

**THIRTY-THIRD
REPORT**

of the

**PUBLIC SERVICE
COMMISSION**

OF UTAH

to the

GOVERNOR



For the Period

July 1, 1950 to June 30, 1951

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

Dear Governor Lee:

Pursuant to the requirements of Chapter 1-11, Title 76, Utah Code Annotated 1943, we have the honor to submit herewith the thirty-third report of the Public Service Commission of Utah covering the fiscal year July 1, 1950, to June 30, 1951.

Respectfully submitted,

HAL S. BENNETT
Chairman

W. R. McENTIRE
Commissioner

STEWART M. HANSON
Commissioner

Attest:

F. A. YEAMANS
Secretary

PUBLIC SERVICE COMMISSION ROSTER

June 30, 1951

The Commission

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

Central Office

Evelyn Jensen Chief Clerk
 Lorena T. Hornby Secretary
 Charles E. Pettersson * Cashier
 Florence Wallace * Assistant Cashier
 Clair Johnson Reporter

Accounting Division

Theodore E. Thain Chief Accountant
 Edwin J. Cowley Accountant
 Lois L. Stevens Stenographer

Engineering Division

Wilford A. Robinson Chief Valuation Engineer

Transportation Rate Division

Charles A. Root Commerce Attorney
 Clifford W. Ferguson Attorney
 John R. Coulam Rate Expert
 Erika Sage Stenographer
 Edith H. Taylor File Clerk

Inspection Division

Robert N. Slaughter * Chief Inspector
 Rawlins B. Young Inspector
 Ed E. Coli * Inspector
 Benjamin H. Smith * Inspector
 Clarence W. Newson * Inspector
 Frank E. H. McCarty * Inspector
 Blanche Ipsen 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

Introduction

The economic forces which affect the destiny of industry in general have a pronounced effect upon the operations of public utilities. There is no magic formula by which a public utility is able to escape the impact of the present high level of prices. As a consequence numerous carriers and a few of the other utilities in Utah found it necessary to seek relief in the form of increased rates during the period covered by this report. At the same time the use of and demand for utility services such as natural gas, telephone, and electricity is unprecedented. For example, in 1950 the residential customer in Utah used an average of 2,573 kilowatt-hours of electricity in his home, compared with an average use of 1,199 kilowatt-hours during the year 1941.

Coincident with the accelerated demand the utilities have had to expend large sums of money to provide the additional plant and facilities needed to render the service required by their customers and prospective customers. Thus the prevailing high prices are felt not only in the operating expenses of the utilities but also in the cost of the new plant that must be built. The money required to construct much of the new plant has to be obtained in the money market in competition with other business enterprises seeking new capital. In fixing the rates which a public utility may charge for the service it renders this Commission must allow the utility to earn a return that is sufficient to attract new capital.

Despite the drastic change that has occurred in the general price level since the start of World War II, the average cost today to the domestic customer in Utah for a kilowatt-hour of electricity or for a thousand cubic feet of natural gas is well below what it was in 1941.

Formal Cases

Table No. I, below, shows a summary of the formal cases before the Commission. It will be observed that 182 cases were disposed of, leaving only 26 cases pending on June 30, 1951.

TABLE NO. I**Formal Cases Before the Commission****July 1, 1950 to June 30, 1951**

	Cases Pending July 1, 1950	Cases Filed 7-1-50 to 6-30-51	Total	Cases Disposed of	Cases Pending June 30, 1951
Electric power and light rates.....	2	1	3	1	2
Telephone rates	-	1	1	-	1
Water rates	1	1	2	2	-
Gas rates	-	1	1	1	-
Pullman Company rates	-	2	2	2	-
Railroad rates	2	4	6	2	4
Express rates	1	3	4	4	-
Transit rates	-	1	1	1	-
Motor carrier rates	6	13	19	18	1
Station agency	5	3	8	8	-
Grade crossing	4	6	10	8	2
Motor carrier operating rights	15	106	121	112	9
Miscellaneous	14	16	30	23	7
Total	50	158	208	182	26

Digests of the formal orders are contained in Tables 7 to 22, Appendix I. The following discussion relates to some of the matters covered in the formal decisions of the Commission.

Natural Gas Service and Rates

The supply of natural gas available for distribution in Utah still is inadequate to furnish service to all those who desire such service. The situation was relieved somewhat during the fore-part

of 1951 when Mountain Fuel Supply Company determined that an additional 12 million cubic feet of natural gas a day could be made available for the winter season of 1951-1952, an amount sufficient to provide gas service to 6,000 average homes. An order of the Commission dated March 1, 1951, (Case No. 3372) approved the company's proposal and provided a basis for the allocation of the additional gas for residential use.

The life-blood of a natural gas distributor is adequate gas reserves. If proper reserves are to be maintained it is vital that explorations for new sources of gas be pursued. In an order dated June 29, 1951, (Case No. 3650) the Commission authorized Mountain Fuel Supply Company to increase its rates for gas service in Utah to a level which will produce added revenues of \$1,760,096 based upon the 1950 volume of sales. The major factor considered in connection with this case was an expanded exploration program. The Commission felt that it was in the public interest to allow sufficient increase in rates to provide enough funds to the company to carry forward a program of drilling designed to find and produce more natural gas. It is the hope of everyone concerned that this drilling program will result in the discovery of substantial new reserves of natural gas.

A conditional certificate of convenience and necessity was issued to Utah Natural Gas Company in an order dated March 12, 1951, (Case No. 3504) authorizing said company to construct and operate a pipe line for the transmission of natural gas from San Juan County to Salt Lake County, and a secondary pipe line to certain other areas in the State. The conditions attached to the certificate are set forth in Table No. 13, Appendix I. The Commission's order in this case is being challenged in the Supreme Court of Utah.

Electric and Telephone Rates

There were no changes authorized in the rates of any electric or telephone utility in Utah during the fiscal year ended June 30, 1951. An application of The Mountain States Telephone and Telegraph Company for authority to increase its rates had been heard but was pending on the closing date of this report.

Railroad, Pullman, and Express Rates

The general intrastate rate structure of the railroads operating in Utah was not altered, except for some changes in specific commodity rates, usually reductions, authorized by special permission.

The Pullman Company received permission in two separate orders to file new rates. The one order (Case No. 3549) provided for both increases and decreases in this company's rates, while in the second order a general increase of approximately four per cent was authorized.

An order in Case No. 3491 authorized Railway Express Agency, Inc. to increase its intrastate first and second class rates by ten per cent. Orders were issued in three other cases authorizing this company to publish additional changes and increases in its rates.

Transit Rates

Ogden Transit Company was granted permission to change its token rate of three tokens for 25 cents to a straight 10 cents fare, and also to increase its student rate from four cents to five cents. The order was issued on September 18, 1950, in Case No. 3530.

An order was issued on May 4, 1951, in Investigation and Suspension Docket No. 70 in which Salt Lake City Lines was authorized to increase its token rate of three tokens for 25 cents to four tokens for 35 cents; to increase its student rate of four cents to five cents; and to change the price of the weekly pass from \$1.25 to \$1.40.

Motor Carrier Rates

Orders were issued in 18 formal cases involving motor carrier rates. Six of the cases were dismissed for want of prosecution or for other good reason. In 11 of the cases the petitioning carriers were authorized to publish increased rates on intrastate traffic. A motor carrier was authorized to eliminate collect on delivery service on express shipments in one order.

Several matters involving the rates of motor carriers also were handled by Investigation and Suspension Dockets. A digest of these matters may be found in Table No. 27, Appendix II.

Motor Carrier Operating Rights

The Commission disposed of 112 formal cases which involved operating rights of motor carriers, as shown by Table No. 1. Supplemental orders also were issued in numerous cases closed in previous periods, and orders were issued cancelling 56 operating authorities. Table No. 2 presents a summary of the action taken by the Commission in cases involving motor carrier rights, with the exception of the supplemental orders.

TABLE NO.2

**Summary of Orders Involving Motor Carrier Rights
July 1, 1950 to June 30, 1951**

Nature of Rights Involved	Number			
	Issued	Denied	Dismissed	Cancelled
Certificates of convenience and necessity	56	2	8	31
Contract carrier permits	16	1	1	11
Interstate carrier licenses	33	-	1	13
Temporary interstate licenses		-	-	1
Total	105	3	10	56

SECTION II

INTERSTATE TRANSPORTATION RATES

The Utah Commission made appearances and actively participated in proceedings before the Interstate Commerce Commission hereinafter discussed, all pursuant to the provisions of Section 76-4-6, Utah Code Annotated 1943.

*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 reflect more nearly the increases granted by said Commission in Ex Parte 162, 166, and 168. A final order was issued in this matter prescribing class rates and basic scale for all territory in the United States primarily east of the Rocky Mountains.

*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. A consolidated freight classification has been prescribed for the entire region east of the Rocky Mountains to the Atlantic Coast as a basis for a general class rate scale.

*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. A brief was prepared and filed in behalf of the public interest. An examiner's report and order was issued in favor of The Denver and Rio Grande Western Railroad Company, and the matter is presently pending upon appeal to the full membership of the Interstate Commerce Commission.

*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 as of June 30, 1950, with notice received that a pre-hearing conference respecting the holding of general hearings in this matter would be held during August in Salt Lake City, Utah.

SECTION III

GENERAL AND MISCELLANEOUS

Special Permissions

During the fiscal year covered by this report the Commission issued 119 special permissions, authorizing the publication of reduced rates, changes in time schedules, corrections of tariffs, etc. The majority of these orders authorized publication on less than the statutory notice of 30 days. A digest of these orders is shown in Table No. 23, Appendix II.

Informal Dockets

The Commission disposed of 17 informal dockets. Reparations aggregating \$5,014.26 were authorized in 12 of these dockets. The details of the orders are presented in Table No. 24, Appendix II.

Investigation Dockets

Orders were issued in three investigation dockets, a summary of which may be found in Table No. 25, Appendix II.

General Orders

Supplemental orders were issued in two general order matters. The one order dealt with a revision of the rules on reportable train accidents, while the other one related to railway-highway protection devices. These orders are summarized in Table No. 26, Appendix II.

Joint Board Hearings

Under the provisions of the Federal Motor Carrier Act numerous joint board hearings are conducted on applications of motor carriers for interstate operating rights. A member or representative of the Utah Commission participated in 20 cases of this type during the period covered by this report. Three of these hearings were held in Boise, Idaho; three in Denver, Colorado; two in Idaho Falls, Idaho; two in Pocatello, Idaho; one in each of the cities of Reno, Nevada, Los Angeles, California, and Phoenix, Arizona; and seven in Salt Lake City.

