

THIRTY-FOURTH
REPORT

of the

PUBLIC SERVICE
COMMISSION

OF UTAH

to the

GOVERNOR



For the Period

July 1, 1951 to June 30, 1952

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The Public Service Commission of Utah is a division of the Department of Business Regulation of Utah. The department includes five other divisions which administer the laws relating to banking, insurance, security issues and real estate, fair trade, and the licensing and registration of trades and professions.

This report deals only with the activities of the Public Service Commission.

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

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Dear Governor Lee:

We take pleasure in submitting herewith the thirty-fourth report of the Public Service Commission of Utah covering the fiscal year July 1, 1951, to June 30, 1952. This report has been prepared pursuant to the provisions of Chapter 1-11, Title 76, Utah Code Annotated, 1943.

Respectfully submitted,

HAL S. BENNETT
Chairman

STEWART M. HANSON
Commissioner

DONALD HACKING
Commissioner

F. A. YEAMANS
Secretary

PUBLIC SERVICE COMMISSION ROSTER

June 30, 1952

The Commission

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

(Mr. Donald Hacking, a former commissioner, took office as a member of the commission on June 16, 1952, to fill the unexpired term of Mr. William R. McEntire, deceased. Mr. Hacking had served as consultant and examiner for the Commission from March 19, 1951 to June 15, 1952.)

Central Office

Evelyn Feldsted 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

Engineering Division

Wilford A. Robinson Chief Valuation Engineer

Transportation Rate Division

Clifford W. Ferguson Commerce Attorney
 John R. Coulam Rate Expert
 Blanche Ipsen Stenographer
 June Samuelson File Clerk

Inspection Division

Robert N. Slaughter * Chief Inspector
 Rawlins B. Young * Inspector
 Benjamin H. Smith * Inspector
 Clarence W. Newson * Inspector
 Iva Pascoe 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

WILLIAM R. McENTIRE

Mr. William R. McEntire of Huntsville, Utah, took office as a commissioner on the Public Service Commission of Utah on December 1, 1943, having been appointed by the Governor to fill an unexpired term made vacant through the resignation of a former commissioner. Mr. McEntire was reappointed in 1947 to a six year term on the commission.

Commissioner McEntire died on June 2, 1952, while still in office.

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SECTION I
FORMAL CASES BEFORE THE COMMISSION

During the fiscal year July 1, 1951 through June 30, 1952 the Commission disposed of 147 formal cases. On June 30, 1952, only 17 cases were pending. In the following table a summary is presented of the formal cases.

TABLE NO. I

FORMAL CASES BEFORE THE COMMISSION

July 1, 1951 to June 30, 1952

	Cases			Cases	
	Cases Pending 7-1-51 July 1, 1951	Filed to 6-30-52	Total	Cases Disposed of	Pending June 30, 1952
Electric power and light rates ..	2	1	3	2	1
Telephone rates	1	1	2	1	1
Telegraph rates	-	1	1	1	-
Water rates	-	-	-	-	-
Gas rates	-	1	1	1	-
Pullman Company rates	-	1	1	-	1
Railroad rates	4	2	6	5	1
Express rates	-	6	6	5	1
Transit rates	-	-	-	-	-
Motor carrier rates	1	22	23	23	-
Station agency	-	1	1	1	-
Grade crossing	2	5	7	7	-
Motor carrier operating rights	9	87	96	87	9
Miscellaneous	7	10	17	14	3
Total	26	138	164	147	17

Tables 7 to 23, Appendix I, contain digests of the orders issued in formal cases. A few of these cases are referred to briefly below.

Electric Rates

Only one order was issued during the period in which an adjustment in the rates of an electric utility was authorized. In Case No. 3590 Southern Utah Power Company was permitted to make an upward adjustment in its rate applicable to Escalante Valley Electric Association, Inc.

An application of Utah Power & Light Company for authority to increase its electric rates in Utah had been heard but had not been decided at June 30, 1952.

Natural Gas Rates and Service

The only case before the Commission in which an order was issued relating to gas rates concerned the question of the treatment of franchise, occupation, or license fees imposed by a municipality upon a public utility. Salt Lake City, by ordinance effective January 1, 1952, imposed a license fee of two per cent of the gross receipts of Mountain Fuel Supply Company from the sale of natural gas within that city. An occupation or license tax of two per cent was imposed by Sandy City effective the same date. The city of South Salt Lake placed in effect on May 11, 1951, a license fee equal to one per cent of the company's gross receipts within the corporate limits of that city.

In January, 1952, Mountain Fuel Supply Company filed with the Commission an amendment to its published rate schedules. The effect of the amendment was to increase the natural gas rates of the company in those cities which had imposed municipal levies of the nature described above, such increases to be sufficient to recoup the amount of the municipal impositions.

A hearing was held on the proposal of the company. After careful consideration of all aspects of the question the Commission concluded it would be unfair and unjust to spread the burden of these special municipal taxes and fees upon users of gas residing outside the limits of the municipalities imposing them. Accordingly, in an order dated April 30, 1952, in Case No. 3755, the proposed amendment filed by Mountain Fuel Supply Company was approved to become effective as to service rendered on and after May 1, 1952.

In March, 1952, Mountain Fuel Supply Company advised the Commission that it was able to increase its daily peak load in Utah by 12,350,000 cubic feet, the equivalent of the peak load requirement of 6,175 average homes. Following a hearing on the matter an order was issued on April 30, 1952, in which the available natural gas was allocated for use in old homes, new homes, and small multiple housing units.

A matter of considerable interest is a field known as the Clear Creek structure in Carbon County, Utah. A discovery well completed in November, 1951 indicates substantial quantities of natural gas in this structure. Further drilling is under way to determine the size of the gas reserve. The gas from the Clear Creek structure as well as from several adjoining unproven structures has been committed to the Utah Natural Gas Company, according to representations made by that company to the Commission.

In March, 1951, the Commission issued a conditional certificate of convenience and necessity to Utah Natural Gas Company for the construction and operation of a pipe line from San Juan County to Salt Lake City. The company failed to meet the conditions attached to the certificate within the time prescribed in the order. The Commission cancelled the certificate in an order dated April 11, 1952, but upon the motion of Utah Natural Gas Company additional time was allowed said company in which to file an amended application with the Commission. It is the announced intention of Utah Natural Gas Company to file an application for authority to construct and operate the necessary pipe lines and facilities to transport the natural gas from Carbon County to market areas in Utah.

Telephone Rates

The Mountain States Telephone and Telegraph Company was authorized in Case No. 3596 to increase its Utah intrastate rates in an amount not exceeding \$1,378,931.00 annually when applied to its volume of business during the twelve months ended March 31, 1951. The order was dated August 10, 1951. In its application the company requested approval of rates designed to produce an annual increase of \$2,164,000.00.

A proposal similar to that of Mountain Fuel Supply Company discussed above was presented to the Commission by The Mountain States Telephone and Telegraph Company in respect to municipal franchise, occupation, or license fees. In an order dated May 5, 1952, the telephone company was authorized to make effective tariff

changes to provide that municipal levies may be billed by the company to customers within the municipal boundaries of those cities and towns levying such taxes or fees.

Railroad and Express Rates

The general intrastate rate structure of the railroads operating in Utah was not altered materially, except for changes in specific commodity rates such as petroleum products which were changed to meet the needs of a new state industry. In addition Salt Lake City, Ogden, and Provo were placed generally on a common basing point of freight rates.

The intrastate railroad rate structure is faced with a possible 23 per cent increase as a result of Utah rail common carriers seeking relief through Section 13 (4) of the Interstate Commerce Act. In this proceeding the carriers have applied to the Interstate Commerce Commission for authority to make effective on Utah intrastate traffic the same increases allowed by the Federal commission on interstate traffic in Ex Parte 162, Ex Parte 166, and Ex Parte 168. This matter was pending before the Interstate Commerce Commission on June 30, 1952.

The general interstate freight rate structure of Utah, the Mountain-Pacific region, and the nation as a whole has been set for investigation in two proceedings before the Interstate Commerce Commission, Docket No. 30416 and Docket No. 30660.

Increases in the rates of Railway Express Agency, Inc., were authorized in several orders issued during the period covered by this report. A summary of these orders is presented in Table No. 10, Appendix I.

Transit Service in Ogden

In an order dated January 16, 1952, the Commission authorized Ogden Transit Company to discontinue operations in and around Ogden as a common carrier of passengers. The order was predicated upon a showing that this company could no longer conduct its operations on a profitable basis. Under the terms of the order Ogden Transit Company was permitted to discontinue operations at midnight on May 19, 1952.

On April 8, 1952, Eugene R. Boswell and John Yeaman, a co-partnership, filed an application with the Commission for a certificate

of convenience and necessity to operate an urban passenger transportation system in Ogden and contiguous area. A certificate was granted to these applicants in an order dated May 16, 1952, and they commenced service on May 20, 1952.

Motor Carrier Rates

The Commission disposed of 23 cases involving applications of motor carriers for adjustments in rates. In addition, orders were issued in two cases previously closed dealing with the same subject. The majority of these orders authorized increases in rates of the applicant carriers.

An increase in the general intrastate rate structure of the common motor carriers of petroleum products was authorized in an order dated June 10, 1952, Case No. 3715. In publishing new tariffs pursuant to this order the carriers also provided for some decreases and modifications of existing rates to meet the needs of the State's rapidly expanding petroleum industry.

A summary of the orders may be found in Table No. 11, Appendix I.

Motor Carrier Operating Rights

As indicated in Table No. 1 the Commission disposed of 87 cases dealing with operating rights of motor carriers. Orders also were issued cancelling 58 operating rights. Table No. 2, below, presents a summary of these orders.

TABLE NO. 2

**SUMMARY OF ORDERS INVOLVING MOTOR CARRIER RIGHTS
July 1, 1951 to June 30, 1952**

Nature of Rights Involved	Number			
	Issued	Denied	Dismissed	Cancelled
Certificate of convenience and necessity	24	-	3	37
Contract carrier permits	7	2	2	8
Interstate carrier licenses	53	-	1	13
Total	84	2	6	58

In addition to the above there were 37 supplemental orders issued in cases previously closed relating to operating rights. A summary of these orders is shown in Table No. 22, Appendix I.

SECTION II

GENERAL AND MISCELLANEOUS

Special Permissions

The Commission issued 115 special permissions authorizing the publication of reduced rates, changes in time schedules, corrections of tariffs, etc., on less than the statutory notice of 30 days. Table No. 24, Appendix II, contains a summary of these orders.

Informal Dockets

Orders were issued in 14 informal dockets. Reparation awards in nine of these orders amounted to \$1,587.05. Further details are presented in Table No. 25 of Appendix II.

General Orders

As shown in Table No. 26, Appendix II, one supplement to an existing general order was issued. This supplement amended the requirements relating to the testing of alternating current single-phase electric meters.

Investigation Dockets

The Bear River Telephone Company is engaged in an expansion and modernization program in Box Elder County, Utah. The Rural Electrification Administration has agreed to provide the finances for this program. This matter formed the subject of an order issued in Investigation Docket No. 59. See Table No. 26, Appendix II.

Investigation and Suspension Dockets

The Commission disposed of fourteen investigation and suspension dockets involving rates of various carriers and utilities. These orders are summarized in Table No. 27, Appendix II.

