

THIRTY - FIFTH
REPORT
of the
PUBLIC SERVICE
COMMISSION
OF UTAH
to the
GOVERNOR



For the Period
July 1, 1952 to June 30, 1953

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NOTE

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

Dear Governor Lee:

We have the honor to submit herewith the thirty-fifth report of the Public Service Commission of Utah. This report covers the activities of the Commission for the fiscal year July 1, 1952, to June 30, 1953, and is submitted pursuant to the requirements of Chapter 1-10, Title 54, Utah Code Annotated 1953.

Respectfully submitted,

HAL S. BENNETT
Chairman

STEWART M. HANSON
Commissioner

DONALD HACKING
Commissioner

F. A. YEAMANS
Secretary

PUBLIC SERVICE COMMISSION ROSTER

June 30, 1953

THE COMMISSION

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

CENTRAL OFFICE

Evelyn Feldsted.....Chief Clerk
 Blanche Ipsen..... Stenographer
 Charles E. Pettersson*.....Cashier
 Florence Wallace*..... Assistant Cashier
 Clair Johnson..... Reporter

ACCOUNTING DIVISION

Theodore E. Thain.....Chief Accountant
 Edwin J. Cowley..... Accountant
 Thelma M. Mattingly..... Stenographer

ENGINEERING DIVISION

Wilford A. Robinson.....Chief Valuation Engineer

TRANSPORTATION RATE DIVISION

Keith Sohm.....Commerce Attorney
 Rose Marie Samuelson..... File Clerk

INSPECTION DIVISION

Robert N. Slaughter*.....Chief Inspector
 Rawlins B. Young*.....Inspector
 Benjamin H. Smith*.....Inspector
 Clarence W. Newson*..... Inspector
 Lloyd V. Pyne*..... Inspector
 Marlene E. Kinghorn..... Stenographer

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

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SECTION I
FORMAL CASES BEFORE THE COMMISSION

The proceedings in connection with formal cases continue to occupy a considerable part of the time and attention of the Commission and its staff. During the fiscal year the Commission disposed of 132 formal cases. The following table furnishes factual data as to the number and types of formal cases handled during the period.

TABLE NO. 1
FORMAL CASES BEFORE THE COMMISSION
July 1, 1952 to June 30, 1953

	Cases Filed		Total	Cases Disposed of	Cases Pending June 30, 1953
	Cases Pending July 1, 1952	7-1-52 to 6-30-53			
Electric power and light rates	1	-	1	1	-
Telephone rates	1	3	4	3	1
Pullman Company rates	1	-	1	1	-
Railroad rates	1	3	4	2	2
Express rates	1	3	4	3	1
Motor carrier rates	-	14	14	13	1
Station agency	-	1	1	1	-
Grade crossing	-	6	6	6	-
Motor carrier operating rights	9	95	104	95	9
Miscellaneous	3	12	15	7	8
Total	17	137	154	132	22

The orders issued in formal cases are digested in Tables 7 to 24, Appendix I. In the following discussion some of the orders which have an important relationship to the users of utility services are reviewed briefly.

Electric Rates

An order was issued by the Commission in July, 1952, authorizing Utah Power & Light Company to increase its rates for electric service in Utah to a level that will provide the company with \$823,432 of additional gross revenue when applied to its 1951 volume of business. The new rates became effective on August 11, 1952.

The rates of the other electric utilities in Utah remained unchanged, except for a minor revision in one rate schedule of Southern Utah Power Company and in one schedule of Uintah Power and Light Company.

Telephone Rates

The Midland Telephone Company, with headquarters in Moab, Utah, was granted permission in an order dated July 14, 1952, to increase its rates sufficient to produce additional revenue of \$5,630 annually. Authority was granted the Manti Telephone Company to file a new schedule of rates designed to increase its annual revenues by \$6,580. This order was issued on April 28, 1953.

An application of The Mountain States Telephone and Telegraph Company for an upward revision of its Utah rates was denied in an order dated April 10, 1953. The rates which this company proposed to make effective would have increased its Utah intrastate revenues by \$2,813,000 when applied to the average number of telephones in service during the 12 months ended October 31, 1952.

Railroad Rates Intrastate

A matter of far-reaching effect involving the general intrastate rate structure of the railroads operating in Utah was resolved in an order of the Commission dated March 18, 1953.

During the years subsequent to 1941 this Commission has had four proceedings before it in which the railroads have sought authority to increase their Utah intrastate rates and charges to the same levels as permitted by the Interstate Commerce Commission on interstate traffic. In our Cases No. 2525 (1942), 2998 (1947), and 3168 (1948), this Commission authorized certain increases in rates, fares, and charges but did not permit increases to the full extent authorized in the corresponding Interstate Commerce Commission cases. This Commission found and decided in Case No. 3355 (1949) that the evidence produced by the applicant railroads did not justify any increases in the rates and charges on Utah intrastate traffic. The corresponding Interstate Commerce Commission cases are designated as Ex Parte No. 148, Ex Parte No. 162, Ex Parte No. 166, and Ex Parte No. 168, respectively.

Upon petition of the principal railroad companies serving Utah the Interstate Commerce Commission entered upon an investigation under Section 13 of the Interstate Commerce Act concerning the lawfulness of the Utah intrastate freight rates and charges, in Docket No. 30961, Utah Intrastate Freight Rates and Charges. Hearing was held in Salt Lake City on February 25 and 26, 1952. This Commission presented motions to the Interstate Commerce Commission requesting dismissal of the petition of the railroads. Evidence in support of the petition was introduced by the railroad companies and by one shipper witness. Evidence on behalf of protestants was submitted by this Commission and by certain witnesses representing groups of shippers.