Enforcement of Motor Carrier Act

The Commission's inspectors issued 14 tickets of arrest for alleged violations of the motor carrier act. Twelve of the cases were dismissed and fines were imposed in two of the cases. One

arrest was made for the alleged violation of the safety regulations relating to the transportation by motor vehicles of explosives and other dangerous articles over railroad grade crossings. This case was dismissed. The inspectors also issued 46 tickets to operators of motor vehicles with improper registrations.

The Commission issued 72 temporary permits to motor carriers authorizing hauls for hire. Single trips were authorized in 29 of these permits; three permits were for 15 days; five of the permits covered hauls for 30 days; and 35 authorized hauls for 60 days.

Cases in Litigation In Courts

*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 involved 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 newspapers, motion picture film and accessories, and other specified commodities between Salt Lake City and Lewiston and Garland, Utah, serving intermediate and off route points. In our Case No. 3409, Wycoff Company, Incorporated was denied a permit to operate as a contract motor carrier for the transportation of motion picture films, etc., between Salt Lake City and Garland, Utah. The same applicant was denied a certificate in our Case No. 3413 to operate as a common carrier for the transportation of motion picture advertising, theatre supplies, and newspapers to and from points between Salt Lake City and Utah-Idaho Line.

The orders in the two Wycoff cases, which were under attack, were affirmed by the court in an opinion released on February 7, 1951.

*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 certiorari. The order of the Commission was affirmed under date of October 25, 1950.

*Uintah Freight Lines and
Eastern Utah Transportation Company, Plaintiffs, v.
Public Service Commission of Utah and
Ashton's, Inc., Defendants*

(Supreme Court Case No. 7429)

This case originated upon a writ of certiorari to review the action of the Commission in its Case No. 3228, in which it issued, by order dated July 20, 1949, contract carrier permit No. 360 to Ashton's Inc., to operate as a contract motor carrier from Salt Lake City, Heber City, and Devil's Slide, Utah, to Roosevelt and Vernal, Utah.

The court in affirming the Commission's order stated that although there was conflicting evidence as to the adequacy of transportation facilities there was substantial evidence upon which the Commission based its findings and therefore the findings should not be disturbed. The court's opinion was dated March 16, 1951.

*The Denver and Rio Grande Western Railroad Company, Plaintiff, v.
Public Service Commission of Utah and
Union Pacific Railroad Company, Defendants.*

(Supreme Court Case No. 7597)

On August 2, 1950 the Commission issued an order in its Case No. 3475 granting Union Pacific Railroad Company permission to construct, operate, and maintain an industry track between Ninth South and Seventeenth South Streets, along Third West Street, in Salt Lake City, Utah.

The matter came before the Court on a petition of The Denver and Rio Grande Western Railroad Company to review the order of Commission. Under date of April 20, 1951 the Court affirmed the Commission's order.

*Cantlay & Tanzola, Inc., Clark Tank Lines, and
Lang Transportation Co., Plaintiffs, v.
Public Service Commission of Utah and
I. Sander, Inc., Defendants*

(Supreme Court Case No. 7599)

On a writ of certiorari the court reviewed an order dated August 23, 1950 of the Commission in its Case No. 3409-Sub 1, granting a contract motor carrier permit to Isabrand Sander, dba I. Sander, to operate as a contract motor carrier of gasoline and fuel oil and kerosene in bulk for and in behalf of Standard Oil Company of California, from Salt Lake City to Vernal, Utah. The court affirmed the Commission's order under date of June 19, 1951.

Pending Cases

Two other Commission matters were pending in the Supreme Court of Utah at the closing date of this report. The one case involved a review of orders issued by the Commission on an application of Union Pacific Railroad Company to discontinue the operation of its Black Rock, Utah station as an agency station. The other case is concerned with an order of the Commission granting Utah Natural Gas Company a conditional certificate of convenience and necessity to construct and operate a natural gas pipe line in Utah.

Commission Finances

The Commission expended \$91,823.91 during the fiscal year ended June 30, 1951 in administering the laws of Utah relating to the regulation of public utilities. The expenditures were made from three separate appropriation funds as follows:

Public service general fund	\$ 68,837.48
Utility rate investigation fund	8,913.57
Motor transport fund	<u>14,072.86</u>
Total	\$ 91,823.91

The Commission's expenditures were \$2,042.14 less than in the fiscal year ended June 30, 1950. The unexpended balances in the three appropriation accounts amounted to \$19,177.92 at June 30, 1951.

Further details are presented in Table No. 31, Appendix II, relating to the finances of the Commission.

SECTION IV

SELECTED DATA ON UTILITY OPERATIONS

Electric Rates and Use of Electricity

The seven privately owned and operated electric utilities in Utah rendered service to an average of 151,318 customers during the year 1950. Residential and domestic customers aggregated 134,772 in number and represent by far the largest segment of the total users of electricity. The sales to the residential and domestic group amounted to 346,710,584 kilowatt-hours. As an example of the growth in use of electricity this figure may be compared with the 1945 sales which totalled 167,599,729 kilowatt-hours. The trend in the use of electricity and in the cost to the consumer is shown in Table No. 3, below, for the years 1933 to 1950, inclusive.

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	Average Revenue Per Kilowatt Hour
1933	4.94¢	707 Kwh	2.14¢
1934	4.83	722	1.98
1935	4.69	762	1.88
1936	4.33	820	1.61
1937	3.96	917	1.48
1938	3.65	1041	1.76
1939	3.54	1087	1.54
1940	3.40	1170	1.41
1941	3.37	1199	1.39
1942	3.29	1230	1.35
1943	3.21	1313	1.29
1944	2.70	1579	1.32
1945	2.69	1530	1.54
1946	2.60	1718	1.74
1947	2.49	1929	1.69
1948	2.37	2244	1.76
1949	2.32	2454	1.78
1950	2.29	2573	1.81

It will be observed from the figures in the above table that the average cost per kilowatt-hour to the residential user has decreased from 4.94 cents in 1933 to 2.29 cents in 1950, a decline of 54 per cent.

Gas Rates and Use of Natural Gas

In recent years the popularity of natural gas as a fuel for residential uses such as space heating, water heating, cooking, and refrigeration has developed rapidly. The demand for natural gas for commercial and industrial purposes also is great. It will be noted from the data shown in Table No. 4 that the annual consumption of natural gas for domestic and commercial purposes increased more than five times between 1940 and 1950.

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
1950	11,944,972	18,855,592	30,800,514

The information presented in Table No. 5 shows the trend in the annual consumption of natural gas by domestic and commercial users, its cost to those customers, and also the average revenue per MCF for all sales.

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
1950	157.71	41.6	65.64	26.8

Telephone Service

Table No. 6 shows a summary of the number of telephones in use in Utah on December 31 of each of the years 1939 to 1950, inclusive. Here again it will be noted that there has been a large increase in use during the period covered by the table.

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
1950	195,398

On October 24, 1950, The Mountain States Telephone and Telegraph Company put into service a new dial central office at Santaquin, Utah. The heavily loaded rural lines in this area were relieved by this installation.

APPENDIX I

SUMMARY OF ORDERS ISSUED IN FORMAL CASES

	Table No.	Page No.
Gas rates	7	25
Water rates	7	25
Electric rates	7	25
Railroad rates	8	26
Pullman rates	8	26
Express rates	9	27
Transit rates	9	27
Motor carrier rates	10	28
Station agency	11	31
Grade crossing	12	32
Certificates of convenience and necessity issued to water, gas, and electric utilities	13	34
Certificates of convenience and necessity issued to motor carriers	14	38
Contract carrier permits issued	15	41
Interstate carrier licenses issued	16	42
Motor carrier applications denied or dismissed	17	44
Certificates of convenience and necessity cancelled	18	45
Contract carrier permits cancelled	19	47
Interstate carrier licenses cancelled	20	48
Miscellaneous orders in motor carrier and ferryboat cases	21	49
Miscellaneous orders	22	53

TABLE NO. 7
SUMMARY OF ORDERS ISSUED IN GAS, WATER, AND
ELECTRIC RATE CASES
July 1, 1950 to June 30, 1951

Case No.	Date of Order	Nature of Order
Gas		
3650	6-29-51	Mountain Fuel Supply Company authorized to file a new schedule of rates for natural gas service in Utah designed to increase its annual revenues by \$1,760,096 when applied to the 1950 volume of sales.
3650	6-30-51	Tariff No. P.S.C.U. 14-A filed by Mountain Fuel Supply Company in conformity with order of June 29, 1951, approved to become effective on July 1, 1951.
Water		
3426	7-28-50	Commission's order of August 18, 1949 amended to the extent of permitting Pleasant Green Water Company to file a new schedule of rates for water service in Magna, Utah, designed to produce not more than \$7,646 of additional revenues when applied to the 1948 volume of business, such schedule to become effective August 1, 1950.
3497	1-3-51	Paragonah Water System Company authorized to increase its residence flat water service rate from 50 cents to \$1.00 a month and the charge for each connection for livestock from 25 cents to 50 cents a month.
3589	4-4-51	Union & Jordan Irrigation Company authorized to increase its connection charge from \$35.00 to \$65.00.
Electric		
2764	6-20-51	Petition of Millard County, Fillmore City, and Delta City, for an investigation of the rates, capitalization, service, etc. of Telluride Power Company, dismissed without prejudice.

TABLE NO. 8
SUMMARY OF ORDERS ISSUED IN RAILROAD
AND PULLMAN RATE CASES
July 1, 1950 to June 30, 1951

Case No.	Date of Order	Nature of Order
Railroad		
2796	3-19-51	This case involved a complaint of Ora Bundy & Company vs. Bamberger Railroad Company et. al., regarding rates on sand and gravel from Bundy Pit to Arsenal, Hill Field, and Clearfield, Utah, and was dismissed without prejudice.
3472	12-14-50	E.B. Padrick, Agent (Western Passenger Association) as agent for railroads operating in Utah authorized to increase intrastate baggage rates on newspapers and other newsprints, including newspaper supplements, rotogravure, and colored comic or pictorial sections, by 20 per cent.
3472	2-13-51	Petition of Salt Lake Tribune and Salt Lake Telegram for rehearing, denied; reconsideration of evidence and findings in case, granted; report and order dated December 14, 1950, vacated and set aside.
3472	2-14-51	E.B. Padrick, Agent, Western Passenger Association, on behalf of railroads in Utah, authorized to publish an increase for transportation in baggage or head-end service in intrastate commerce in Utah, of newspapers (and other newsprints, including newspaper supplements, rotogravure, and colored comics or pictorial sections) of twenty (20) per cent.
Pullman		
3549	1-5-51	The Pullman Company authorized to file and publish under special permission procedure on one day's notice increases and reductions in rates as set forth in First Revised Pages Seven (7), Eight (8), Nine (9), and Ten (10), to the Pullman Company Tariff P.S.C.U. No. 20.
3665	6-25-51	The Pullman Company authorized to publish, upon statutory notice, increases in rates as set forth in Master Table Supplement No. 1 to its tariff known as Public Service Commission of Utah No. 20.