Joint Board Hearings

The Utah Commission participated in 17 joint board hearings conducted under the provisions of the Federal Motor Carrier Act involving applications for motor carrier operating rights. Four of these hearings were held in Denver, Colorado; one in Boise, Idaho; one in Carson City, Nevada; and twelve in Salt Lake City.

Orders on Review in the Supreme Court of Utah

*Los Angeles and Salt Lake Railroad Company
and Union Pacific Railroad Company, Plaintiffs,
v. Public Service Commission of Utah, Defendant.*

(Supreme Court No. 7654)

In the above-entitled matter the Supreme Court of Utah reviewed an order of the Commission (on rehearing) dated January 9, 1951, in our Case No. 3267, in which the Commission granted authority to the plaintiffs to discontinue the Black Rock station as an open-agency station from June 1st to November 30th of each year. In the application to the Commission the railroad companies sought authority to close this station as an agency from June of each year to March of the following year, both months inclusive.

The Commission's order was affirmed on January 29, 1952. The plaintiffs filed a petition for rehearing on February 15, 1952. At the closing date of this report the petition for rehearing had not been ruled upon by the court.

*Utah Pipe Line Company, Plaintiff, v.
Public Service Commission of Utah and
Utah Natural Gas Company, Defendants.*

(Supreme Court No. 7695)

In an order dated March 12, 1951, in our Case No. 3504, the Commission granted a certificate of convenience and necessity to Utah Natural Gas Company to construct and operate a natural gas pipe line from gas fields in San Juan County, Utah, to Salt Lake County, with secondary pipe lines to certain other sections of the state. The certificate was conditioned upon the fulfillment by Utah Natural Gas Company within one year from the date of the order of certain specific requirements as to financing plans, development of adequate gas reserves, etc.

Utah Pipe Line Company, an intervener in the proceedings before the Commission, was granted certiorari by our State Supreme Court. The proceeding was dismissed by the court on February 1, 1952, upon motion of the plaintiff.

*Utah Power & Light Company and
Telluride Power Company, Plaintiffs,
v. Public Service Commission and
Nephi City, Defendants.*

(Supreme Court No. 7803)

The Supreme Court of Utah reviewed the amended order of the Commission dated November 8, 1951, (Case No. 3516) in which Utah Power & Light Company was ordered to offer to furnish and deliver to Nephi City such electric energy as Nephi City may need and will agree to purchase for its own use and for the use of the inhabitants of said city. Utah Power & Light Company had refused to enter into an agreement with Nephi City to furnish such electrical energy upon the grounds that Nephi City is located in the area served by Telluride Power Company.

The case was argued in June, 1952, but the court's decision had not been handed down by June 30, 1952.

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

(Supreme Court No. 7832)

This case had been argued and submitted to the court but had not been decided by the closing date of this report. The case involves a review of an order of the Commission dated January 14, 1952, Case No. 3546, in which the plaintiffs above were ordered to file tariffs containing rates and charges applicable on intrastate carload traffic moving to or from and within plant areas of the smelters at Garfield, Midvale, and Murray, such charges to produce substantially the same overall revenue to the carriers as is produced from the presently effective rates and charges.

Commission Finances

A total of \$81,839.39 was expended out of the available funds of the Commission in administering the public utilities laws of Utah during the fiscal year ended June 30, 1952. The expenditures in the previous fiscal year amounted to \$91,823.91.

At June 30, 1952, there was an unexpected balance of \$11,357.85 in the Commission's appropriation accounts.

Table No. 31, Appendix II, contains additional details concerning the Commission's finances.

SECTION III

SELECTED DATA ON UTILITY OPERATIONS

Electric Rates and Use of Electricity

The residential and farm use of electricity in Utah has continued to climb while the average revenue per kilowatt hour has been declining. The seven privately owned and operated electric utilities in Utah served an average of 139,006 domestic and farm customers during 1951. These customers used 393,707,458 kilowatt-hours of energy during the year. The average farm and home use was 2,832 kilowatt-hours in 1951, an increase of 9.9 per cent over 1950. A total of 1,132,589,912 kilowatt-hours were consumed by all classes of customers served by these utilities.

To meet this increased demand in electric power, the Utah Power & Light Company installed the first unit rated 66,000 KW at the Gadsby steam-electric plant in Salt Lake City at a cost of \$10,500,000. This unit is designed to burn pitch obtained from the nearby Standard Oil Company's refinery and was completed in September, 1951. Work also was started on the 75,000 KW second section for service in the fall of 1952.

The trend in the use of electricity and the cost to the consumer is shown in Table 3 below, for the years 1933 to 1951 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	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
1950	2.29	2573	58.89	1.81
1951	2.24	2832	63.48	1.75

Gas Rates and Use of Natural Gas

The demand for natural gas for domestic use has continued at a rate greater than the Mountain Fuel Company, our only gas utility, can supply. During the calendar year 1951, there was an increase of 6,712 in the number of domestic customers served. At June 30, 1952 the company still had a large number of held orders for gas service. Table No. 4 below shows that 33,817,713,000 cubic feet of natural gas were sold in Utah in 1951. There was an average of 82,980 customers during that year. During 1951, the total consumption of gas was 3,017,199,000 cubic feet higher than in 1950, an increase of 10.2 per cent.

TABLE NO 4

NATURAL GAS SALES IN UTAH
(Thousands of Cubic Feet)

<u>Year</u>	<u>Domestic and Commercial</u>	<u>Industrial</u>	<u>Total</u>
1940	2,355,537	12,361,974	14,717,511
1941	2,687,721	13,911,190	16,598,911
1942	3,296,184	15,614,927	18,911,111
1943	3,549,637	16,745,251	20,294,888
1944	4,143,805	19,557,742	23,701,547
1945	4,435,137	19,253,755	23,688,892
1946	5,142,700	13,249,269	18,391,969
1947	6,503,514	17,951,528	24,455,042
1948	9,151,222	16,108,795	25,260,017
1949	11,568,566	16,860,310	28,428,876
1950	11,944,972	18,855,592	30,800,514
1951	13,683,790	20,133,923	33,817,713

The trend of natural gas rates and consumption in Utah is shown in Table No. 5. The average annual consumption per domestic and commercial customer increased from 88.46 MCF in 1940 to 165.96 MCF in 1951, an increase of 87.7 per cent; while during the same period the annual average bill per customer has increased from \$58.72 to \$73.66, an increase of only 25.5 per cent.

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
1951	165.96	44.4	73.66	29.9

Telephone Service

During the year 1951 there was an increase of 13,326 telephone stations in service in Utah. The Mountain States Telephone and Telegraph Company established three new dial exchanges. A dial exchange was placed in operation in Dragerton, May 17, 1951, with 806 stations. Service at Bicknell dial exchange was commenced on August 30, 1951 with 143 stations, and on the same day, the dial exchange at Loa was established with 205 stations.

Table No. 6 shows a summary of the number of telephones in service at the end of each year. It will be noted from the table that the number of telephones in service has increased more than 2½ times over the 12-year period 1939 to 1951.

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
1951	208,724

APPENDIX I

SUMMARY OF ORDERS ISSUED IN FORMAL CASES

	Table No.	Page No.
Electric rates	7	27
Telephone rates	8	28
Telegraph rates	8	28
Gas rates	8	28
Railroad rates	9	29
Express rates	10	31
Motor Carrier rates	11	32
Grade Crossing	12	40
Station agency	13	43
Certificates of convenience and necessity issued to telephone and electric utilities	14	44
Certificates of convenience and necessity issued to motor carriers	15	45
Contract carrier permits issued	16	47
Interstate carrier licenses issued	17	48
Motor carrier applications denied or dismissed....	18	51
Certificates of convenience and necessity cancelled	19	52
Contract carrier permits cancelled	20	54
Interstate carrier licenses cancelled	21	55
Miscellaneous orders in motor carrier and ferryboat cases	22	56
Miscellaneous orders	23	62

TABLE NO. 7

**SUMMARY OF ORDERS ISSUED IN ELECTRIC RATE CASES
July 1, 1951 to June 30, 1952**

Case No.	Date of Order	Nature of Order
3516 Amended Report	11-8-51	<p>Commission cancelled its order of June 29, 1951, in this case and ordered respondent, Utah Power & Light Company, to offer to furnish and deliver to petitioner, Nephi City, such electric energy as the City of Nephi may need for its own use and for the use of its inhabitants, at rates conforming to appropriate published rate schedules of respondent.</p> <p>Petitions for rehearing of the case by Utah Power & Light Company and by intervener, Telluride Power Company, denied.</p>
3516	12-19-51	<p>Applications of respondent and intervener for rehearing, denied.</p>
3590	2-21-52	<p>Southern Utah Power Company authorized to increase rates to Escalante Valley Electric Association, Inc., as follows:</p> <p>Demand charge \$1.50 per month per kilowatt of demand plus energy charge 1.0¢ per kilowatt hour for all energy consumed per month.</p>

TABLE NO. 8

SUMMARY OF ORDERS ISSUED IN TELEPHONE,
TELEGRAPH, AND GAS RATE CASES

July 1, 1951 to June 30, 1952

Case No.	Date of Order	Nature of Order
Telephone		
3596	8-10-51	Increase in The Mountain States Telephone and Telegraph Company rates designed to produce not more than \$1,378,931 annually in additional revenues when applied to the volume of business during the twelve months ended March 31, 1951, approved.
Telegraph		
3703	10-22-51	Application of The Western Union Telegraph Company for revision in rates intrastate in Utah to correspond with rate revisions authorized by the Federal Communication Commission on interstate service, approved.
Gas		
3755	4-30-52	Amendment No. 1 to Mountain Fuel Supply Company's Schedule of Domestic and Commercial and Industrial Rates for Natural Gas, P.S.C. Utah No. 14-A, approved to become effective as to gas service rendered on and after May 1, 1952. Said amendment was filed as the result of the imposition upon the Company of occupation or license fees of 2%, 1% and 2% by the cities of Salt Lake, South Salt Lake, and Sandy, Utah, respectively, and to recoup these fees from company's customers in these cities.

TABLE NO. 9

SUMMARY OF ORDERS ISSUED IN RAILROAD RATE CASES

July 1, 1951 to June 30, 1952

Case No.	Date of Order	Nature of Order
3546	1-14-52	<p>This case involved an application of The Denver and Rio Grande Western Railroad Company and Union Pacific Railroad Company for authority to publish charges for switching intrastate traffic in Utah plants of certain smelter companies.</p> <p>Each applicant was ordered to file tariffs containing switching and other rates and charges applicable on intrastate carload traffic moving to or from and within the plant areas of the smelters at Garfield, Midvale, and Murray, Utah, which charges when applied together will produce substantially the same overall revenue to the carriers as is produced from the presently effective rates and charges.</p>
3546	2-26-52	Applicants petitions for rehearing denied.
3666	8-31-51	<p>Agent L. C. Schuldt on behalf of Central Territory Railroads authorized to republish Section G. of Demurrage Rule 8, Item 535 of Central Territory Railroads Tariff No. 4-Z, I.C.C. No. 4257, P.S.C. Utah No. 60, which sets forth an increase in demurrage charges assessed by reason of interference due to strikes and reflects increases in rates and charges for intrastate transportation in Utah.</p>
3676	8-21-51	<p>Pacific Southcoast Freight Bureau and J.P. Haynes representative authorized to cancel Rule 65 of PSFB Exception Sheet 1-R, P.S.C.U. No. 194 and the following items of individual lines, tariffs: 150 Southern Pacific Company Tariff 230-K P.S.C.U. No. 132; 320 Union Pacific Railroad Tariff 7114, P.S.C.U. No. 144; 800 Western Pacific Railroad Tariff 35-J, P.S.C.U. No. 91. Said cancellation relates to dunnage and amounts to an increase in rates applicable to intrastate traffic in Utah.</p>

TABLE NO. 9

SUMMARY OF ORDERS ISSUED IN RAILROAD RATE CASES

July 1, 1951 to June 30, 1952

(Continued)

Case No.	Date of Order	Nature of Order
3765	4-28-52	Pacific Southcoast Freight Bureau, J. P. Haynes, Agent, on behalf of Utah Rail Lines, parties to PSFB Circular 17-J, PSCU No. 171, authorized to publish increases in rates on deciduous fruits as set forth in application.
3803	6-5-52	Salt Lake, Garfield and Western Railway Co., authorized to increase fares, with the exception of commutation fares, from Salt Lake City to Saltair Beach and return, from 25 cents to 50 cents for adults, and from 15 cents to 25 cents for children.

