to June 30, 1950:				
Personal services	\$ 46,255.86	\$ 9,115.00	\$ 9,065.80	\$ 64,436.66
Travel	1,034.75	771.30	1,843.72	3,649.77
Current expenses	6,036.63	139.57	608.87	6,785.07
Capital outlay	126.23			126.23
Central administration	17,898.72		969.60	18,868.32
Total	\$ 71,352.19	\$10,025.87	\$12,487.99	\$ 93,866.05
Unexpended balance, June 30, 1950	\$ 73,566.11	\$19,974.13	\$14,112.01	\$107,652.25

TABLE NO. 31
PUBLIC UTILITIES UNDER JURISDICTION OF COMMISSION
June 30, 1950

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	15
Electric light and power companies	7
Gas company	1
Water companies	13
Motor carriers	295
TOTAL	351