TABLE NO. 9
SUMMARY OF ORDERS ISSUED IN EXPRESS
AND TRANSIT RATE CASES
July 1, 1950 to June 30, 1951

Case No.	Date of Order	Nature of Order
Express		
3491	8-30-50	Railway Express Agency, Inc., permitted to increase its intrastate first and second class rates by ten per cent.
3528	11-2-50	Railway Express Agency, Inc., authorized to increase intrastate rates as published in Supplements Nos. 1, 7, 9, and 15 to Official Express Classification No. 34.
3615	6-4-51	Railway Express Agency, Inc., permitted to make effective on intrastate traffic in Utah, changes in rates, ratings, and rules named in Supplement No. 22 to Official Express Classification No. 34, I.C.C. No. 7600.
3618	6-4-51	Railway Express Agency, Inc., permitted to charge on intrastate express within Utah an added amount of 20 cents per shipment on all express traffic except carloads, milk and cream, newspapers, and corpses, corresponding to increases authorized by the Interstate Commerce Commission for application on interstate express throughout the United States in Ex Parte 177.
Transit		
3530	9-18-50	Ogden Transit Company authorized to increase its 3 for 25¢ token fare to a straight ten cent fare, outstanding tokens to be honored to October 1, 1950, thereafter, for six months to be refunded in cash at the price paid; and to increase its four cents school children's fare to five cents.
3530	9-19-50	This order is supplemental to the order dated September 18, 1950 in this case and provides for the honoring of outstanding four cent school tickets to November 15, 1950, thereafter for six months to be redeemed in cash at the price paid therefor.

TABLE NO. 10

**SUMMARY OF ORDEKS ISSUED IN MOTOR CARRIER RATE CASES
July 1, 1950 to June 30, 1951**

Case No.	Date of Order	Nature of Order
3330	3-19-51	Application of Salt Lake & Tooele Stage Lines for increase in certain fares (50¢ per book-commutation, 20 tickets), dismissed for want of prosecution.
3345	3-19-51	Application of Howard J. Spencer, dba Salt Lake & Tooele Stage Lines, for increases in certain express charges, dismissed for want of prosecution.
3364	3-19-51	Application of Bingham Stage Lines for increased tariff, dismissed for want of prosecution.
3371	4-3-51	Application of George A. Browning, dba Browning Bus Lines, to increase fares, dismissed for want of prosecution.
3434	3-19-51	Application of Barton Truck Line, et. al., for investigation and determination by the Commission of reasonableness, sufficiency, and applicability of rates for the transportation of liquor for the Utah Liquor Control Commission, dismissed.
3545	11-1-50	Application of Utah Motor Transport Association, Inc. on behalf of Carbon Freight Line, Inc., and Rio Grande Motor Way, Inc., for increases in certain class rates between Salt Lake City and Lehi, American Fork, Pleasant Grove, and Lindon, Utah, granted as follows: 1st class rate increased from 45¢ to 57¢ 2nd class rate increased from 40¢ to 51¢ 3rd class rate increased from 36¢ to 47¢ 4th class rate increased from 32¢ to 44¢
3548	12-6-50	Application of Roy C. Barlow, dba Taylor Truck Line, to increase freight rates thirty per cent, granted.
3550	12-11-50	Application of Tooele Workman's Bus Line to increase fares between Tooele and Tooele Ordinance Depot, to fifteen cents one-way fare, and twenty five cents round trip fare, granted.

TABLE NO. 10
SUMMARY OF ORDERS ISSUED IN MOTOR CARRIER RATE CASES
July 1, 1950 to June 30, 1951

(Continued)

Case No.	Date of Order	Nature of Order
3550	1-24-51	Application of Tooele Workman's Bus Line to increase fares between Tooele and Tooele Ordinance Depot to fifteen cents each way, granted. (No round-trip fares authorized.)
3564	5-3-51	Order of May 24, 1951 set aside order dated May 3, 1951, and granted permission for increased intrastate truck rates as follows:
Amended	5-24-51	Bradshaw and Jepson and Fuller Toponce Truck Line, fifteen per cent; Salt Lake-Delta Freight Line, Emery County Truck Line, Rio Grande Motor Way, Inc., Uintah Freight Line, and Salt Lake-Kanab Freight Line, ten per cent; Magna Garfield Truck Line, five per cent. These carriers were also allowed increases in specified minimum charges. Carbon Freight Line, Murray and Midvale Truck Line, Joseph J. Milne Truck Line, Inc., Warner Truck Line, Arrow Auto Line, Inc., The Barton Truck Line, Brinkerhoff Truck Line, M.F. Lyman, Moab Garage Company, and Richfield-Kanab Freight Line were allowed increases in certain minimum charges only. Action with regard to Eastern Utah Transportation Company was held in abeyance pending further investigation.
3565	1-12-51	Utah Motor Transport Association, Inc., and R. F. Decker its Agent authorized to increase rates, both class and commodity, applicable on intrastate shipments between Salt Lake City, Geneva, and Provo on the one hand and Wellington, Columbia, Sunnyside, Hiawatha, Mohrland, Dragerton, Sunnysdale, and Horse Canyon on the other, transported jointly by Carbon Freight Line, Inc., or Rio Grande Motor Way, Inc., and Arrow Auto Line, Inc., via Price, Utah.
3566	1-12-51	Arrow Auto Line, Inc., authorized to publish Motor Freight Tariff No. 1-G, P.S.C.U. No. 10, installing class rates in place of commodity rates, reflecting an increase in rates between points in Utah

TABLE NO. 10

SUMMARY OF ORDERS ISSUED IN MOTOR CARRIER RATE CASES

July 1, 1930 to June 30, 1951

(Continued)

Case No.	Date of Order	Nature of Order
3575	5-15-51	Application of Salt Lake and Tooele Stage Line, Inc., to publish certain increases in express rates agreed upon between the Salt Lake Tribune and Salt Lake Telegram, approved.
3579	6-8-51	Utah Motor Transport Association, Inc., authorized to publish on behalf of Ashworth Transfer Company, Cole Transfer & Storage Company, Ogden Transfer & Storage Company, Guy Prichard Transfer, Salt Lake Transfer Company, and Uintah Freight Lines, increases in rates up to fifteen per cent on commodities requiring special equipment and handling.
3583	6-20-51	Application of the Isaac Transportation Company to increase rates, dismissed.
3587	4-27-51	Application of M.F. Lyman for increases in rates of about twenty to twenty five per cent, granted.
3588	5-29-51	Application of Utah Motor Transport Association, Inc., on behalf of certain member household goods carriers to increase rates approximately ten per cent as set forth in Exhibit "B" attached to application, granted.
3595	5-18-51	Application of Mt. Hood Stages, Inc., dba Pacific Trailways, for increases in express rates amounting to approximately ten per-cent, granted.
3611	4-20-51	Application of Denver-Salt Lake-Pacific Stages, Inc., to eliminate collect on delivery service on express shipments, granted.

TABLE NO. 11
SUMMARY OF ORDERS ISSUED IN STATION AGENCY CASES
July 1, 1950 to June 30, 1951

Case No.	Date of Order	Nature of Order
3267	1-9-51	Los Angeles and Salt Lake Railroad Company, Union Pacific Railroad Company, Lessee, authorized to discontinue agency station at Black Rock, Utah from June 1 to November 30, each year.
3505	9-8-50	Railway Express Agency, Inc., granted permission to discontinue its pick-up and delivery service of express within the town of Fillmore, Utah.
3506	9-8-50	Application of Railway Express Agency, Inc., to close its agency at Hiawatha, Utah, denied.
3507	9-8-50	Railway Express Agency, Inc., granted permission to close its agency at Heber, Utah.
3508	12-6-50	Railway Express Agency, Inc., granted permission to close its agency at Spring Canyon, Utah.
3509	12-6-50	Railway Express Agency, Inc., granted permission to close its agency at Standardville, Utah.
3529	9-8-50	Railway Express Agency, Inc., granted permission to close its agency at Magna, Utah.
3655	5-25-51	Bamberger Railroad Company authorized to discontinue agency station at Clearfield, Utah provided that said station is operated as a non-agency station.
3656	5-25-51	Bamberger Railroad Company authorized to discontinue agency station at Centerville, Utah provided that said station is operated as a non-agency station.

TABLE NO. 12

SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
July 1, 1950 to June 30, 1951

Case No.	Date of Order	Nature of Order
3475	8-2-50	Application of Union Pacific Railroad Company to construct standard gauge railroad spur track over Ninth South Street, Thirteenth South Street, Fifteenth South Street, Lucy Avenue, Paxton Avenue and other intervening streets between Ninth South and Seventeenth South in Salt Lake City, and also over the spur track of The Denver & Rio Grande Western Railroad Company in the vicinity of Van Buren Avenue in Salt Lake City, granted.
3475	9-6-50	Application by protestant, The Denver and Rio Grande Western Railroad Company, for re-hearing, denied.
3485	12-21-50	Application of Union Pacific Railroad Company to abolish the grade crossing over applicant's tracks at First North Street in the city of Delta, Utah, dismissed.
3492	8-28-50	Application of The Denver and Rio Grande Western Railroad Company to construct a standard gauge spur track over Fifteenth South Street and Seventeenth South Street in Salt Lake City, granted.
3500	7-11-50	The Denver and Rio Grande Western Railroad Company authorized to construct a standard gauge track across Fourth North Street at Fourth West Street and a like additional track across First South Street at Sixth West Street, and Oregon Short Line Railroad Company (Union Pacific Railroad Company, Lessee) authorized to construct a like additional track across Fifth West Street at South Temple Street, all in Salt Lake City, Utah. The Denver and Rio Grande Western Railroad Company ordered to provide automatic flashing light signals at the Sixth West and First South Street crossing, and The Denver and Rio Grande Western and the Union Pacific Railroad Companies ordered to provide like signals at the Fifth West and South Temple street crossings utilizing the flashing light signals to be abandoned at the crossing of North Temple Street and Fourth North Street on Sixth West Street.