TABLE NO. 10

SUMMARY OF ORDERS ISSUED IN EXPRESS RATE CASES

July 1, 1951 to June 30, 1952

Case No.	Date of Order	Nature of Order
3618	12-11-51	Interim increase of 20 cents per l.c.l. express shipment granted Railway Express Agency, Incorporated, on June 4, 1951, cancelled. See case No. 3725.
3699 & 3699 Sub.1	10-5-51	Railway Express Agency, Incorporated, permitted to increase certain intrastate rates to the same extent as permitted on intrastate traffic, through the filing of appropriate supplements to P.S.C.U. Tariff No. 94 and as set forth in Supplements Nos. 31 and 36 to Official Express Classification No. 34, I.C.C. No. 7600.
3699 Sub.2	3-5-52	Railway Express Agency, Incorporated, permitted to increase certain intrastate rates by making effective Rule 7-A as published in Supplement 9 to P.S.C. Utah, No. 94, and Rules 27-B and 23-D as published in Supplements Nos. 37 and 43, respectively, to I.C.C. 7600.
3725	12-11-51	Railway Express Agency Incorporated, authorized to increase its Utah intrastate rates and charges as outlined in Commission's report and order in case. The interim increase authorized June 4, 1951 in case No. 3618 was cancelled by this order.
3762	3-5-52	Railway Express Agency, Incorporated authorized to make effective, by appropriately numbered P.S.C. Utah tariff cancelling P.S.C. Utah 98, the rates on Church refrigerated containers as contained in I.C.C. Tariff No. 7889.
3764	3-5-52	Railway Express Agency, Incorporated authorized to increase its Utah intrastate rates by the addition of six cents on each less-carload rail express shipment moving at first and second class rates and charges or multiples thereof.
3807	6-3-52	Railway Express Agency, Incorporated authorized by appropriately numbered P.S.C. tariff cancelling P.S.C. Utah 103, a ten per cent surcharge as contained in I.C.C. Tariff 7916 on commodities shipped intrastate in Utah in Church portable refrigerator containers.

TABLE NO. 11

SUMMARY OF ORDERS ISSUED IN MOTOR CARRIER RATE CASES

July 1, 1951 to June 30, 1952

Case No.	Date of Order	Nature of Order
3451	12-12-51	T.E. Wherry, dba Wherry's Jiffy Messenger Service, authorized to publish increases in rates as set forth in Exhibit No. "D" of application, and to amend certificate No. 886 by Increasing the weight limitation of shipments from forty to one hundred pounds per package.
3513	7-17-51	Petition of the Fuller-Toponce Truck Company for relief and adjudication, granted. Commission ordered carrier to make no refunds of charges collected under contract of October 11, 1944, between carrier and the United States Government.
3564 Sub. 1	11-6-51	Utah Motor Transport Association, Inc., authorized to publish on behalf of Magna-Garfield Truck Line, Inc., increases in rates up to 12 per cent, as well as a minimum charge up to \$1.20 for each line haul operation.
3564 Amended	11-2-51	Fuller Toponce Truck Company given until May 3, 1952, to apply increase in rates authorized by Commission's order dated May 24, 1951.
3564 Amended	5-8-52	Fuller Poponce Truck Company given until June 20, 1952, to apply increase in rates authorized by Commission's order dated May 24, 1951.
3564 Amended	6-13-52	Fuller Toponce Truck Company given until July 20, 1952, to apply increase in rates authorized by Commission's order dated May 24, 1951.
3679	8-31-51	J.C. Hunt, dba Hunt Truck Line, authorized to, increase his rates up to 15 per cent, on 5 days notice.
3691	11-8-51	Authority granted to Intermountain Tariff Bureau to publish in behalf of members of Local Cartage Tariff No. 2, P.S.C. Utah No. 14, by amendment to Item No. 55 original page 6 of said tariff, hourly rates as follows: Two axel truck with driver \$3.75 per hour Three axel truck with driver 5.00 per hour Extra men, each 2.50 per hour Minimum charge 1/2 hour

TABLE NO. 11

SUMMARY OF ORDERS ISSUED IN MOTOR CARRIER RATE CASES

July 1, 1951 to June 30, 1952

(Continued)

Case No.	Date of Order	Nature of Order
3693	9-25-51	<p>Bamberger Transportation Company and Bamberger Railroad Company authorized to discontinue 1,000 mile mileage books and increase rates and charges as follows:</p> <p>(a) Increase commutation fares 25%, subject to a minimum charge per trip as provided in following paragraph (b)</p> <p>(b) A minimum charge of fifteen cents for any one way trip and thirty cents for any one round trip including full fare, commutation, and student fares.</p> <p>(c) Increase cost of 500 mile mileage books 10%, subject to a minimum of eight miles per trip per person.</p> <p>(d) Discontinue 1,000 mile joint mileage book, Form M originally provided for use by applicant Bamberger Railroad Company, former Utah Idaho Central Railroad Company and former The Salt Lake and Utah Railroad Corporation.</p> <p>(e) Increase student rates 15% on Bamberger Railroad Company only.</p>
3714	1-8-52	<p>Application of Fuller-Toponce Truck Company for emergency increases in certain rates and request for cancellation of Bamberger Railroad Company "State Supplement N to P.S.C.U. No. F-109", denied.</p>
3714	3-14-52	<p>Fuller-Toponce Truck Company authorized to publish the full authorized increase (15%) on all freight rates and charges authorized under Report and Order of Case No. 3564, issued May 3, 1951. Order also cancelled Supplement "O" of Bamberger Railroad Company G.F.O. freight tariff No. 81-B, P.S.C.U. No. F-109, and item No. 365, part 5, of Intermountain Class and Commodity Tariff No. 1, P.S.C.U. No. 16.</p>

TABLE NO. 11

SUMMARY OF ORDERS ISSUED IN MOTOR CARRIER RATE CASES

July 1, 1952 to June 30, 1952

(Continued)

Case No.	Date of Order	Nature of Order
3714	4-10-52	<p>Bamberger Railroad Company ordered to cancel the provisions of its local freight tariff G.F.O. No. 81-B, P.S.C.U. No. F-109 State Supplement No. "O", Item 425-C, namely: on single shipments weighing 1,001 pounds or more, upon which normal class rates will apply, with a minimum charge of \$6.00 per shipment.</p> <p>Further ordered that petition of Bamberger Railroad Company for rehearing in this matter be granted.</p>
3714	6-30-52	<p>Bamberger Railroad Company allowed to publish certain tonnage incentive freight rates and charges applicable to pick-up and delivery traffic moving between Salt Lake City and Ogden, however in no event to produce a rate lower than would apply under Supplement "O" to Bamberger tariff cancelled by order dated April 10, 1952 in this case.</p> <p>Further ordered that Fuller-Toponce Truck Company's rates published in Intermountain Class and Commodity Tariff No. 1, P.S.C.U. No. 16 and authorized in Commission's amended order in this case, dated March 14, 1952, are found to be just and reasonable.</p> <p>Further ordered that the presently published minimum charge per shipment of \$1.20 and the 60 cents hundred weight pick-up and delivery rate, published by Fuller-Toponce Truck Line be allowed to remain in effect.</p> <p>Further ordered that except as herein modified, Commission's order in this case dated March 14, 1952, remain unchanged and in full force.</p>
3715	6-10-52	<p>Intermountain Tariff Bureau granted authority to file on behalf of petroleum haulers et. al., a scale of rates and charges identical with the rates and charges set forth in amended Exhibits A and B attached to the application.</p>

TABLE NO. 11

SUMMARY OF ORDERS ISSUED IN MOTOR CARRIER RATE CASES

July 1, 1952 to June 30, 1952

(Continued)

Case No.	Date of Order	Nature of Order																								
3721 Amended	1-16-52	Utah Valley Transit (formerly Isaac Transportation Company) permitted to increase fares between Geneva and other Utah points to the following level:																								
		Multiple Rate in Groups of Ten																								
		<table border="1"> <thead> <tr> <th>PLACE</th> <th>SINGLE FARE</th> <th>Trip Fares (Either Way)</th> </tr> </thead> <tbody> <tr> <td>Springville</td> <td>35 cents</td> <td>\$3.00</td> </tr> <tr> <td>Spanish Fork</td> <td>45 cents</td> <td>4.00</td> </tr> <tr> <td>Benjamin</td> <td>50 cents</td> <td>4.50</td> </tr> <tr> <td>Salem</td> <td>50 cents</td> <td>4.50</td> </tr> <tr> <td>Payson</td> <td>55 cents</td> <td>5.00</td> </tr> <tr> <td>Spring Lake</td> <td>60 cents</td> <td>5.50</td> </tr> <tr> <td>Santaquin</td> <td>60 cents</td> <td>5.50</td> </tr> </tbody> </table>	PLACE	SINGLE FARE	Trip Fares (Either Way)	Springville	35 cents	\$3.00	Spanish Fork	45 cents	4.00	Benjamin	50 cents	4.50	Salem	50 cents	4.50	Payson	55 cents	5.00	Spring Lake	60 cents	5.50	Santaquin	60 cents	5.50
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Santaquin	60 cents	5.50																								
3722	1-16-52	Central Utah Transportation Company (formerly the Yellow Cab Company of Provo) granted an increase in rates and permitted to file new rate schedules as follows:																								
		Provo City and Orem City (Intra-City)																								
		<table border="1"> <tbody> <tr> <td>a. Single fare</td> <td></td> <td>\$.15</td> </tr> <tr> <td>b. Tokens</td> <td>2 for</td> <td>.25</td> </tr> <tr> <td>c. School pass</td> <td>10 for</td> <td>1.00</td> </tr> <tr> <td>d. Children</td> <td></td> <td>.10</td> </tr> <tr> <td>e. Students</td> <td></td> <td>.10</td> </tr> </tbody> </table>	a. Single fare		\$.15	b. Tokens	2 for	.25	c. School pass	10 for	1.00	d. Children		.10	e. Students		.10									
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TABLE NO. 11

SUMMARY OF ORDERS ISSUED IN MOTOR CARRIER RATE CASES

July 1, 1951 to June 30, 1952

(Continued)

Case No.	Date of Order	Nature of Order
3724	2-4-52	<p>National Bus Traffic Association, Inc., authorized to publish an increase in minimum charges in its Local and Express Tariff No. A-345, P.S.C.U. No. 50, to-wit:</p> <p>“Rates will be as shown in this Section, except in no case will the minimum charge for any express shipment be less than seventy-five cents (\$.75) on or via the lines of the following carriers:”</p> <p>the “Continental Bus System, Inc.,” and the “Transcontinental Bus System, Inc.”</p>
3730	12-20-51	<p>Salt Lake Transportation Company, Inc., and Utah Transportation Company, Inc., permitted to increase rates up to 12%.</p>
3731	3-5-52	<p>National Bus Traffic Association, Inc., acting on behalf of certain affected carriers authorized to publish in its new Local and Joint Baggage Tariff No. A-500, P.S.C.U. No. 63 tariff changes involving increases enumerated in Commission’s findings in case.</p>
3732	12-26-51	<p>Orson Lewis, dba Lewis Bros. Stages, by Joseph M. Lewis, Manager, permitted to increase rates as follows:</p> <p>30-ride commutation books, from \$13.00 to \$15.00 plus taxes. 10-ride commutation books, from \$6.00 to \$7.50 plus taxes.</p>
3733	12-26-51	<p>Bingham Stage Lines, by its Agent, Joseph M. Lewis, allowed to publish its proposed tariff of rates as follows:</p> <p>Round trip rates 180% of one way fare. Commutation books of 30 rides, 50% of the round trip fare. Commutation books of 10 rides, 70% of the one way fare. Shift service from Salt Lake to Bingham, 35¢ per ride; from Murray, Sandy and Midvale to Bingham, 30¢ per ride; and from Copperton to Bingham, 10¢ per ride.</p>

TABLE NO. 11

SUMMARY OF ORDERS ISSUED IN MOTOR CARRIER RATE CASES

July 1, 1951 to June 30, 1952

(Continued)

Case No.	Date of Order	Nature of Order
3744	2-26-52	Intermountain Tariff Bureau, R.F. Decker, agent, on behalf of Bradshaw and Jepson Freight Line, authorized to cancel Item No. 1190 of Intermountain Tariff Bureau Class and Commodity Tariff No. 1, P.S.C.U. No. 16, and thereby allow class rates to apply on shipments of ice cream boxed or in cartons between Salt Lake City and Hurricane and Springdale.
3746	4-25-52	National Bus Traffic Association, Inc., authorized to publish on behalf of named carriers increased rates applicable to minimum, and live and deadhead mileage in its Charter Coach Tariff No. A-290, P.S.C.U. No. 52, in accordance with scales set forth in the application.
3759	3-11-52	<p>Salt Lake and Tooele Stage Lines, Inc., authorized to publish increased rates as follows:</p> <p>From Salt Lake City, Granger and Hunter - 72nd West to Tooele Ordinance Depot, one way trips \$1.00;</p> <p>From Magna and Garfield to Tooele Ordinance Depot one way trip 75¢; and</p> <p>From Lake Point to the Depot, one way trip 30¢.</p> <p>From Salt Lake City, Granger and Hunter - 72nd West to Tooele Ordinance Depot, 20 tickets for \$10.00.</p> <p>From Magna and Garfield, commutation books of 20 tickets for \$7.00; and</p> <p>From Lake Point, commutation books of 20 tickets for \$4.00.</p>
3761	3-18-52	Intermountain Tariff Bureau, by R.F. Decker, Agent, authorized to increase rates on behalf of Barton Truck Line by cancellation of Item No. 1377, Third Revised

TABLE NO. 11

SUMMARY OF ORDERS ISSUED IN MOTOR CARRIER RATE CASES

July 1, 1951 to June 30, 1952

(Continued)

Case No.	Date of Order	Nature of Order
3761 (continued,)	3-18-52	Page 136 of Intermountain Tariff Bureau Class and Commodity Tariff No. 1, R.F. Decker, agent, P.S.C. Utah No. 16, and permitted in lieu thereof the assessment of class rates as named opposite Index No. 1200, in conjunction with Item No. 300 of said tariff.
3769	3-18-52	Vernon Truck Line authorized to increase certain commodity rates between Salt Lake City and points in Kamas Valley, Utah, as set forth in Exhibit "A" attached to petition.
3770	3-21-52	B.H. Robinson, G.R. Anderson, D. Howe Moffat, F.O. Robinson, Ailene Anderson, and Muriel Moffat, dba Wasatch Motors, authorized to increase certain commutation fares, as follows: Between Ogden and Ogden Arsenal and Clearfield from 17½ cents each way to 20 cents each way. Between Ogden and Hill Air Force Base, Naval Supply Depot, Anchorage and Sahara Village from 25 cents each way to 30 cents each way.
3777	4-25-52	Application of Fred Leon Bearden, dba Wolf Creek Stages, to increase bus fares by 22%, dismissed.
3793	6-10-52	Intermountain Tariff Bureau, R.F. Decker, Agent, ordered to cancel the provisions of Item No. 1740 of Intermountain Tariff Bureau Class and Commodity Tariff No. 1, P.S.C.U. No. 16, on behalf of specified, participating, petitioning carriers. Commission also ordered that such regular route common motor carriers who desire, operating authority permitting, may become participating carriers as to similar provisions in Intermountain Tariff Bureau Motor Freight Tariff No. 5-F, P.S.C.U. No. 19, R. F. Decker Agent.

TABLE NO. 11

SUMMARY OF ORDERS ISSUED IN MOTOR CARRIER RATE CASES

July 1, 1951 to June 30, 1952

(Continued)

Case No.	Date of Order	Nature of Order
3805	6-30-52	Application of Fuller-Toponce Truck Company for emergency increases in minimum charges based upon weight and number of pieces per shipment, denied.
3811	6-30-52	Joseph J. Milne Truck Line, Inc., and Wallace A. Peterson, dba Warner Truck Line, granted an increase of 15% in rates published in Intermountain Tariff Bureau Class and Commodity Tariff No. 1, R. F. Decker, Agent, P.S.C. Utah No. 16, and in addition thereto, also increase the minimum charges as shown in Exception 4 to Item No. 235 of said tariff freight rate as shown, to the amount of one dollar per shipment.

TABLE NO. 12

SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES

July 1, 1951 to June 30, 1952

Case No.	Date of Order	Nature of Order
3600 Amended	9-6-51	Oregon Short Line Railroad, the Union Pacific Railroad Company, its Lessee, and The Denver and Rio Grande Western Railroad Company authorized to install a grade crossing gate at Burton, Utah, where the tracks of the Park City branch of the D & R G W R.R. Co., cross, at approximately right angles, the tracks of the Oregon Short Line - Union Pacific Provo main line.
3603	8-31-51	Union Pacific Railroad Company authorized to abolish grade crossing over Bullock Lane and the Infirmary Road south of Provo in Utah County, and to establish a grade crossing at a point approximately 1400 feet south of the Infirmary Road crossing.
3658	9-25-51	State Road Commission of Utah, as agent for the State of Utah authorized to construct a new grade crossing over the Spring Canyon Branch of the Denver and Rio Grande Western Railroad Company upon U. S. Highway No. 50 within Helper City, approximately 400 feet north of existing crossing, and to maintain crossing jointly with the railroad company, also to install two train activated flashing light signals at crossing, such signals to be maintained by railroad company. Authority also granted to remove train - activated signals, and in their place to install wooden cross - arm warning signals at existing crossing which is located on U. S. Highway No. 50 approximately 1,800 feet southerly, measured along said highway, from the north limits of Helper City.
3675	8-16-51	State Road Commission of Utah as agent for the State of Utah, authorized to construct a new grade crossing along the new location of State Highway No. 48, identified as Federal Aid Project S-6 (4), between West Jordan and Copperton, across the Garfield Branch of The Denver and Rio Grande Western Railroad Compa-

TABLE NO. 12

SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES

July 1, 1951 to June 30, 1952

(Continued)

Case No.	Date of Order	Nature of Order
3675 (continued)	8-16-51	ny at Mile Post 6.121 and to install two train activated signals at crossing, such signals to be maintained by railroad company.
3675	9-12-51	Upon protest of The Denver and Rio Grande Western Railroad Company the Commission ordered wooden cross - arm signals be installed instead of the train activated signals specified in its order of August 16, 1951 in this case.
3723	11-30-51	Board of County Commissioners of Salt Lake County permitted to construct a grade crossing with standard crossing, and advance warning signs, for a county highway over the main track of the Bingham branch line of The Denver & Rio Grande Western Railroad Company at Welby station.
3747	2-4-52	Application of Utah State Road Commission to close grade crossing over the Oregon Short Line Railroad at Mile Post No. 18.915, upon the completion of a proposed new State Highway between Lagoon and Layton, granted.
3772	4-15-52	State Road Commission of Utah authorized to construct an overhead crossing of the double track main line of the Union Pacific Railroad Company one mile east of Emery, Utah, at mile post 941.50.
3785	4-25-52	Board of County Commissioners of Cache County permitted to construct a grade crossing, with standard crossbuck signs and warning signals, for a county road over the tracks of Union Pacific Railroad Company at Mile Post 61.90 near Utida, Cache County, Utah.

TABLE NO. 12

SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES

July 1, 1951 to June 30, 1952

(Continued)

Case No.	Date of Order	Nature of Order
3785	5-27-52	Opening of the crossing ordered in this case on April 25, 1952, conditioned upon the further requirement that the private crossing of the Union Pacific Railroad Company's tracks at Mile Post 62.1, be closed.
3801	6-30-52	State Road Commission of Utah authorized to construct overhead crossing of the tracks of the Oregon Short Line Railroad Company, Union Pacific Railroad Company, Lessee, the Bamberger Railroad Company, and the Denver & Rio Grande Western Railroad Company on State Highway No. U.S. 91- Alternate near Beck's Hot Springs.

TABLE NO. 13

SUMMARY OF ORDERS ISSUED IN STATION AGENCY CASES**July 1, 1951 to June 30, 1952**

Case No,	Date of Order	Nature of Order
3782	7-1-52	The Denver and Rio Grande Western Railroad Company authorized to close its agency station at Elsinore.

TABLE NO. 14

CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO
TELEPHONE AND ELECTRIC UTILITIES

July 1, 1951 to June 30, 1952

Case No.	Date of Order	Nature of Rights Granted
3694	9-21-51	Certificate of Convenience and Necessity No. 978 was issued to Bear River Telephone Company to operate as a public utility rendering telephone service in Box Elder County, State of Utah, in the service area set forth in paragraph 6 of report and order. Order approved the contracts whereby Bear River Telephone Company purchased the Garland Exchange of The Mountain States Telephone and Telegraph Company, and whereby the two companies agreed to a division of their territories of service and agreed to an exchange of property so that each company would own all of the telephone system within its own service area.
3694	1-31-52	Upon motion of protestant's attorney, protestants application for rehearing was dismissed.
3716	11-19-51	Certificate No. 984 was issued to Utah Power & Light Company authorizing said company to exercise the rights and privileges conferred by franchise ordinance dated September 19, 1951, granted by Sandy City, Utah.
3728	5-13-52	Application of John W. Galbreath for a certificate to distribute electricity to housing and industrial units in Columbia, Carbon County, Utah, denied. Petitioner in Intervention, Utah Power & Light Company, was authorized: to purchase the properties owned by John W. Galbreath serving the Columbia area for \$2,000, make substantial modernization improvements to said properties, and render electric service to the inhabitants of Columbia.
3804	6-16-52	The contract of sale dated April 23, 1952, whereby Big Springs Power Company sold to Elbert A. Beal the telephone exchange system at Fountain Green was approved. Certificate No. 998 was issued to Elbert A. Beal authorizing him to operate as a public utility rendering telephone service in the City of Fountain Green.