TABLE NO. 12
SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
July 1, 1950 to June 30, 1951

(Continued)

Case No.	Date of Order	Nature of Order
3500	1-3-51	<p>Paragraph pertaining to signals in order of July 11, 1950 amended to read as follows:</p> <p style="padding-left: 40px;">"It is further Ordered, That The Denver and Rio Grande Western Railroad Company provide sodium vapor lights on the four corners of the intersection of Sixth West and First South Street and that The Denver and Rio Grande Western and The Union Pacific Railroad Companies provide automatic flashing lights at the intersection of Fifth West and South Temple Streets, utilizing for said crossing signals the flashing light signals to be abandoned at the crossing of Fourth North Street on Sixth West Street."</p>
3501	8-2-50	<p>Union Pacific Railroad Company authorized to construct a standard gauge spur track over Seventeenth South Street in Salt Lake City.</p>
3523	2-16-51	<p>Application of Dean William Toone to construct a public grade crossing over the tracks of Bamberger Railroad Company in Davis County at the location of a parcel of land owned by applicant, denied.</p>
3536	1-17-51	<p>Application of Brigham City Planning Board for elimination of motor vehicle STOPS at two separate railroad grade crossings in Box Elder County, dismissed.</p>
3619	6-26-51	<p>Application of The Denver & Rio Grande Western Railroad Company to construct a standard gauge spur track over First East Street between Fifth South and Sixth South Streets in Provo City, Utah, granted.</p>
3658	6-28-51	<p>Application of State Road Commission of Utah to construct a new grade crossing over the Spring Canyon Branch of The Denver and Rio Grande Western Railroad Company upon U.S. and State Highway No. 50 within Helper City, Utah, granted.</p>

TABLE NO. 13

**CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO
WATER, GAS, AND ELECTRIC UTILITIES
July 1, 1950 to June 30, 1951**

Case No.	Date of Order	Nature of Rights Granted
3410	2-26-51	<p>Certificate No. 922 was issued to County Water Water System, Inc., authorizing said company to operate as a water utility to distribute water for culinary, irrigation, and other purposes in the suburban area southeast of the corporate limits of Salt Lake City, Utah.</p>
3504 Amended	3-12-51	<p>Certificate No. 925 was issued to Utah Natural Gas Company to construct, operate, and maintain an eighteen inch main natural gas pipe line extending from gas fields in the county of San Juan in the State of Utah, northerly and westerly through portions of the Counties of San Juan, Grand, Emery, Sanpete, Juab, Utah, and Salt Lake, to a point at or near Salt Lake City; and a secondary natural gas pipe line of eight and five-eighths inches maximum size extending from gas fields in the Counties of Sevier, Wayne, and Emery in the state of Utah, northerly and westerly to Salina in the County of Sevier, thence southerly from Salina to Richfield, thence northerly from Salina through Gunnison, Manti, Ephraim, and Moroni, connecting with the main line at Fountain Green in the County of Sanpete; and such lateral and gathering lines, treating and dehydration plants, compressor stations, appurtenances, and facilities necessary in the gathering, transportation, sale, and distribution of such natural gas as is transmitted through said main and secondary lines.</p> <p>The conditions imposed in connection with the issuance of the Certificate required that within one year from the date the order became effective (April 6, 1951) said Utah Natural Gas Company shall:</p> <p>(a) File with this Commission the unconditional commitment of a financial house of recognized responsibility, committing itself to supply the funds necessary to the construction of the pipe line and facilities to be installed by Utah Natural Gas Company;</p>

TABLE NO. 13
CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO
WATER, GAS, AND ELECTRIC UTILITIES
July 1, 1950 to June 30, 1951

(Continued)

Case No.	Date of Order	Nature of Rights Granted
		<p>(b) Concurrently with the furnishing of such commitment and as a part thereof, Utah Natural Gas Company shall file with this Commission the certificate of an independent geologist of recognized professional standing acceptable to this Commission that there are proven gas reserves committed to Utah Natural Gas Company adequate to justify the construction of the line and facilities.</p> <p>(c) Deposit with this Commission copies of any gas purchase contracts entered into with owners of producing gas wells.</p> <p>(d) Deposit with this Commission a copy or copies of its contracts then entered into with a recognized responsible construction firm or firms for the construction of said line and facilities; and</p> <p>(e) Pending the compliance with the conditions herein imposed, Utah Natural Gas Company shall make no public offering of its stock or other securities.</p> <p>It was made a further condition of the certificate that if the Utah Natural Gas Company shall fail within said one year period to comply with the conditions imposed, then the certificate of convenience and necessity granted shall be null and void.</p>
3504 Amended	4-16-51	Petition of Utah Pipeline Company, Intervener, for rehearing, denied.
3542	2-14-51	Certificate No. 921 was issued to John W. Galbreath and Company, authorizing said company to operate as a water utility to distribute water for culinary and miscellaneous uses serving the residents in and about Dragerton Townsite, Carbon County, Utah.

TABLE NO. 13

CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO
WATER, GAS, AND ELECTRIC UTILITIES

July 1, 1950 to June 30, 1951

(Continued)

Case No.	Date of Order	Nature of Rights Granted
3551	12-13-50	Certificate No. 916 was issued to Telluride Power Company authorizing said company to exercise the rights and privileges conferred by franchise granted by the City of Milford and the town of Minersville, Milford County, Utah.
3573	1-23-51	Certificate No. 920 was issued to Utah Power & Light Company authorizing said company to exercise the rights and privileges conferred by franchise granted by the town of Perry, Box Elder County, Utah.
3580	2-28-51	Certificate No. 923 was issued to Utah Power & Light Company authorizing said company to exercise the rights and privileges conferred by franchise granted by Salt Lake City, Utah.
3584	4-13-51	Certificate No. 928 was issued to Utah Power & Light Company authorizing said company to exercise the rights and privileges conferred by franchise granted by the town of West Bountiful, Davis County, Utah.
3604	4-23-51	Certificate No. 929 was issued to Utah Power & Light Company authorizing said company to exercise the rights and privileges conferred by franchise granted by the town of North Salt Lake, Davis County, Utah.
3605	4-23-51	Certificate No. 930 was issued to Utah Power & Light Company authorizing said company to exercise the rights and privileges conferred by franchise granted by the town of Riverton, Salt Lake County, Utah.
3610	4-25-51	Certificate No. 931 was issued to Utah Power & Light Company authorizing said Company to exercise the rights and privileges conferred by franchise granted by Ogden, a municipal corporation of Utah.

TABLE NO. 13
CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO
WATER, GAS, AND ELECTRIC UTILITIES
July 1, 1950 to June 30, 1951

(Continued)

Case No.	Date of Order	Nature of Rights Granted
3659	6-13-51	Certificate No. 934 was issued to Utah Power & Light Company authorizing said company to exercise the rights and privileges conferred by franchise granted by the town of Plain City, Weber County, Utah.
3660	6-13-51	Certificate No. 935 was issued to Utah Power & Light Company authorizing said company to exercise the rights and privileges conferred by franchise granted by the town of Elwood, Box Elder County, Utah.
3662	6-13-51	Certificate No. 936 was issued to Utah Power & Light Company authorizing said company to exercise the rights and privileges conferred by franchise granted by the town of Pleasant View, Weber County, Utah.

TABLE NO. 14
CERTIFICATES OF CONVENIENCE AND NECESSITY
ISSUED TO MOTOR CARRIERS
July 1, 1950 to June 30, 1951

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued
906	3520	9-6-50	S.C.	Wycoff Company, Inc.
907	3518	9-11-50	P.	Loring R. Nielson
908	3527	12-21-50	G.C.	Floyd D. Schoenecke, dba Murray Transfer
909	3466	9-28-50	G.C.	Union Pacific Motor Freight Company
910	3522	10-2-50	P.	Salt Lake Cab Owners Operating Company, dba Ute Cab Company
911	3541	10-11-50	P,G.C.	Ray B. Wright, dba Salt Lake and Coalville Stage Line
912	3534	10-16-50	G.C.	Lillian S. Campbell, C.C. Campbell, and William Campbell, dba Campbell Transfer and Storage Company
913	3524	10-23-50	S.C.	Hadley Transfer & Storage Company
914	3525	10-23-50	S.C.	Salt Lake Transfer Co.
915	3531	10-23-50	S.C.	Ashworth Transfer Co.
917	3556	1-4-51	S.C.	Allen Poulson
918	3554	1-17-51	G.C.	Melvin M. Miller and George A. Sims, dba Lindsey Warehouse Company
919	3570	1-22-51	G.C.	Donald Ellison and John A. Ellison, dba Right Weigh Coal
924	3582	3-14-51	S.C.	Matthew T. Ranson
926	3585	3-16-51	S.C.	Fred S. Paget and John C. Williams, dba Acme Transfer
927	3577	3-28-51	P.	Yellow Cab Company of Provo
932	3613	5-11-51	G.C.	R. Price Worsley
933	3608	6-13-51	P.	Utah Valley Transit

TABLE NO, 14
CERTIFICATES OF CONVENIENCE AND NECESSITY
ISSUED TO MOTOR CARRIERS
July 1, 1950 to June 30, 1951

(Continued)

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued
937	3651	6-26-51	S.C.	Collett Tank Lines
938	3671	6-28-51	P.	J. Vernon Cook, dba Cook Transportation Company
939	3671	6-28-51	P.	J. Vernon Cook, dba Cook Transportation Company
940	3668	6-28-51	G.C.	R. M. Cornwall, dba Cornwall Warehouse Company
941	1954 Sub 6	6-29-51	G.C.	Carbon Freight Line, Inc.
942	3620	6-30-51	S.C.	Leo G. Bateman
943	3621	6-30-51	S.C.	Bird Sand and Gravel
944	3622	6-30-51	S.C.	Melvin L. Blackner
945	3623	6-30-51	S.C.	Maurice L. Broadwater
946	3624	6-30-51	S.C.	Harold C. Buckley
947	3625	6-30-51	S.C.	Michael S. Castello
948	3626	6-30-51	S.C.	Drive It Yourself Company
949	3627	6-30-51	S.C.	E. K. Fuller
950	3628	6-30-51	S.C.	George P. Gill
951	3629	6-30-51	S.C.	Henry L. Goss
952	3630	6-30-51	S.C.	Charles L. Hassna
953	3631	6-30-51	S.C.	Hill and Hill Trucking Co.
954	3632	6-30-51	S.C.	Curtis J. Houston
955	3633	6-30-51	S.C.	Howard Truck Company
956	3634	6-30-51	S.C.	Huber and Davis
957	3635	6-30-51	S.C.	Russell S. McGee