TABLE NO. 15

**CERTIFICATES OF CONVENIENCE AND NECESSITY
ISSUED TO MOTOR CARRIERS**

July 1, 1951 to June 30, 1952

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued
975	3606	8-1-51	S.C.	Rudy & Hedlund Auto Transport.
976	3664	8-16-51	S.C.	Walter Utzinger, dba J. J. Stanton Transportation Company.
977	3692	8-14-51	G.C.	W.Cecil Tate, Herman Pedersen, and Harold R. Tate, dba Barton Truck Line
979	3705	10-17-51	G.C.	Commercial Cartage Company.
980	3657	10-29-51	P.	Mt. Hood Stages, Inc.
981	3700	10-22-51	S.C.	Ted L. Buxton
982	3708	10-31-51	S.C.	Lark L. Washburn
983	3710	10-30-51	G.C.	Guy Chestnut, dba Taylor Truck Line.
985	3680	11-21-51	P.	American Bus Lines, Inc.
986	3673	12-13-51	S.C.	Ralph Dunn
987	3726	12-17-51	S.C.	Jesse Johnson, Kay P. Johnson, and Duane Johnson, dba Jesse Johnson & Sons.
988	3736	1-4-52	S.C.	Paul W. Havens, dba Paul Havens Company.
989	3751	1-28-52	S.C.	Stanton Transportation Company
990	3752	2-5-52	S.C.	Emmett L. Boyd
991	3756	2-8-52	S.C.	Carlos L. Porter
992	3684	2-29-52	G.C.	Carbon Motorway, Inc.
993	3766	3-25-52	S.C.	Vernon Dull
994	3748	3-28-52	S.C.	Don E. Petersen and Clarence E. Petersen, dba Western Auto Wrecking Co.

TABLE NO. 15

**CERTIFICATES OF CONVENIENCE AND NECESSITY
ISSUED TO MOTOR CARRIERS**

July 1, 1951 to June 30, 1952

(Continued)

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued
995	3789	4-24-52	S.C.	C.S. Dahl, dba Jiffy Messenger Service
996	3790	5-16-52	P.	Eugene R. Boswell and John Yeaman, dba Ogden Bus Lines.
997	3799	5-23-52	S.C.	H. D. Lile and Glenn E. Lile, dba Lile Bros.
999	3810	6-25-52	S.C.	Sugar House Van Lines
1000	3815	6-30-52	G.C.	Carbon Motorway, Inc.
1001	3815	6-30-52	G.C.	Wallace A. Peterson, dba Warner Truck Line

P. - denotes passenger service

G.C. - denotes general commodities

S.C. - denotes specified commodities

TABLE NO. 16

CONTRACT CARRIER PERMITS ISSUED TO MOTOR CARRIERS**July 1, 1951 to June 30, 1952**

Permit No.	Case No.	Date of Order	Type of Service	To Whom Issued
396	3673	10-24-51	S.C.	Ralph Dunn
397	3695	11-6-51	P.	Rhea Rackman
398	3719	12-4-51	P.	George L. Denton, dba Denton Garage
399	3720	12-4-51	P.	James Guy Young
400	3751	1-28-52	S.C.	Stanton Transportation Co.
401	3750	2-4-52	P.	William A. Morrow
402	3783	5-23-52	P.	Neldon Wickman, dba Neldon Wickman Bus Line

P. - denotes passenger service

S.C. - denotes specified commodities

TABLE NO. 17

INTERSTATE CARRIER LICENSES ISSUED TO MOTOR CARRIERS

July 1, 1951 to June 30, 1952

License No.	Case No.	Date of Order	Type of Service	To Whom Issued
365	3602	5-14-52	S.C.	Curtis Keal Transport Company, Inc.
366	3674	8-6-51	S.C.	Ralph Dunn
367	3677	8-7-51	S.C.	Earl S. Denny
368	3681	8-7-51	S.C.	Murray Shapiro and Alexander Shapiro, dba Mural Trucking Service.
369	3685	8-6-51	S.C.	W. S. Hatch Co.
370	3686	8-6-51	S.C.	Harvey C. Estes
371	3678	9-6-51	S.C.	William L. Austin, dba Austin Transportation Company
372	3688	9-6-51	S.C.	Marion J. Hess
373	3689	9-6-51	S.C.	James Atcitty
374	3599	10-16-51	S.C.	Leo J. Handy
375	3697	10-16-51	S.C.	Dean Vickers
376	3698	10-16-51	S.C.	Clarence William Ford Sr., James S. Ford, John L. Ford, Clarence W. Ford, Jr. and Wayne A. Ford, dba Ford Transfer & Storage Company
377	3702	11-13-51	S.C.	Union Truck Lines, Inc.
378	3704	11-13-51	S.C.	David T. Hamilton and James D. Bonner, dba B & H Truckaway Company
379	3706	11-7-51	S.C.	Tennis Jack Warren, dba T. J. Warren
380	3707	11-7-51	S.C.	Glen Palmer
381	3709	11-7-51	S.C.	Lark L. Washburn

TABLE NO. 17

**INTERSTATE CARRIER LICENSES ISSUED TO MOTOR CARRIERS
July 1, 1951 to June 30, 1952**

(Continued)

License No.	Case No.	Date of Order	Type of Service	To Whom Issued
382	3712	11-13-51	S.C.	Calvin F. Black
383	3680	11-21-51	P.	American Bus Lines, Inc.
384	3717	12-11-51	S.C.	L.C. Jones Trucking Company, Inc.
385	3718	12-11-51	S.C.	The Kansas-Arizona Express, Inc.
386	3727	12-11-51	S.C.	Jesse Johnson, Kay P. Johnson, and Duane Johnson, dba Jesse Johnson & Sons
387	3735	1-18-52	S.C.	E. L. Jones, Inc.
388	3738	1-8-52	S.C.	Baggett Transportation Company
389	3739	1-21-52	S.C.	Associated Transports, Inc.
390	3740	1-21-52	S.C.	Lloyd Everett Schooley, dba L. E. Schooley
391	3741	1-18-52	S.C.	Arthur Thwaites
392	3745	1-23-52	S.C.	VonDerAhe Van Lines, Inc.
393	3749	1-23-52	S.C.	Carl Dunham
394	3742	1-24-52	S.C.	Midwest Coast Transport, Inc.
395	3743	1-24-52	S.C.	F.G. Pittman, dba Pittman Trans- portation Co.
396	3751	1-28-52	S.C.	Stanton Transportation Company
397	3753	1-31-52	S.C.	E. W. Wylie Co.
398	3754	2-5-52	G.C.	Buckingham Transportation, Inc.
399	3757	2-11-52	S.C.	National Van Lines, Inc.
400	3758	2-11-52	S.C.	Tennyson Transfer & Storage, Inc.
401	3760	2-27-52	S.C.	Auto Transports, Inc.
402	3763	2-27-52	S.C.	Carter H. Dunaway, Inc.

TABLE NO. 17

INTERSTATE CARRIER LICENSES ISSUED TO MOTOR CARRIERS
July 1, 1951 to June 30, 1952

(Continued)

License No.	Case No.	Date of Order	Type of Service	To Whom Issued
403	3771	3-12-52	S.C.	Theo J. Kearl
404	3774	3-25-52	S.C.	S. Read White
405	3778	4-10-52	S.C.	Alden N. Hodges
406	3792	5-14-52	S.C.	Creston Transfer Company
407	3796	5-27-52	S.C.	Oklahoma Trailer Convoy, Inc.
408	3798	5-27-52	S.C.	Juan Benito Sanchez, dba J. B. Sanchez
409	3800	5-28-52	S.C.	I.R.C. & D. Motor Freight, Inc.
410	3802	5-29-52	S.C.	Ferguson Trucking Co., Inc.
411	3806	5-28-52	S.C.	Pre Fab Transit Company
412	3786	5-29-52	S.C.	Carl August Wigholm, dba Civic Center Transport Service
413	3787	6-2-52	S.C.	J.O. Willett, dba J.O. (Red) Willett
414	3791	6-2-52	P.	Arrow Auto Line, Inc.
415	3797	6-2-52	S.C.	Eugene Edward Robinett, dba E. E. Robinett
416	3784	6-26-52	S.C.	D.L., James C., Jay., Westergard, dba Westergard Transfer & Storage Company
417	3814	6-30-52	S.C.	Mrs. T.E. (Myrtle V.) Mercer, Geo. E. Mercer, and Mrs. Irene Compton, dba T.E. Mercer, Teaming and Trucking Contractor

P. - denotes passenger service

G.C. - denotes general commodities

S.C. - denotes specified commodities

TABLE NO. 18

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

July 1, 1951 to June 30, 1952

Case No	Date of Order	Name of Applicant	Authority Applied For	Disposition
3661	10-29-51	Miland C. Knight, dba Knight Bros., Trucking Company	Permit	Denied
3683	9-6-51	Veterans Super Taxi	Certificate	Dismissed
3690	11-8-51	Lynn S. Porter	Certificate	Dismissed
3696	4-17-52	Leonard L. Gonnuscio	Permit	Dismissed
3713	11-19-51	E. & L. Transport, Inc., of Indiana	License	Dismissed
3729	12-20-51	Rudy & Headlund Auto Transport	Permit	Dismissed
3779	5-19-52	A.L. Rudy dba Rudy Auto Transport	Permit	Denied

TABLE NO. 19

**CERTIFICATES OF CONVENIENCE AND NECESSITY CANCELLED
July 1, 1951 to June 30, 1952**

Certifi- cate No.	Case No.	Date of Order	Name of Carrier
384	3684	2-29-52	Rio Grande Motor Way, Inc.
484	3684	2-29-52	Carbon Freight Lines, Inc.
504	3684	2-29-52	Rio Grande Motor Way, Inc.
521	3684	2-29-52	Rio Grande Motor Way, Inc.
526	2274	10-24-51	Edward G. Williams, dba Williams Sight Seeing Tours
546	3680	11-21-51	Burlington Transportation Company
551	2419	1-16-52	Ogden Transit Company (Operations to terminate May 19, 1952)
562	1896 Sub. 3	9-26-51	Salt Lake Transportation Company
603	2674	12-7-51	Utah Parks Company
604	2654	12-7-51	Delta Coal Transportation Company
647	2807	12-7-51	LeGrande L. Belnap, dba Salt Lake Delta Freight Line
648	3736	1-4-52	C.J. Ketchum and Paul Havens, dba Havens and Company
653	3684	2-29-52	Rio Grande Motor Way, Inc.
670	3810	6-25-52	James H. Greensides, dba Sugar House Transfer
750	3073	1-21-52	44 Taxi (Eugene Johnson)
759	3061	10-24-51	Vere Westwood
796	3142	1-16-52	Ogden Transit Company (Operations to terminate May 19, 1952)
804	3705	10-17-51	Fred E. Osterloh, dba Osterloh Transfer
844			
844 Sub 7	3692	8-14-51	Barton Truck Line, Inc.
847	3684	2-29-52	Rio Grande Motor Way, Inc.

TABLE NO. 19

CERTIFICATES OF CONVENIENCE AND NECESSITY CANCELLED
July 1, 1951 to June 30, 1952

(Continued)

Certificate No.	Case No.	Date of Order	Name of Carrier
850	3680	11-21-51	Burlington Transportation Company
852	3311	4-28-52	Arthur E. McNelly, dba A.E. McNelly
884	3815	6-30-52	Wallace A. Peterson, dba Warner Truck Line
886	3789	4-24-52	T.E. Wherry, dba Wherry's Jiffy Messenger
893	3692	8-14-51	The Barton Truck Line, Inc.
894	3446	8-30-51	Edward E. Price and Delown Price, dba Price and Price
894	3446	3-13-52	Edward E. Price and Delown Price, dba Price and Price
896	3710	10-30-51	Roy C. Barlow, dba Taylor Truck Line
898	3321	11-6-51	C.O. Claudin, dba Claudin Funeral Homes
924	3700	10-22-51	Mathew T. Ranson and William E. Bills, dba Bills Pick - up.
925	3504 Amended	4-11-52	Utah Natural Gas Company
941	3684	2-29-52	Carbon Freight Lines, Inc.
951	3629	5-2-52	Henry L. Goss
976	3751	1-28-52	Walter Utzinger, dba J.J. Stanton Transportation Company
992			
992 Sub.	3815	6-30-52	Carbon Motorway, Inc.

TABLE NO. 20

CONTRACT CARRIER PERMITS CANCELLED
July 1, 1951 to June 30, 1952

Permit No.	Case No.	Date of Order	Name of Carrier
255	3751	1-28-52	Walter Utzinger, dba J.J. Stanton Transportation Company
324	2928	8-7-51	D. K. Downey
331	3124	2-5-52	Arland Brooksby
370	3447	2-5-52	Heber J. Woodward
372	3465	3-28-52	Harry T. Hardman and Alvin J. Johnson, dba Consolidated Transportation Co.
377	3474	8-30-51	Harry Reed
382	3517	3-25-52	Guarnett Kendall and Dee C. Kendall, dba Kendall Trucking Co.
396	3673	12-13-51	Ralph Dunn

TABLE NO. 21

INTERSTATE CARRIER LICENSES CANCELLED
July 1, 1951 to June 30, 1952

License No.	Case No.	Date of Order	Name of Carrier
68	3680	11-21-51	Burlington Transportation Company
99	3680	11-21-51	Burlington Transportation Company
128	1941	8-30-51	Gustave and George Bush, dba Bush Brothers Truck Line
162	3751	1-28-52	Walter Utzinger, dba J.J. Stanton Transportation Company
196	2068	12-7-51	Lowell W. Kloppenburg
199	2393	7-27-51	Fred Rose
229	2700	12-7-51	Oliver L. Buckingham, Glen O. Buckingham, Harold D. Buckingham, and Earl F. Buckingham, dba Buckingham Transportation Company.
260	2949	8-30-51	Paul J. Cox, dba Cox Transportation Company
269	2859	3-28-52	Alfred L. Riddle, dba Riddle Scenic Tours
301	3329	5-14-52	Jim L. Ferguson
334	3538	4-10-52	Blair - Fry Transport, Inc.
372	3688	3-13-52	Marion J. Hess
381	3709	5-15-52	Lark L. Washburn

TABLE NO, 22

**SUMMARY OF MISCELLANEOUS ORDERS
ISSUED IN MOTOR CARRIER AND FERRY - BOAT CASES
July 1, 1951 to June 30, 1952**

Case No.	Date of Order	Nature of Order
1128 Sub 1 Amended	10-29-51	Amended application of Interstate Transit Lines, dba Overland Greyhound Lines for a certificate to operate as a common carrier of passengers and their baggage, mail, express and newspapers in intrastate commerce, denied.
1128 Sub 1 Amended	2-18-52	Interstate Transit Lines, dba Overland Greyhound Lines, petition for rehearing denied.
1896 Sub 3	9-26-51 10- 5-51 11-7-51	Salt Lake Transportation Company granted Certificate No. 538 Sub 3 to operate as a motor common carrier of passengers and accompanying baggage, for hire, between Salt Lake City and the smelters at Garfield, Utah. This authority issued in lieu of Certificate No. 562 heretofore issued to Union Pacific Railroad Company.
1941	9-17-51	Application of Gustave and George Bush, dba Bush Brothers, for reinstatement of License No. 128, granted.
2123 Sub 1 Amended	10-29-51	Amended application of Union Pacific Stages, Incorporated, dba Overland Greyhound Lines, for a certificate to operate as a common carrier of passengers and their baggage, mail, express, and newspapers in intrastate commerce, denied.
2123 Sub 1 Amended	2-18-52	Union Pacific Stages, Incorporated, dba Overland Greyhound Lines, petition for rehearing, denied.
2132 Sub 1	10-31-51	Joseph J. Milne Truck Line, Inc., authorized under Certificate No. 465 - Sub 1 to operate as a motor common carrier of commodities generally, over irregular routes, between all points in Beaver County, Utah, in conjunction with its presently authorized regular route operations.
2524 Sub 3	12-17-51	LeGrande L. Belnap, dba Salt Lake Delta Freight Line, authorized to extend operations under Certificate No. 563 to include the following alternate route: From Salt Lake City to Timpie, via Highway U. S. No. 40

TABLE NO. 22

**SUMMARY OF MISCELLANEOUS ORDERS
ISSUED IN MOTOR CARRIER AND FERRY - BOAT CASES
July 1, 1951 to June 30, 1952**

(Continued)

Case No.	Date of Order	Nature of Order
2524 Sub 3 (con't)	12-17-51	thence via unnumbered State Highway to Dugway and return, with the right to serve the intermediate point of Timpie.
2780 Sub 2	6-10-52	O. T. Barrus, dba Tooele Workman's Bus Line, authorized to discontinue indefinitely operations between Tooele and Dugway Proving Grounds.
2813 Sub 1	2-1-52	George Robert Moss, dba Moss Transportation Company, authorized to extend operations under Certificate No. 689 Sub 1 to include transportation of passengers and their baggage from Box Elder County to all Utah points, in charter service only.
2909	4-22-52	Application of Delivery Service Company, Inc., for a certificate to operate as a common carrier of meats and packing house products over irregular routes between Salt Lake City and Ogden, dismissed without prejudice.
3016	12-19-51	Certificate No. 749 issued to James A. Lewis amended to permit carrier to operate as a common motor carrier of motion picture films and commodities generally between Beaver and Milford Utah, via Utah Highway No. 21 serving all intermediate points and off route points of Greenville and Minersville, Utah. Commodities generally to be limited to those shipments having their origin or destination with the Milne Truck Line or the Railway Express Agency, Inc.
3042	5-27-52	Arthur L. Chaffin authorized to suspend ferry-boat operations across the Colorado River at Hite, Utah, under Certificate No. 742 until the waters of the Colorado River have receded to a point which will permit resumption of operations without undue hazard.

TABLE NO. 22

**SUMMARY OF MISCELLANEOUS ORDERS
ISSUED IN MOTOR CARRIER AND FERRY - BOAT CASES
July 1, 1951 to June 30, 1952**

(Continued)

Case No.	Date of Order	Nature of Order
3138 Sub 2	6-30-52	B. H. Robinson, G. R. Anderson, D. Howe Moffat, F. O. Robinson, Ailene Anderson, and Murial Moffat, dba Wasatch Motors, authorized to extend for one year until June 30, 1952, temporary authority to pick up and discharge passengers at Homer's Market and The Barrel in the town of Clearfield, Utah, when passengers are destined to or originate at points served by the applicant.
3157 Sub 1	5-26-52	Utah Transportation Company, Inc., permitted to change the form of authority covering its passenger transportation service to the governmental installations at Clearfield and Hill Field in Davis County, Utah, from that of common motor carrier to contract motor carrier. Certificate No. 835 held by carrier was modified and Permit No. 403 was issued to carrier in authorizing the change.
3228	5-15-52	Order issued in this case as of July 20, 1949, granting Contract Carrier Permit No. 360 to Ashton's Inc., amended to show the corporate name of said carrier as Ashton Oil & Transportation Company.
3339	8-15-51	Application of Bradshaw and Jepson Freight Lines for an order from the Commission ordering Milne Truck Line to cease and desist handling of certain freight, dismissed without prejudice, due to the failure of the parties to further pursue the matter.
3388	8-13-51	Chester J. Thomas, dba United City Lines, authorized to discontinue bus operations between Helper, Utah on the one hand, and Castlegate and Royal, Utah, upon the other, and said carrier also permitted to suspend the 7:15 A.M. daily bus operation from Price to Helper, Utah.

TABLE NO. 22

**SUMMARY OF MISCELLANEOUS ORDERS
ISSUED IN MOTOR CARRIER AND FERRY - BOAT CASES
July 1, 1951 to June 30, 1952**

(Continued)

Case No.	Date of Order	Nature of Order
3446	9-17-51	Application of Edward E. Price and DeLown Price, dba Price and Price, for reinstatement of Certificate 894, granted.
3446	5-2-52	Application of Edward E. Price and DeLown Price, dba Price and Price for reinstatement of Certificate 894, granted.
3447	5-14-52	Application of Heber J. Woodward, dba H. J. Woodward for reinstatement of Permit No. 370, granted.
3434 Sub 2	9-11-51	J. G. Robbins, dba J. G. Robbins Truck Line, authorized to extend operations under Permit No. 375 to include transportation of bakery goods for Royal Baking Company from Salt Lake City to Springville, Helper, Thistle, Soldier Summit, and Price (return movements limited to empty containers).
3484 Sub 3	2-26-52	J. G. Robbins, dba J. G. Robbins Truck Line, authorized to extend operations under Permit No. 375 to include transportation of bakery goods for Fisher Baking Company from Salt Lake City to Helper, Thistle, Soldier Summit, and Price (return movements limited to empty containers).
3577	12-4-51	Order in this case dated March 28, 1951 amended to permit Yellow Cab Company of Provo to discontinue bus operations between Dragerton, Utah and Horse Canyon, Utah, and to continue operations under Certificate No. 927 as amended by this order.
3577	4-18-52	Central Utah Transportation Company (formerly Yellow Cab Company of Provo) authorized to terminate operations within and between Provo and Orem, Utah.

TABLE NO. 22

**SUMMARY OF MISCELLANEOUS ORDERS
ISSUED IN MOTOR CARRIER AND FERRY - BOAT CASES
July 1, 1951 to June 30, 1952**

(Continued)

Case No.	Date of Order	Nature of Order
3577	4-18-52	Central Utah Transportation Company (formerly Yellow Cab Company of Provo) authorized to terminate operations between Provo and Geneva, Utah.
3602	4-17-52	Application of Curtis Keal Transport Company, Inc. for a license to operate as a common motor carrier of property in interstate commerce, dismissed without prejudice.
3664	12-3-51	Petition of Salt Lake Transfer Company, et.al., for rehearing in this case, denied.
3684	8-8-51	Application of Carbon Freight Line, Rio Grande Motor Way, Inc. and Carbon Motorway, Inc., for consent and approval of the Commission to the consolidation by Carbon Motorway, Inc., of all the Utah intrastate operating rights and authority of Carbon Freight Line and Rio Grande Motor Way, Inc.; the acquisition by Carbon Motorway, Inc. of certain of the property of Carbon Freight Line and Rio Grande Motorway, Inc.; and for general approval of a consolidation of Carbon Freight Line and Rio Grande Motor Way, Inc., as provided in a certain written agreement entered into between interested parties dated July 2, 1951, granted. A period of one hundred eighty days from the date of this order was allowed for consumation of the transactions authorized therein.
3684	1-14-52	The time for consumation of the transactions authorized in order of August 8, 1951 was extended until March 1, 1952. (The transactions were completed and Certificate No. 992 was issued to Carbon Motorway, Inc. on February 29, 1952.)
3684 Sub 1	5-13-52	Authority extended under Sub 1 of Certificate No. 992 to Carbon Motorway, Inc., to operate over Utah Highway No. 10 between Salina, Utah and Ferron, Utah, serving all intermediate points.