TABLE NO. 14
CERTIFICATES OF CONVENIENCE AND NECESSITY
ISSUED TO MOTOR CARRIERS
July 1, 1950 to June 30, 1951

(Continued)

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued
958	3636	6-30-51	S.C.	LaVere J. Moffatt
959	3637	6-30-51	S.C.	Mountain States Trucking Co.
960	3638	6-30-51	S.C.	William Rex Mower
961	3639	6-30-51	S.C.	Nielsen Trucking Company
962	3640	6-30-51	S.C.	John D. Oldham
963	3641	6-30-51	S.C.	E. James Orgill
964	3642	6-30-51	S.C.	J. E. Peterson
965	3643	6-30-51	S.C.	Max William Popp
966	3644	6-30-51	S.C.	Reaveley Trucking Co.
967	3645	6-30-51	S.C.	Mike Ribe
968	3646	6-30-51	S.C.	Earl Tapp
969	3647	6-30-51	S.C.	Gray Weeks
970	3648	6-30-51	S.C.	Bobby Steele
971	3649	6-30-51	S.C.	Alfred Hasna
972	3652	6-30-51	S.C.	Sandquist Sand & Gravel
973	3653	6-30-51	S.C.	S. H. Carter
974	3654	6-30-51	S.C.	C. H. Koller

P. - denotes passenger service

G.C. - denotes general commodities

S.C. - denotes specified commodities

TABLE NO. 15
CONTRACT CARRIER PERMITS ISSUED TO MOTOR CARRIERS
July 1, 1950 to June 30, 1951

Permit No.	Case No.	Date of Order	Type of Service	To Whom Issued
380	3517	8-9-50	S.C.	Guarnett Kendall and Dee C. Kendall, dba Kendall Trucking Company
381	3535 (Amended)	10-27-50	S.C.	Lillian S. Campbell, C.C. Campbell, and William H. Campbell, dba Campbell Transfer and Storage Co.
382	3517	11-8-50	S.C.	Kendall Trucking Co.
383	3532	12-5-50	S.C.	Otho Roundy & Sons
384	3552	12-8-50	P.	Robert G. Moss, dba Moss Transportation Company
385	3558	1-4-51	S.C.	Thomas J. Peck
386	3562	1-5-51	S.C.	Salt Lake Transportation Company
387	2947 Sub 1	2-1-51	G.C.	Myron Brough, dba The Brough Truck
388	3571	3-14-51	S.C.	Earl Denny
389	3574	3-5-51	S.C.	Roy Eliason
390	3576	3-9-51	S.C.	Harold Holt, dba H & M Truck Line
391	3601	5-11-51	S.C.	Juan Benito Sanchez
392	3608	6-13-51	P.	Utah Valley Transit
393	3612	6-30-51	S.C.	Wycoff Company, Inc.
394	2780 Sub 4	6-21-51	P.	O.T. Barrus, dba Tooele Workman' Bus Line
395	3614	6-29-51	S.C.	Lloyd McCarty

P. - denotes passenger service

G.C. - denotes general commodities

S.C. - denotes specified commodities

TABLE NO. 16

INTERSTATE CARRIER LICENSES ISSUED TO MOTOR CARRIERS
July 1, 1950 to June 30, 1951

License No.	Case No.	Date of Order	Type of Service	To Whom Issued
332	3512	8-9-50	S.C.	B & H Van Service, Inc.
333	3533	9-12-50	S.C.	E.L. Farmer & Company, Inc.
334	3538	10-11-50	S.C.	Blair-Fry Transport, Inc.
335	3539	10-11-50	S.C.	Nelson Tank Lines, Inc.
336	3543	11-2-50	S.C.	M.A. Compton, dba Compton Transfer and Storage Company
337	3526	11-8-50	G.C.	Mills King, dba King Transport
338	3557	1-15-51	S.C.	Martin Van Lines, Inc.
339	3559	1-15-51	S.C.	Convoy Company
340	3544	1-15-51	S.C.	H. H. Dye, dba H. H. Dye and Company
341	3561	1-16-51	S.C.	Hunt Transfer Company
342	3560	1-15-51	S.C.	Verl Hamilton
343	3563	1-16-51	S.C.	E.L. Hickerson and T.L. Hickerson, dba Hickerson Brothers
344	3569	1-18-51	G.C.	Louis R. Lund
345	3553	1-18-51	S.C.	Ballard Storage & Transfer Company
346	3572	1-16-51	S.C.	Collett Tank Lines
347	3547	1-30-51	S.C.	George John Walling, dba Bee Line Truck Dispatch
348	3581	3-6-51	S.C.	Hadley Auto Transport
349	3586	5-8-51	S.C.	Dunn Bros., Inc.
350	3567	3-26-51	G.C.	Arlo E. Miller, dba M. & N. Truck Line
351	3607	5-31-51	S.C.	Harriette I. Warren, dba E. H. Warren Co.

TABLE NO. 16
INTERSTATE CARRIER LICENSES ISSUED TO MOTOR CARRIERS
July 1, 1950 to June 30, 1951

(Continued)

License No.	Case No.	Date of Order	Type of Service	To Whom Issued
352	3609	5-31-51	S.C.	Merchants Transfer and Storage Co., Inc.
353	3555	5-31-51	S.C.	L. W. Hageman, dba Hageman Transport Company
354	3616	5-29-51	S.C.	King Cattle and Trucking Co., Inc.
355	3617	5-29-51	S.C.	Smith Trading Co., Inc.
356	3568	6-6-51	S.C.	Dallas & Mavis Forwarding Co.
357	3594	6-15-51	S.C.	Pyramid Van Lines, Inc.
358	3598	6-15-51	S.C.	Harold E. Wentz, dba Automobile Transport Company of California
359	3593	6-19-51	S.C.	Dependable Auto Transport Co., Inc.
360	3597	6-19-51	S.C.	M. & M. Truck Co.
361	3663	6-27-51	S.C.	Robert W. Jones and Wilma A. Jones, dba R.W. Jones Trucking Company
362	3667	6-27-51	S.C.	Cato Sells
363	3670	6-30-51	S.C.	Freeman Pack and Dan D. Pack, dba Pack Truck Line
364	3672	6-30-51	P.S.C.	Avery T. Beck

P. - denotes passenger service
G.C. - denotes general commodities
S.C. - denotes specified commodities

TABLE NO. 17

**APPLICATIONS FOR COMMON CARRIER CERTIFICATES
OF CONVENIENCE AND NECESSITY, CONTRACT CARRIER PERMITS,
AND INTERSTATE CARRIER LICENSES DENIED OR DISMISSED**

July 1, 1950 to June 30, 1951

Case No.	Date of Order	Name of Applicant	Authority Applied For	Disposition
2799	3-16-51	Barton Truck Line, Inc.	Certificate	Dismissed
2900	3-19-51	Byron Carter, dba Carter Transfer Co.	Certificate	Dismissed
2902	3-16-51	M. S. Wycoff	License	Dismissed
2918	4-4-51	O. T. Barrus	Permit	Dismissed
3173 Sub 1	6-20-51	Bountiful Transportation Company	Certificate	Dismissed
3320	4-4-51	Milton M. Golsan & Ruby Mark, dba Salt Lake & Geneva Transport Service	Permit	Denied
3321 Sub 1	6-27-51	C.O. Claudin, dba Claudin Ambulance Service	Certificate	Dismissed
3367	4-4-51	Johnson & Ross	Certificate	Dismissed
3477 Amended	8-23-50	Fred L. Bearden & J. Herbert Parry, dba Salt Lake-Kearns Bus Line	Certificate	Dismissed
3478	3-19-51	Eldon Howell, dba Howell Delivery Service	Certificate	Dismissed
3502	8-9-50	Verl Hamilton	Certificate	Dismissed
3510	8-18-50	Road King Cabs, Inc.	Certificate	Denied
3521	1-17-51	Porter Bros.	Certificate	Denied

TABLE NO. 18

**CERTIFICATES OF CONVENIENCE AND NECESSITY CANCELLED
July 1, 1950 to June 30, 1951**

Certifi- cate No.	Case No.	Date of Order	Name of Carrier
497	3534	10-16-50	William Campbell
619	1954 Sub 6	6-29-51	LeGrande L. Belnap, dba Emery County Truck Line
630	3534	10-16-50	William Campbell
692	2910 Amended	9-12-50	John R. Jackson
704	3668	6-28-51	J. H. Cornwall
707	3534	10-16-50	William Campbell
726	3613	5-11-51	John A. Astill, dba A-1 Moving & Transfer
734	3608	6-13-51	Bert D. Isaac, dba Isaac Transportation Company
743	3039	12-12-50	Rose C. Hardy, DeLoy Hardy, and Craig Crandall, dba Silver Streak Taxi Cab Business
748	3582	3-14-51	Wm. E. Bills
760	3065	7-28-50	Elwood B. Carter
765	3058	6-27-51	L. A. Smith and Allen Smith, dba L. A. Smith & Son
783	3651	6-26-51	Owen M. Collett
787	3109	3-28-51	Gronway R. Parry, dba Geneva Transpor- tation Company
792	3585	3-16-51	Jack F. Snyder, dba Acme Transfer
798	3173	11-3-50	Bountiful Transportation Company
799	3109	3-28-51	Gronway R. Parry, dba Geneva Transpor- tation Company
806	3148	3-31-51	E. K. Brown
812	3133	9-11-50	Eldon Leon Lemmon (Cancellation date April 15, 1951)
813	2910 Sub 1	9-12-50	John R. Jackson

TABLE NO. 18
CERTIFICATES OF CONVENIENCE AND NECESSITY CANCELLED
July 1, 1950 to June 30, 1951

(Continued)

Certificate No.	Case No.	Date of Order	Name of Carrier
815	3608	6-13-51	Bert D. Isaac, dba Isaac Transportation Company
817	3671	6-28-51	Burlington Transportation Company
818	3671	6-28-51	Burlington Transportation Company
823	3223	10-17-50	Croft and Hanks, dba Provo Delivery Service
823	3570	1-4-51	Croft and Hanks, dba Provo Delivery Service
828	3541	10-11-50	Ray B. Wright, dba Salt Lake and Coalville Stage Line
859	3366	6-18-51	L. R. Anderson, dba Tow-Away Service
870	3395	6-28-50	Carl Marion and Mary Jorgensen, dba Salina Taxi Service
885	3554	1-17-51	George A. Sims, dba Lindsey Warehouse Company
897	3527	9-13-50	Floyd D. Schoenecke and Frederick S. Parker, dba Murray Transfer
900	3496	9-12-50	Rocky Mountain Rig and Construction Company

TABLE NO. 19
CONTRACT CARRIER PERMITS CANCELLED
July 1, 1950 to June 30, 1951

Permit No.	Case No.	Date of Order	Name of Carrier
78	3535	10-16-50	William Campbell
204	(2300 (2152	9-12-50	Max Fausett
268	3517	8-9-50	G. Kendall
269	2455	10-3-50	Carbon Freight Lines, Inc.
343	3562	1-5-51	J. Herbert Parry, dba Parry Bus
345	3270	12-12-50	Curtis Gordon & Son
356	3576	3-9-51	Harold L. Holt and Ervin F. Malliet, dba H & M Truck Line
367	3520	9-6-50	Wycoff Company, Inc.
374	3455	3-6-51	Reuel A. Jones
378	3495	12-12-50	Lawrence Migliaccio
380	3517	11-8-50	Kendall Trucking Co.