TABLE NO. 22

**SUMMARY OF MISCELLANEOUS ORDERS
ISSUED IN MOTOR CARRIER AND FERRY - BOAT CASES
July 1, 1951 to June 30, 1952**

(Continued)

Case No.	Date of Order	Nature of Order
3692 Sub 1	2-15-52	Application by Barton Truck Line for extension of rights under Certificate No. 977 dismissed upon motion of applicant.
3767	3-20-52	Order granted the withdrawal of an application of Rudy and Headlund Auto Transport for a Contract Carrier Permit and authorized A. L. Rudy, dba Rudy Auto Transport, to file an application in this case for a permit to operate in intrastate commerce.
3781	4-21-52	The new coordinated time table of Bamberger Railroad Company and Bamberger Transportation Company covering rail and bus passenger service, approved.
3795	6-5-52	This matter was instituted upon allegation of Ashworth Transfer Company and Salt Lake Transfer Company that Harry L. Young & Sons Incorporated performed without authority certain transportation services for hire on behalf of Salt Lake City, Salt Lake County, et al., engaged in flood control work.

The Commission concluded that Respondent, Harry L. Young & Sons, Incorporated was justified in responding to the requests for service from the flood control officials but was negligent in failing to request the proper authority from the commission to perform such service.

Respondent was directed to desist from future transportation services without first obtaining authority from the Commission for such service.

TABLE NO. 23

**SUMMARY OF ORDERS ISSUED IN MISCELLANEOUS CASES
July 1, 1951 to June 30, 1952**

Case No.	Date of Order	Nature of Order
3255	11-6-51	Application of Byron Hawley et.al., to have Union Pacific Railroad Company fence its right of way on certain lands in Millard County, dismissed. Railroad company had voluntarily fenced said right-of-way.
3363	1-4-52	Application of Escalante Valley Electric Association, Inc., of January 8, 1949, for approval of contract with Southern Utah Power Company, and investigation of the complete service rendered by the power company to the association, dismissed without prejudice.
3372 Sub 11	7-19-51	Supply of natural gas for 650 services in area served by Mountain Fuel Supply Company allocated to 218 multiple builders who had entered appearances in hearing held July 12, 1951. Approvals were to apply only for structures completed on or prior to March 1, 1952.
3372 Sub 12	4-30-52	<p>Additional supply of 12,350,000 cubic feet of natural gas was allocated for space heating in homes in territory served by Mountain Fuel Supply Company, as follows:</p> <p>4,000,000 cubic feet to 2,000 old homes. 4,800,000 cubic feet to 2,400 new homes. 3,000,000 cubic feet to "multiple housing". 550,000 cubic feet to persons physically handicapped.</p> <p>Order outlined requirements as to application dates, limitation dates for completion of structures, etc.</p>
3372 Amendment to Sub 12	6-10-52	Order amended paragraph B. of supplemental report and order No. 12 and provided for gas service for space heating for "new homes" completed within six months prior to May 7, 1952, and for "new homes" where the walls and roofs, including roof coverings, are completed prior to January 1, 1953. Provided, however, that the applications for these services were received by Mountain Fuel Supply Company between May 7, 1952 and May 21, 1952, inclusive.

TABLE NO. 23

SUMMARY OF ORDERS ISSUED IN MISCELLANEOUS CASES
July 1, 1951 to June 30, 1952

(Continued)

Case No.	Date of Order	Nature of Order
3504	5-6-52	Utah Natural Gas Company granted until October 1, 1952, in which to amend its application in this case.
3540	1-31-52	Application of Escalante Valley Electric Association, Inc., for an investigation of the complete service rendered by Southern Utah Power Company, dismissed without prejudice. In the opinion of the Commission all matters set forth in application were disposed of in case No. 3590.
3578	3-4-52	Upon withdrawal by Utah Pipe Line Company of its application for a certificate to operate as a gas utility in Utah, the matter was dismissed.
3711	10-18-51	In keeping with contract of July 1, 1948 between the companies stated herein Western Union Telegraph Company was authorized to sell and The Mountain States Telephone Company was authorized to purchase for \$9,000. all of Western Union's telephone facilities and property located within the State of Utah, and Western Union was authorized to discontinue the offering of telephone service within the State of Utah.
3773	3-14-52	Union Pacific Railroad Company authorized to combine its trains Nos. 29 and 31, northbound into one train designated as train No. 29 to leave Salt Lake northbound at 6:00 p.m. daily; to combine trains Nos. 30 and 32 southbound from Idaho into one train designated as train No. 30 to leave Pocatello to arrive in Salt Lake City at approximately 8:55 a.m. daily; to change the northbound departure time of train No. 33 from 11:30 p.m. to 5:30 a.m., and to terminate trains Nos. 5 and 6 at Salt Lake City rather than Ogden.

TABLE NO. 23

**SUMMARY OF ORDERS ISSUED IN MISCELLANEOUS CASES
July 1, 1951 to June 30, 1952**

(Continued)

Case No.	Date of Order	Nature of Order
3781	4-21-52	A new coordinated time table of the Bamberger Railroad Company and the Bamberger Transportation Company covering bus and rail passenger service approved to be placed in operation not later than April 27, 1952.
3794	5-23-52	Upon its own request Southern Pacific Company's application to abandon its livestock corrals at Promontory Point was dismissed without prejudice.
3794	6-30-52	Southern Pacific Company authorized to abandon its livestock corrals at Promontory Point, Utah.

APPENDIX II
MISCELLANEOUS TABLES
AND COMMISSION FINANCES

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Commission finances	31	77
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TABLE NO. 24

SPECIAL PERMISSIONS ISSUED

July 1, 1951 to June 30, 1952

Purpose for Which Issued	Number Issued
To reduce intrastate railroad freight rates	37
To reduce intrastate railroad passenger rates	3
To reduce intrastate motor carrier freight rates	21
To reduce intrastate motor carrier passenger rates	1
To publish (short notice) authorized increases in motor carrier freight rates	2
To publish motor carrier rates to new station	1
To change motor carrier time schedule	32
To correct error in railroad tariff publication	3
To extend expiration date to railroad freight rates	1
To change transit time schedule	8
To discontinue railroad freight service	1
To reduce electric light and power rates	1
To publish revised electric light and power schedule	2
To publish revised telephone tariff sheets	1
To replace obsolete railroad equipment	1
TOTAL	115

TABLE NO. 25

INFORMAL DOCKETS
July 1, 1951 to June 30, 1952

Docket No.	Date of Order	Nature of Order
656	7-10-51	The Denver and Rio Grande Western Railroad Company authorized to reparate to Spafford Waste Paper Company \$175.15 on one carload of waste paper and cardboard shipped from Price to Salt Lake City.
657	9-11-51	Carbon Freight Lines, Inc., authorized to waive refund of \$25.39 to Geneva Steel Co., on truckload of 5 rough steel castings shipped from Salt Lake City to Geneva.
658	10-8-51	Cantlay & Tanzola, Inc., authorized to reparate to Utah Oil Refining Company \$125.43 on four truck loads of fuel oil shipped from Salt Lake City to Beaver.
659	11-14-51	Salt Lake Rail and Bus Terminal Company authorized to construct a spur track over a portion of 1st West Street between 5th and 6th South Streets in Salt Lake City.
660	12-27-51	Union Pacific Railroad Company authorized to reparate to Intermountain Steel & Supply Company \$236.10 on movement of one locomotive on its own wheels from International to Salt Lake City over the lines of the Tooele Valley Railroad and the Union Pacific Railroad Company.
661	1-22-52	Union Pacific Railroad Company authorized to refund \$235.72 and waive collection of undercharge of \$22.45 to Columbia Iron Mining Company, as reparation on one carload of electric shovel shipped from Iron Mountain, Utah, to Desert Mound, Utah.
662	2-6-52	Commission's General Order No. 63 modified to permit The Denver & Rio Grande Western Railroad Company to serve Purity Biscuit Company, 471 West Fifth South Street, Salt Lake City over a spur track with impaired side clearance.

TABLE NO. 25

INFORMAL DOCKETS
July 1, 1951 to June 30, 1952

(Continued)

Docket No.	Date of Order	Nature of Order
663	3-4-52	Commission's General Order No. 63 modified to permit Union Pacific Railroad Company to serve Salt Lake Flour Mills, 425 West Fifth South Street, Salt Lake City, over two spur tracks with impaired side clearances.
664	3-12-52	The Denver and Rio Grande Western Railroad Company authorized to reparate to Utah Construction Company \$89.91 on three carloads of volcanic ash shipped from Pumice to Lark, Utah.
665	3-19-52	Union Pacific Railroad Company authorized to refund \$236.35 and waive collection of undercharge of \$34.97 to Geneva Steel Company on two carloads of slag shipped from Murray to Geneva.
666	3-19-52	Union Pacific Railroad Company authorized to refund to Morris P. Kirk & Son, Inc., \$59.68 as reparation and \$4.59 as straight overcharge on carload of lead battery plates shipped from Brigham City to Salt Lake City.
667	4-11-52	Union Pacific Railroad Company authorized to refund to Combined Metals Reduction Company \$341.31 on three carloads of coal sludge residue shipped from Bauer to Provo.
668	5-23-52	State Road Commission of Utah authorized to widen an overpass crossing over the main track of the Los Angeles and Salt Lake Railroad Company, Union Pacific Railroad Company, Lessee, at Mile Post No. 751.27 on State Highway No. 36 near Shields between Mills Junction and Tooele.
669	6-16-52	Union Pacific Railroad Company and Utah Railroad Company authorized to protect the subsequently established freight rate of \$1.75 per net ton including the Ex Parte 162 and 166 increases on 284 cars of coking coal shipped from Hiawatha to Geneva.

TABLE NO. 26

GENERAL ORDERS AND INVESTIGATION DOCKETS
July 1, 1951 to June 30, 1952

GENERAL ORDERS

Order No.	Date of Order	Nature of Order
33	3-11-52	Supplemental Order No. III amended General Order No. 33 by changing subsection (F) to provide for a testing of all alternating current, single-phase meters, up to and including 50 amperes rated capacity, every ninety-six months instead of every sixty months.

INVESTIGATION DOCKETS

Docket No.	Date of Order	Nature of Order
59	7-16-51	Commission approved a contract dated May 9, 1951, and a note and a mortgage whereby Bear River Telephone Company might borrow from the Rural Electrification Administration a sum not to exceed \$451,000, to extend and modernize its system.
60	6-30-52	See case No. 3714, Table No. 11.