TABLE NO. 20
INTERSTATE CARRIER LICENSES CANCELLED
July 1, 1950 to June 30, 1951

License No.	Case No.	Date of Order	Name of Carrier
58	1566	2-8-51	Charles Smith
140	2064	1-24-51	Owen Milton Collett
151	2277	3-9-51	S.A. Markley, dba M. & M. Truck Company
193	2488	3-9-51	J.D. Stout, dba Merchants Transfer and Storage Company
205	2509	12-8-50	Brown and Lund
238	2754	3-9-51	Ezra H. Warren
245	2770	12-6-50	M. & N. Truck Line
264	2982	12-11-50	John D. McGee and C.L. Maher, dba M. & M. Fast Freight
276	3164	1-24-51	E.P. Hadley and C.P. Hadley, dba Hadley Auto Transport Company
284	3158	12-8-50	C.B. Boydston, J.C. Hilton, G.H. Nelson, and George W. McCleskey, dba B. & H. Transfer & Storage Company
296	3307	10-3-50	E.L. Farmer, R.S. Farmer, J.C. Ferguson, and W.H. Russell, dba E.L. Farmer & Company
309	3369	1-24-51	C.C. Watson and M.R. Watson, dba Watson Truck Line
319	3415	3-6-51	Ernest C. Dunn and Ellis E. Dunn, dba Dunn Bros.

Temporary Licenses

XLI	2445	9-13-50	M. A. Compton and Tom Compton, dba Compton Transfer & Storage Co.
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TABLE NO. 21
SUMMARY OF MISCELLANEOUS ORDERS
ISSUED IN MOTOR CARRIER AND FERRY-BOAT CASES
July 1, 1950 to June 30, 1951

Case No.	Date of Order	Nature of Order
1033 Sub 5	9-29-50	Clarification of operating rights described in order dated October 5, 1948, to provide that The Barton Truck Line, Inc. may operate to, from, and between Salt Lake City and Tooele, Utah, under certificate No. 844.
1033 Sub 7	5-18-51	The Barton Truck Line, Inc., authorized under Certificate No. 844-Sub 7, to operate as a common carrier of commodities generally, including explosives, from Salt Lake City, Utah to Dugway Proving Grounds, serving intermediate points as specified.
2197	10-3-50	Application of Western Auto Transports, Inc., for reinstatement of License 141, granted.
2524 Sub 3	4-23-51	LeGrande L. Belnap, dba Salt Lake Delta Freight Line, authorized to extend operations under Certificate No. 563 to include the transportation of coal from Salt Lake City to Dugway, Utah. Order to be served upon interested parties and to become effective 20 days from date if not protested during the twenty day period.
2524 Sub 3	4-25-51	Order in this case dated April 23, 1951 rescinded. LeGrande L. Belnap, dba Salt Lake Delta Freight Line, authorized to extend operations under Certificate No. 563 to include transportation of coal from Salt Lake City to Dugway, and from railhead at St. John and/or Stockton to Dugway Proving Grounds, effective as of the date of the order.
2817 Sub 2	8-10-50	William H. Linck authorized to extend operations under Permit No. 310 to transport popcorn, potato chips, and baking products for Don Richardson, Vernal, Utah, and William Ruppel, Roosevelt, Utah, and dairy products for Arden-Sunfreze Dairy, Salt Lake City, and Roosevelt Creamery, Roosevelt, Utah.
3042	10-24-50	Arthur L. Chaffin authorized to suspend ferry-boat operations across the Colorado River at Hite, Utah, under Certificate No. 812, until May 1, 1951.

TABLE NO. 21

**SUMMARY OF MISCELLANEOUS ORDERS
ISSUED IN MOTOR CARRIER AND FERRY-BOAT CASES
July 1, 1950 to June 30, 1951**

(Continued)

Case No.	Date of Order	Nature of Order
3133	9-11-50	Eldon Leon Lemmon authorized to suspend operations under Certificate No. 812 until April 15, 1951.
3138	9-28-50	Certificate No. 811, held by B.H. Robinson et. al., dba Wasatch Motors was restated and clarified to authorize the transportation of passengers in the southern part of Weber County, Utah, and the northern part of Davis County, bounded on the north by and including Ogden City, and on the south by Utah State Highway No. 193, east of U.S. Highway No. 91, and including Sahara, and by Utah State Highway No. 108, west of U.S. Highway No. 91, and including Anchorage, serving all points in said area in the manner set forth in order.
3138 Amended	6-30-51	Wasatch Motors granted temporary authority for one year to pick up and discharge passengers at Homer's Market and The Barrel in the town of Clearfield, Utah, when such passengers are destined to or originate at points served by applicant.
3155	12-1-50	Due to discontinuance of service by Bountiful Transportation Company, the Commission's order of June 25, 1947 eliminating the operation of stub runs by Bamberger Transportation Company was rescinded.
3223	12-29-50	Application of Elmo Croft and Reed T. Hanks, dba Provo Delivery Service for reinstatement of Certificate No. 823, granted.
3281 Sub 1	5-7-51	W.S. Hatch Co., authorized under Certificate No. 838-Sub 1, to operate as a common motor carrier of acid in bulk, in tank trucks, over irregular routes, between Woods Cross and all points and places in Salt Lake County, as well as to and from all points and places in Salt Lake County.
3281 Sub 1	6-8-51	Petition of Ashworth Transfer Company and Union Pacific Railroad Company, protestants, for a rehearing in this case, denied.

TABLE NO. 21
SUMMARY OF MISCELLANEOUS ORDERS
ISSUED IN MOTOR CARRIER AND FERRY-BOAT CASES
July 1, 1950 to June 30, 1951

(Continued)

Case No.	Date of Order	Nature of Order
3319	9-28-50	Complaint of B.H. Robinson et. al., dba Wasatch Motors, against Bamberger Transportation Company for allegedly operating over certain routes without proper authority, dismissed.
3326 Sub 1	8-18-50	Certificate of Convenience and Necessity No. 846 heretofore issued to Continental Bus System, Inc. amended to include the transportation of passengers, their express and baggage, in intrastate commerce between Price and Moab and Monticello. That portion of Certificate No. 646 heretofore issued to Moab Garage Company which duplicates the authority hereby issued under Certificate No. 846 was cancelled.
3326 Sub 2	10-6-50	Continental Bus System, Inc., authorized under Certificate No. 846-Sub 2 to operate as a common motor carrier of passengers, express, and baggage from Monticello, Utah to Utah-Colorado State line via U.S. Highway 160.
3400 Sub 1	8-23-50	I. Sander, Inc., authorized under Permit No. 359-Sub 1, to operate as a contract motor carrier of petroleum and petroleum products in bulk for Standard Oil Company of California from Salt Lake City to Vernal, Utah.
3400 Sub 1	9-14-50	Application by protestants, Cantlay and Tanzola, Inc., Lang Transportation Company, and Clark Tank Lines for rehearing, denied.
3406	4-3-51	Case ordered closed as the matters covered by the application were disposed of in Case No. 3217. (Wycoff Company, Incorporated)
3447	4-3-51	Heber J. Woodward permitted to cancel contract hauling agreements with Lee Milne and Sherman Davis, a co-partnership, and Beckstead Brothers, a co-partnership under Permit 370.
3448	8-11-50	See Investigation Docket No. 57.

TABLE NO. 21

**SUMMARY OF MISCELLANEOUS ORDERS
ISSUED IN MOTOR CARRIER AND FERRY-BOAT CASES
July 1, 1950 to June 30, 1951**

(Continued)

Case No.	Date of Order	Nature of Order
3466	12-5-50	Application for rehearing by applicant, Union Pacific Motor Freight Company, denied.
3482	8-23-50	Applicant, J. Vernon Cook, dba Cook Transportation Company, authorized to suspend, until March 1, 1951, operations between Wellsville, Utah and Salt Lake City, Utah under Certificate 817 and 818.
3482	4-3-51	Applicant, J. Vernon Cook, dba Cook Transportation Company, authorized to suspend operations between Wellsville, Utah and Salt Lake City, Utah under Certificates 817 and 818 until June 1, 1951.
3512	4-27-51	Petition granted to change name under License 332 from B & H Van Service, Inc., to Atlas Van Service, Inc.,
3552	12-8-50	Order rescinded and cancelled the authority granted J. Vernon Cook, dba Cook Transportation Company on January 7, 1949, Case No. 3243, to transport passengers under Permit No. 352 between Garland and Willard and all war industry installations in the Ogden area.
3613	6-18-51	Application granted to change name under Certificate 932 from R. Price Worsley, an individual, doing business under his own name, to R. Price Worsley, dba "National Cartage Company."

TABLE NO. 22

**SUMMARY OF ORDERS ISSUED IN
MISCELLANEOUS CASES
July 1, 1950 to June 30, 1951**

Case No.	Date of Order	Nature of Order
3115	3-16-51	Application of Fountain Green City et al, to require The Denver and Rio Grande Western Railroad Company to render better service on its branch line between Ephraim, Utah and Nephi, Utah, dismissed for want of prosecution.
3256	6-25-51	Petition of John H. Henderson, and fourteen other parties for investigation into practices and conduct of Mountain Fuel Supply Company, dismissed without prejudice.
3315	9-20-50	Application of T.W. Smith, et al, requesting the construction of right of way fences along the main line of The Denver and Rio Grande Western Railroad Company where the line traverses the grazing lands of applicants in Emery County, denied. The Denver and Rio Grande Western Railroad Company ordered to make certain that the requirements of Section 77-0-12, Utah Code Annotated 1943 with regard to posting notices are being strictly adhered to.
3317	3-23-51	Application of certain citizens of Woods Cross, Davis County, Utah, for extension of gas service into the Woods Cross area by Mountain Fuel Supply Company, denied.
3372	7-19-50	Subsection (5) of Section "A" of Supplemental Report, Findings, and Order No. 6, as amended by Supplemental Findings and Order No. 8, relating to restrictions on gas service by Mountain Fuel Supply Company, amended to read as follows: (5) The Company shall not serve gas to any qualified applicant if the foundation for the new home involved has not been completed on or before September 30, 1950, or if such new home has not been fully completed on or before March 10, 1951; provided that if such notification by the Company is given less than 90 days prior to September 30, 1950, the time for the completion of the foundation shall be extended to a date not later than 90 days from the date of such notification.

TABLE NO. 22
SUMMARY OF ORDERS ISSUED IN
MISCELLANEOUS CASES
July 1, 1950 to June 30, 1951

(Continued)

Case No.	Date of Order	Nature of Order
3372 Continued	7-19-50	The order provided also that applications for new homes cancelled voluntarily or for failure to meet requirements shall be reserved for re-allocation in meritorious cases.
3372 Sub 10	3-1-51	Mountain Fuel Supply Company was ordered to assume an additional peak load of twelve million cubic feet of gas per day for space heating of 2,500 new homes, and of old homes equivalent to 3,300 average homes, to be allocated to counties in accordance with the percentages of general service customers in the several counties served. The Company also was permitted to accept qualified applications for an additional 400,000 cubic feet per day, the equivalent of service to 200 average homes, for purposes as the Company determines to be consistent with the public convenience.
3372	3-5-51	Order amended supplemental order No. 10, issued March 1, 1951, to the extent that the 3,300 connections for old homes allowed in said order should be allocated by Mountain Fuel Supply Company in the chronological order of the filing of the applications on a system wide basis rather than on a county basis.
3372	3-12-51	Changes in rules and regulations of Mountain Fuel Supply Company relating to the availability and restrictions as to gas service as set forth in its Schedule of Domestic and Commercial and Industrial Rates for Natural Gas, P.S.C. Utah No. 12, amended, were allowed to become effective one day after the filing thereof.
3372	4-27-51	Prior orders amended to provide that applications to Mountain Fuel Supply Company for new homes for which the footings were not completed before June 15, 1951, should be cancelled within a reasonable period thereafter and re-allocated proportionately to multiple-builder applicants as provided in Order No. 10 dated March 1, 1951, and supplement thereto dated March 5, 1951.

TABLE NO. 22
SUMMARY OF ORDERS ISSUED IN
MISCELLANEOUS CASES
July 1, 1950 to June 30, 1951

(Continued)

Case No.	Date of Order	Nature of Order
3372	5-21-51	Prior orders amended to the extent of permitting Mountain Fuel Supply Company to serve natural gas for space heating to new homes for which footings had not been completed by June 15, 1951, provided the new home owner presents to the company a bona fide contract or commitment for the construction of such new home, together with a supporting affidavit that the failure to complete the footings by June 15, 1951, was due to causes entirely beyond the control of the applicant. In the event of such presentation the applicant for the new home, within the discretion of the company, should have a reasonable time, but in no event later than August 15, 1951, to complete the construction of the footings. If footings are not completed within the time prescribed, applications are to be cancelled and reallocated to multiple builders.
3410 Sub 1	6-25-51	Certificate No. 922 held by County Water System, Inc., to distribute water for culinary and other purposes in the area southeast of Salt Lake City, south of 2700 South Street, east of 2700 East Street, and north of 4500 South Street, extended to include that area south of 3900 South Street, east of 2300 East Street, and North of 4500 South Street.
3471	10-2-50	Upon the application of Angus Bulloch et al., the Union Pacific Railroad Company was ordered to fence approximately eighteen miles of right-of-way along its branch line running from Lund to Cedar City, Utah.
3511	11-6-50	Application of Mountain Fuel Supply Company for authority to transfer its production properties to an exploration, development, and production company, denied.
3511	4-4-51	Upon motion of Mountain Fuel Supply Company the petition of said company for rehearing was ordered withdrawn, and the report, findings, and order of the Commission were vacated and set aside.

TABLE NO. 22
SUMMARY OF ORDERS ISSUED IN
MISCELLANEOUS CASES
July 1, 1950 to June 30, 1951

(Continued)

Case No.	Date of Order	Nature of Order
3519	8-3-50	Upon request of the applicant the application of The Manila Light and Power Company for a certificate of convenience and necessity to generate and sell electric power and energy for light and power purposes in Manila, Utah and vicinity was dismissed.
3537	10-5-50	Interchange power agreement dated May 15, 1950, between applicant, Utah Power & Light Company, and Swan Creek Electric Company, approved.

APPENDIX II
MISCELLANEOUS TABLES
AND COMMISSION FINANCES

	<u>Table No.</u>	<u>Page No.</u>
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Reported accidents - railroad	28	65
Reported accidents - motor carrier	29	66
Reported accidents - electric and gas utilities	30	67
Commission finances	31	68
Public utilities under jurisdiction of Commission..	32	69

TABLE NO. 23
SPECIAL PERMISSIONS ISSUED
July 1, 1950 to June 30, 1951

Purpose for Which Issued	Number Issued
To reduce intrastate railroad freight rates	35
To reduce intrastate railroad passenger rates	1
To reduce intrastate motor carrier freight rates	15
To reduce intrastate motor carrier passenger rates	1
To publish (short notice) authorized increases in motor carrier freight rates	1
To publish railroad rates to new stations	9
To publish motor carrier rates to new stations	8
To change railroad time schedule	7
To change motor carrier time schedule	17
To correct error in railroad tariff publication	6
To correct error in motor carrier tariff publication	7
To extend expiration date to railroad freight rates	7
To extend expiration date to railroad passenger fares	1
To extend expiration date to motor carrier freight rates	1
To extend expiration date to motor carrier passenger rates	1
To change transit time schedule	1
To reduce electric light and power rates	1
TOTAL	<u><u>119</u></u>

TABLE NO. 24
INFORMAL DOCKETS
July 1, 1950 to June 30, 1951

Docket No.	Date of Order	Nature of Order
639	7-13-50	Union Pacific Railroad Company authorized to refund to Provo Hide and Fur Company \$171.15 account excessive rate applied on three car loads of scrap iron.
640	8-4-50	Union Pacific Railroad Company authorized to refund to the Utah Poultry & Farmers Co-operative \$68.74 on carload of dried beet pulp.
641	9-14-50	Union Pacific Railroad Company authorized to waive collection from Utah Power & Light Company of \$2,447.28 switching charges on 412 carloads of coal.
642	10-16-50	The Denver & Rio Grande Western Railroad Company and Union Pacific Railroad Company authorized to refund to Utah Idaho Sugar Company \$60.66 as reparation on carload of manufactured chemical fertilizer.
643	12-5-50	Union Pacific Railroad Company authorized to waive collection of \$219.78 switching charges from Utah Power & Light Company on 37 car loads of coal.
644	1-4-51	Union Pacific Railroad Company authorized to deviate from Commission's General Order No. 25 to the extent of allowing certain impaired clearances in connection with a spur track serving the Utah Poultry & Farmers Cooperative mill, warehouse and elevator buildings at Salt Lake City, Utah.
645	1-12-51	Agent L.E. Kipp, of Western Trunk Line Committee in behalf of Union Pacific Railroad Company authorized to amend as of February 1, 1951 Western Trunk Line Tariff No. 336 J, Agent L.E. Kipp, P.S.C.U. No. 92 by eliminating the stations of Midvale and Murray from page 28 of said tariff.
646	1-22-51	The Denver & Rio Grande Western Railroad Company authorized to remove the signal warning bell installed at the railroad crossing intersection of 13th South and 5th West Streets in Salt Lake City.
647	1-22-51	Union Pacific Railroad Company authorized to refund to Geneva Steel Company \$87.20 on tank car shipment of Xylol, account of excessive rate.

TABLE NO. 24
INFORMAL DOCKETS
July 1, 1950 to June 30, 1951

(Continued)

Docket No.	Date of Order	Nature of Order
648	3-12-51	Union Pacific Railroad Company authorized to deviate from Commission's General Order No. 63 to the extent of allowing a certain impaired clearance at the cobolt refining building of the Calera Mining Company at Lake Point, Utah.
649	3-6-51	Railway Express Agency authorized to close its agency at Castle Gate, Utah.
650	2-28-51	Union Pacific Railroad Company authorized to waive collection of \$132.34 undercharge from Sharp Livestock Company Corporation on shipments of 43 carloads of sheep, one carload of horses, and two outfit cars from Wahsatch, Utah to Warner, Utah, account of excessive rate.
651	3-20-51	Union Pacific Railroad Company authorized to reparate to Sanders Coal Company \$165.51 on three cars of slack coal.
652	3-23-51	The Denver & Rio Grande Western Railroad Company authorized to reparate to Morris P. Kirk Company \$36.12 on a carload of scrap lead battery plates.
653	3-30-51	Union Pacific Railroad Company authorized to waive collection of \$408.64 and to refund \$780.19 to Lewon Brothers account of excessive rate applied on 10 car loads of scrap steel and copper wire.
654	5-24-51	Union Pacific Railroad Company authorized to waive collection of \$323.40 from American Smelting & Refining Company account of excessive rate applied on a carload of copper and steel wire.
655	6-4-51	Union Pacific Railroad Company authorized to reparate to Knight Ideal Coal Company \$113.25 account of excessive rate applied on shipment of coal.

TABLE NO. 25

INVESTIGATION DOCKETS
July 1, 1950 to June 30, 1951

Docket No.	Date of Order	Nature of Order
41	6-25-51	Proceeding relating to service, equipment, and facilities of Telluride Power Company, dismissed without prejudice.
57	8-11-50	The Commission ordered publication of specified car load and truck load freight rates to be charged for the transportation of gypsum and gypsum products, including plaster-board, from Sigurd and Nephi to Utah points.
	9-7-50	Petitions for rehearing denied.
	9-8-50	At the request of The Denver and Rio Grande Western Railroad Company the effective date of the Commission's order of August 11, 1950 was extended for a period of thirty days from September 8, 1950.
	10-6-50	Order of August 11, 1950 was extended for thirty days beyond October 6, 1950.
	11-3-50	Upon a stipulation by interested parties as to rates to be charged the Commission suspended the August 11, 1950 order for a period of two years from November 3, 1950 with the further provision that in the absence of complaints during the two years said order should be vacated and set aside. The amended order also specified motor carrier and rail rates to be published covering the transportation of gypsum products, including plaster-board, from Sigurd and Nephi, Utah to Utah points.
58	6-25-51	County Water System, Inc. was ordered to limit to 1,000 the number of connections to be made to its system until a further showing is made that said company is able to supply additional customers.