TABLE NO. 27

**ORDERS ISSUED IN INVESTIGATION AND SUSPENSION DOCKETS
July 1, 1951 to June 30, 1952**

I. & S.

Docket No.	Date of Order	Nature of Order
71	8-21-51	<p>American Trucking Association, Inc., agent for all motor common carriers, parties to National Motor Freight Classification No. 11, PSCU No. 1, granted permission to republish Item No. 18085, Supplement No. 1, setting forth a change in classification to reflect an increase in charges for intrastate transportation in Utah of burial cases, caskets, coffins, vaults or accessories and specific burial case shipping boxes, N.O.I.S.U.</p> <p>Suspension order heretofore issued in this matter, revoked.</p>
73	7-13-51	<p>Items No. 73 and 73-A of Western Trunk Line Tariff No. 330-N and Supplement No. 4 respectively, I.C.C. No. A-3865 PSCU No. 119, stating increased rates, relating to grain, grain products, also seeds, intrastate in Utah, to become effective April 1, 1951, and July 15, 1951, respectively being so denoted as to show the authorized increases applying in the State of Utah, Investigation and Suspension Docket No. 73 applying for the increases was dismissed.</p>
74	8-21-51	<p>American Trucking Association, Inc., as agent for all motor common carriers, parties to National Motor Freight Classification No. 11, PSCU No. 1, permitted to publish Supplement No. 4 setting forth changes in classification, and reflecting increases in rates. .</p> <p>Suspension order heretofore issued in this matter, revoked.</p>
75	8-22-51	<p>Order suspending Items No. 36388-B and No. 36388^I of Supplement No. 36 to Consolidated Freight Classification No. 19, PSCU No. 20, revoked. George H. Dumas, agent for all rail lines in Western Classification No. 74, parties to Consolidated Freight Classification No. 19, PSCU No. 20, permitted to republish the items heretofore suspended.</p>

TABLE NO. 27

ORDERS ISSUED IN INVESTIGATION AND SUSPENSION DOCKETS
July 1, 1951 to June 30, 1952

(Continued)

I. & S. Docket No.	Date of Order	Nature of Order
76	7-13-51	It appearing that item 5-A of Supplement No. 5 to Union Pacific Railroad Tariff No. 6009-H PSCU No. 746 effective July 27, 1951 stating increased rates, intra-state in Utah brings to a parity with regard to authorized Ex Parte increases, same rate and similar item appearing in the Denver and Rio Grande Western Railroad Freight Tariff No. 4975-G PSCU No. 325, application herein was dismissed.
77	10-25-51	Local Motor Freight Tariff No. 2, P.S.C. Utah Tariff No. 21, filed by Intermountain Tariff Bureau, R. F. Decker, Agent, in behalf of Ashworth Transfer Company and Salt Lake Transfer Company, effective as of September 7, 1951, permanently suspended.
77	12-20-51	Petition of Salt Lake Transfer Company and Ashworth Transfer Company for rehearing granted. Fuller Toponce Truck Company and Barton Truck Line permitted to become parties to proceeding by proper application.
77	3-18-52	Salt Lake Transfer Company and Ashworth Transfer Company permitted to increase their rates by as much as twenty per cent on commodities transported for the United States Government, which commodities consist principally of ammunition, explosives, ammunition packing and crating material, powder, projectiles, shells, and returned oxygen tanks, as well as commodities generally, and to publish Local Motor Freight Tariff No. 2, P.S.C. Utah, No. 21, containing such increases.
78	10-31-51	Suspension order dated August 8, 1951, revoked and Supplement No. 5, P.S.C.U. No. 1, National Motor Freight Classification No. 11 confirmed, effective September 5, 1951.

TABLE NO. 27

ORDERS ISSUED IN INVESTIGATION AND SUSPENSION DOCKETS
July 1, 1951 to June 30, 1952

(Continued)

I. & S. Docket No.	Date of Order	Nature of Order
79	9-12-51	Geo. H. Lumas, Agent, on behalf of rail lines, members of Western Classification No. 74, Consolidated Freight Classification No. 19, permitted to republish the items suspended by commissions order dated August 8, 1951 in this docket.
80	11-8-51	Salt Lake City Lines was authorized to make effective on not less than one days notice its Passenger Tariff No. 5, P.S.C.U. No. 5, which provided for an increase in its weekly pass fare from \$1.40 to \$1.75 and eliminated its 4 for 35 cents token fare. Other fares remained as follows: adult cash fare 10 cents, children's cash fare 5 cents, students cash fare 5 cents.
82	10-2-51	R. F. Decker, Agent on behalf of Salt Lake - Kanab Freight Line permitted to republish the rate item heretofore suspended thereby providing for a rate of 16½ cents per cwt, on plasterboard and gypsum products, minimum weight 25,000 lbs., between Sigurd and Salt Lake City.
83	5-5-52	The Mountain States Telephone and Telegraph Company authorized to make effective forthwith Second Revised Sheet 5 of Utah Intrastate General Exchange Tariff, Section 20, "General Regulations" which provides for the charging of municipal taxes and impositions on a prorata basis, where practicable, to the users of service within the limits of the municipalities wherein these taxes and impositions are assessed.
83	6-23-52	Application of protestant, Ogden City, for rehearing, denied.
84	4-17-52	Lewis Bros. Stages permitted to make effective first revised pages 5 and 6 of Charter Coach Tariff No. 12, P.S.C.U. No. 3, which provides for increases averaging approximately 15.38 per cent.

TABLE NO. 27

**ORDERS ISSUED IN INVESTIGATION AND SUSPENSION DOCKETS
July 1, 1951 to June 30, 1952**

(Continued)

I. & S.		
Docket No.	Date of Order	Nature of Order
85	5-2-52	Tariff captioned as follows: F. G. Freund, Issuing Officer, American Trucking Association, Supplement No. 8, to National Motor Freight Classification No. 11, I.C.C. No. 1, P.S.C.U. No. 1, Item No. 5250-A, providing increased classification rating both L T L and volume on Golf Club Bags and Packages, issued March 7, 1952, to become effective April 22, 1952, authorized to become effective as published.
86	4-16-52	Third Revised Page No. 30 to Pacific Trailway's (Mt. Hood Stages, Inc., dba) Local and Joint Passenger Tariff No. 33, M.P.I.C.C. No. 5, P.S.C.U. No. 4, Section O, stating increased rates and charges intrastate in Utah, authorized to become effective as of May 1, 1952.

TABLE NO. 28
FATALITIES AND INJURIES ON RAILROADS OPERATING IN UTAH
 January 1, 1951 to December 31, 1951

Name of Carrier	Passengers		Pedestrians or Occupants of Motor Vehicles		Employees	
	Killed	Injured	Killed	Injured	Killed	Injured
Bamberger Railroad Company	0	0	3	2	1	9
Carbon County Railway Company	0	0	0	0	0	0
Denver & Rio Grande Western Railroad Co., The	0	0	3	12	0	31
Ogden Union Railway & Depot Co.	0	0	0	0	0	16
Salt Lake Garfield & Western Railway Co.	0	0	0	0	0	0
Salt Lake City Union Depot & Railroad Co.	0	0	0	0	0	2
Southern Pacific Company	0	0	0	0	0	4
Tooele Valley Railway Company	0	1	0	0	0	1
Union Pacific Railroad Company	0	0	4	7	1	23
Utah Railway Company	0	0	0	0	0	6
Western Pacific Railroad Company	0	0	0	0	0	6
Total	0	1	10	21	2	98

Name of Carrier	Trespassers		Non-Trespassers		Grand Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Bamberger Railroad Company	0	0	0	0	4	11
Carbon County Railway Company	0	0	0	0	0	0
Denver & Rio Grande Western Railroad Co., The	1	1	3	12	7	56
Ogden Union Railway & Depot Co.	0	0	0	2	0	18
Salt Lake Garfield & Western Railway Co.	0	0	0	0	0	0
Salt Lake City Union Depot & Railroad Co.	0	0	0	0	0	2
Southern Pacific Company	2	0	0	0	2	4
Tooele Valley Railway Company	0	0	0	0	0	2
Union Pacific Railroad Company	2	3	0	5	7	38
Utah Railway Company	0	0	0	0	0	6
Western Pacific Railroad Company	0	0	0	0	0	6
Total	5	4	3	19	20	143

TABLE NO. 29
 FATALITIES AND ACCIDENTS FROM MOTOR TRANSPORT
 OPERATIONS WITHIN THE STATE OF UTAH
 January 1, 1951 to December 31, 1951

Passenger Carriers	Number of Accidents		Passengers		Pedestrians or Occupants of Other Vehicles		Employees		Grand Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Bamberger Transportation Co.	1	0	2	0	2	0	0	1	0	5
Delta Bus Line	1	0	3	0	0	0	0	1	0	4
Denver - S. L. Pacific Stages, Inc.	1	0	1	0	0	0	0	0	0	1
Interstate Transit Lines	2	0	0	0	1	0	0	0	0	1
Pacific Greyhound Lines	1	0	0	1	2	0	0	0	1	2
Salt Lake City Lines	3	0	0	1	3	0	0	0	1	3
Union Pacific Stages, Inc.	2	0	0	1	4	0	0	0	1	4
Total	11	0	6	3	12	0	0	2	3	20
Property Carriers										
Cantlay and Tanzola, Inc.	5	0	0	0	3	0	0	0	0	3
Jos. J. Milne Truck Line, Inc.	2	0	0	0	1	0	0	0	0	1
Pacific Intermountain Express	14	0	0	0	18	0	0	0	0	18
Total	21	0	0	0	22	0	0	0	0	22
Grand Total	32	0	6	3	34	0	0	2	3	42

TABLE NO. 30
 SUMMARY OF REPORTED ACCIDENTS - ELECTRIC AND GAS UTILITIES
 January 1, 1951 to December 31, 1951

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

TABLE NO. 31
STATEMENT OF COMMISSION FINANCES
July 1, 1951 to June 30, 1952

	Public Service General	Motor Transport	Total
Appropriations - 1951 - 1953:			
General Fund	\$ 36,666.66		\$ 36,666.66
Public Utility Levy	110,000.00		110,000.00
Motor Vehicle Registration Fund		\$ 28,265.00	28,265.00
Unexpended Balance from Previous Bienniums	22,770.29		22,770.29
Departmental Collections - 7-1-51 to 6-30-52	3,389.45		3,389.45
Miscellaneous Credits	105.84		105.84
Total	<u>\$172,932.24</u>	<u>\$ 28,265.00</u>	<u>\$201,197.24</u>
Expenditures - July 1, 1951 to June 30, 1952:			
Personal Services	\$ 56,641.95	\$ 11,463.02	\$ 68,104.97
Travel	2,770.68	1,194.73	3,965.41
Current Expenses	8,276.06	752.30	9,028.36
Capital Outlay and Equipment	108.53	632.12	740.65
Total	<u>\$ 67,797.22</u>	<u>\$ 14,042.17</u>	<u>\$ 81,839.39</u>
Unexpended Balance, June 30, 1952	<u>\$105,135.02</u>	<u>\$ 14,222.83</u>	<u>\$119,357.85</u>

NOTE: The above expenditures include \$16,670.93 representing the pro-rata share of the Central Administration costs of the Department of Business Regulation provided by the Public Service Commission.

TABLE NO. 32

PUBLIC UTILITIES UNDER JURISDICTION OF COMMISSION
June 30, 1952

CLASS OF UTILITY	Number
Steam railroads - Class I	7
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	13
Transit companies	4
Boat carrier	1
Motor carriers	370
TOTAL	427