TABLE NO. 26
GENERAL ORDERS
July 1, 1950 to June 30, 1951

Order No.	Date of Order	Nature of Order
Supplemental Order No. III to General Order No. 36	1-30-51	Supplemental Order No. III amended General Order No. 36 to coincide with the Interstate Commerce Commission's regulations on accident statistics and states \$300 as the minimum damage to constitute a reportable train accident for the year beginning January 1, 1951, such amount to include damage to railway property but not damage to property of noncarriers or adjacent to right-of-way.
Supplement No. 1, to General Order No. 61	6-21-51	This order approved and adopted "Association of American Railroads Supplement No. 1, to Bulletin No. 4, -- Railway--Highway Grade Crossing Protection - Recommended Standards amending paragraph 2, page 37 of the said Bulletin." Order also adopted the Association's "Supplemental Rules and Regulations for the Installation and Inspection of Railroad-Highway Grade Crossing Signal Devices."

TABLE NO. 27

ORDERS ISSUED IN INVESTIGATION AND SUSPENSION DOCKETS
July 1, 1950 to June 30, 1951

I. & S. Docket No.	Date of Order	Nature of Order
61	9-29-50	Order suspending Fifth Revised Page 3 to Passenger Tariff No. 3, and Third Revised Page 2 to Time Schedule No. 1, of Wasatch Motors, effective April 1, 1950, dismissed.
62	9-19-50	See Case No. 3530, Table No. 9.
63	11-3-50	Certain rates and charges stated in Intermountain Tariff Bureau Class and Commodity Tariff No. 1, P.S.C.U. No. 16, permitted to be made effective.
64	- - -	Continental Bus System, Inc., filed Local and Joint Passenger Tariff No. 148-A, P.S.C.U. No. 3, to become effective August 11, 1950, naming new individual and joint regulations affecting fares and charges intrastate within Utah. I. & S. Docket number assigned but suspension order not issued. Matter closed.
65	- - -	The Denver and Rio Grande Western Railroad Company, Inc., filed Local and Joint (Rail-Motor) Passenger Tariff No. 519-A, P.S.C.U. No. 512, named round trip weekend excursion fares intrastate within Utah. I. & S. Docket number assigned but suspension order not issued. Matter closed.
66	- - -	Moab Garage Company, Inc., published increased rates and charges intrastate within Utah in Freight Tariff No. 5, P.S.C.U. No. 6 to become effective September 6, 1950. These rates were allowed to become effective without formal order being issued.
67	- - -	Aluminum articles, N.O.S., item 495 of Intermountain Class and Commodity Tariff No. 1, P.S.C.U. No. 16, was deleted from the merchandise list approved by order in I & S Docket No. 63. During interim Fuller-Toponce Truck Company reinstated aluminum articles, N.O.S., under column A merchandise list. Docket dismissed by letter dated November 28, 1950.

TABLE NO. 27

ORDERS ISSUED IN INVESTIGATION AND SUSPENSION DOCKETS
July 1, 1950 to June 30, 1951

(Continued)

I. & S. Docket No.	Date of Order	Nature of Order
68	- - -	Increased rates, etc. stated in Supplement No. 16 to National Motor Freight Classification No. 10 governing burial cases, caskets, coffins, vaults and accessories being transported within the State of Utah and to become effective December 19, 1950, were permitted to become effective by motor carriers, without formal order being issued.
69	1-15-51	Arrow Auto Line, Inc., filed increased one way and round trip passenger fares between authorized intrastate points in Utah to become effective January 22, 1951. Increases permitted to become effective upon a finding that increased cost of operation justified the proposed rates.
70	5-4-51	Salt Lake City Lines was authorized to file new tariff stating increased rates as follows: tokens 4 for 35 cents; student cash fare 5 cents; and weekly pass \$1.40. Certain zone changes were also approved.
72	5-3-51	Tariffs of Salt Lake Transportation Company and Utah Transportation Company stating increased rates for ambulance and baggage service allowed to become effective.

TABLE NO. 28
FATALITIES AND INJURIES ON RAILROADS OPERATING IN UTAH
 January 1, 1950 to December 31, 1950

Name of Carrier	Passengers		Pedestrians or Occupants of Motor Vehicles		Employees	
	Killed	Injured	Killed	Injured	Killed	Injured
Bamberger Railroad Company	0	0	0	0	0	0
Carbon County Railway Company	0	0	0	0	0	0
Denver & Rio Grande Western Railroad, Co., The	0	0	0	0	0	31
Ogden Union Railway & Depot Co.	0	0	0	5	0	31
Salt Lake Garfield & Western Railway Co.	0	0	0	0	0	0
Salt Lake City Union Depot & Railroad Co.	0	0	0	0	0	1
Southern Pacific Company	0	1	0	0	1	6
Tooele Valley Railway Company	0	0	0	0	0	1
Union Pacific Railroad Company	0	2	0	0	1	16
Utah Railway Company	0	0	0	0	0	3
Western Pacific Railroad Company	0	0	0	0	0	1
Total	0	3	0	5	2	90

Name of Carrier	Trespassers		Non-Trespassers		Grand Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Bamberger Railroad Company	0	0	0	0	0	0
Carbon County Railway Company	0	0	0	0	0	0
Denver & Rio Grande Western Railroad Co., The	0	1	2	4	2	36
Ogden Union Railway & Depot Co.	0	0	0	3	0	39
Salt Lake Garfield & Western Railway Co.	0	0	0	0	0	0
Salt Lake City Union Depot & Railroad Co.	0	0	0	0	0	1
Southern Pacific Company	0	1	0	1	1	9
Tooele Valley Railway Company	0	0	0	0	0	1
Union Pacific Railroad Company	2	1	4	8	7	27
Utah Railway Company	0	0	0	0	0	3
Western Pacific Railroad Company	0	0	0	2	0	3
Total	2	3	6	18	10	119

TABLE NO. 29
**FATALITIES AND ACCIDENTS FROM MOTOR TRANSPORT
 OPERATIONS WITHIN THE STATE OF UTAH**
 January 1, 1950 to December 31, 1950

Passenger Carriers	Number of		Pedestrians or Occupants of				Employees		Grand Total	
	Accidents	Passengers Killed Injured	Other Vehicles Killed Injured	Pedestrians Killed Injured	Other Vehicles Killed Injured	Killed	Injured	Killed	Injured	
Burlington Transportation Co.	2	0 2	0 0	0 0	0 0	0 0	0 0	0 0	2 0	
Continental Bus System, Inc.	2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Denver - S.L. Pacific Stages, Inc.	1	0 2	0 0	0 0	0 0	0 0	0 0	0 0	2 2	
Interstate Transit Lines	9	0 9	1 1	6 6	0 0	2 2	2 1	1 0	17 6	
Salt Lake City Lines	1	0 5	0 0	0 0	0 0	1 1	0 0	0 0	6 6	
Total	15	0 18	1 1	6 6	0 0	3 3	1 1	1 1	27 27	
Property Carriers										
Cantlay and Tanzola, Inc.	2	0 0	0 1	0 0	0 0	0 0	0 0	1 1	0 0	
Fuller Toponce Truck Co.	3	0 0	0 0	1 1	0 0	0 0	0 0	0 0	1 1	
Pacific Intermountain Express	17	0 1	0 0	14 14	0 0	1 1	0 0	0 0	16 16	
Salt Lake Transfer Co.	3	0 0	0 0	3 3	0 0	0 0	0 0	0 0	3 3	
Total	25	0 1	1 1	18 18	0 0	1 1	1 1	1 1	20 20	
Grand Total	40	0 19	2 2	24 24	0 0	4 4	2 2	2 2	47 47	

TABLE NO. 30
 SUMMARY OF REPORTED ACCIDENTS - ELECTRIC AND GAS UTILITIES
 January 1, 1950 to December 31, 1950

Name of Utility	Employees		Other Persons		Number of Property Damage Accidents		Persons		Property Damage Accidents
	Killed	Injured	Killed	Injured	Utility	Non-Utility	Killed	Injured	
Big Springs Power Co.	0	0	0	0	0	0	0	0	0
Mountain Fuel Supply Co.	0	0	0	0	0	0	0	0	0
Southern Utah Power Co.	0	0	0	0	0	0	0	0	0
Swan Creek Electric Co.	0	0	0	0	0	0	0	0	0
Telluride Power Co.	2	2	0	0	0	0	2	2	0
Uintah Power and Light Co.	0	0	0	0	0	0	0	0	0
Utah Power & Light Co.	2	0	0	0	0	0	2	0	0
Wendover Light and Power Co.	0	0	0	0	0	0	0	0	0
Total	4	2	0	0	0	0	4	2	0

TABLE NO. 31
STATEMENT OF COMMISSION FINANCES
July 1, 1950 to June 30, 1951

	Public Service General	Utility Rate Investigations	Motor Transport	Total
Appropriations - 1949 - 1951:				
Unexpended Balance - July 1, 1950	\$ 73,566.11	\$19,974.13	\$14,112.01	\$107,652.25
Departmental collections - 7-1-50 to 6-30-51	3,309.30			3,309.30
Miscellaneous Credits	34.50		5.78	40.28
Total	\$ 76,909.91	\$19,974.13	\$14,117.79	\$111,001.83
Expenditures - July 1, 1950 to June 30, 1951:				
Personal Services	\$ 42,771.58	\$ 7,200.82	\$10,182.24	\$ 60,154.64
Travel	851.91	1,469.74	2,109.99	4,431.64
Current Expenses	6,183.48	243.01	811.03	7,237.52
Capital Outlay	1,131.79			1,131.79
Central Administration	17,898.72		969.60	18,868.32
Total	\$ 68,837.48	\$ 8,913.57	\$14,072.86	\$ 91,823.91
Unexpended Balance, June 30, 1951	\$ 8,072.43	\$11,060.56	\$ 44.93	\$ 19,177.92

TABLE NO. 32
PUBLIC UTILITIES UNDER JURISDICTION OF COMMISSION
June 30, 1951

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
Terminal companies	3
Sleeping car company	1
Express company	1
Electric light and power companies	7
Telephone companies	15
Telegraph company	1
Gas company	1
Water companies	15
Transit companies	4
Boat carrier	1
Motor Carriers	334
TOTAL	<u>393</u>