The report of the Interstate Commerce Commission, received on January 2, 1953, denied this Commission's motions for dismissal and found that the Utah intrastate level of rates was unlawful. The report contained the following statement:

"An order carrying into effect the foregoing findings and conclusions will be entered, unless this Commission is notified by the Utah Commission, within thirty days from the date of the service of this report, that it will permit the increase required to remove the unlawfulness herein found to exist."

Upon petition of this Commission the Federal Commission extended the time within which the Utah Commission should act in the matter. After conferences with and advice from the principal shippers and representatives of shipper organizations, this Commission concluded to issue an order in conformity with the findings of the Interstate Commerce Commission in Docket No. 30961. Practically all of the shippers thus contacted urged this Commission to follow such a course for two reasons. In the first place there is a line of decisions of the United States Supreme Court involving Section 13 cases in which similar orders of the Interstate Commerce Commission have been sustained with hardly an exception. The shippers felt it would be almost hopeless to pursue our matter through the courts in view of these decisions. A second consideration was the fact that if the Utah Commission failed to conform to the order of the Interstate Commerce Commission the Utah intrastate freight rates would be frozen by Federal order.

On March 5, 1953, this Commission notified the Interstate Commerce Commission by telegraphic message of the conclusion it had reached. The order entered by this Commission on March 18, 1953, authorized the carriers to increase their freight rates and char-

ges on Utah intrastate traffic to conform to the findings of the Interstate Commerce Commission in Docket No. 30961, with a provision that no intrastate rate shall be increased to such an extent as to exceed the corresponding interstate rate on like traffic for hauls of like distances to or from points in Utah.

During the period of time that the proceedings in Docket 30961 were before the Interstate Commerce Commission the Utah Commission had pending before it another application (Case No. 3669) of the railroads. In this case, the carriers requested authority to increase their Utah intrastate freight rates and charges to the level allowed by the Interstate Commerce Commission on interstate traffic in Ex Parte 175. The carriers petitioned the Interstate Commerce Commission to include Ex Parte 175 rates in its consideration and disposition of Docket 30961, but the request was not granted. Our Case No. 3669 had not been disposed of at June 30, 1953.

Express Rates

Three orders were issued relating to the Utah intrastate express rates of Railway Express Agency, Incorporated. As indicated in the digests in Table No. 10, Appendix I, these orders provided for both increases and decreases in the rates of this company.

Motor Carrier Rates

The Commission disposed of thirteen cases involving motor carrier rates. In eleven of the cases increased rates for freight, express, or passenger service were authorized. Two cases were dismissed. A summary of these orders may be found in Table No. 11 Appendix I.

Natural Gas Service

An order was issued by the Commission on January 20, 1953, authorizing Mountain Fuel Supply Company to assume an additional peak load for natural gas service in Utah of 16,000,000 cubic feet a day.

Utah Natural Gas Company was issued a certificate of convenience and necessity on April 25, 1953, to construct and operate a pipe line system for the transportation of natural gas from gas fields in Carbon, Emery, and Sanpete Counties to a terminal point in Utah County, easterly of the City of Orem. Completion of the construction of the pipe line was scheduled for November 1, 1953. The project contemplates the transportation and sale at wholesale of 120,000 MCF of natural gas a day, with an initial delivery of 50,000 MCF a day to Mountain Fuel Supply Company for distribution and sale by that company to ultimate users. As the developed gas reserves dedicated to the project become available additional deliveries up

to 50,000 MCF a day will be made to Mountain Fuel Supply Company. The Commission reserved the right to allocate 20,000 MCF a day to distributors other than Mountain Fuel Supply Company.

Based upon the new supply of natural gas from Utah Natural Gas Company the Commission authorized Mountain Fuel Supply Company to undertake to serve additional customers. An order dated May 28, 1953, provided that Mountain Fuel Supply Company should offer service to all applicants under the general service rate (residential and commercial users) up to a maximum peak load of 33,000 MCF a day. The company also was authorized to provide additional service under the L-2 (low load factor industrial) and H-3 (high load factor industrial) classifications up to a maximum peak load of 25,000 MCF a day, with a limit of 200 MCF a day to any one user, and to S-4 (surplus industrial) users when and in such amounts as the company determines to be reasonable.

The over-all picture today is that the available gas supplies are adequate to provide service to all present applicants for domestic and commercial service, and to all L-2 and H-3 customers whose needs are limited to not more than 200 MCF a day.

Motor Carrier Operating Rights

Table No. 2 shows a condensed summary of the orders issued involving operating rights of motor carriers. Numerous supplemental orders also were issued in cases previously closed. These orders may be found in Tables No. 16 to No. 23, Appendix I.

TABLE NO. 2
SUMMARY OF ORDERS INVOLVING CARRIER RIGHTS
July 1, 1952 to June 30, 1953

Nature of Rights Involved	Number			
	Issued	Denied	Dismissed	Cancelled
Certificates of convenience and necessity	45	3	2	47
Contract carrier permits	15	2	1	19
Interstate carrier licenses	30	—	—	18
Total	90	5	3	84

REA Telephone Systems

A certificate of convenience and necessity was issued to Emery County Farmers Union Telephone Association, Inc., for the construction and operation of an REA financed telephone system in Emery County, Utah. This Association will operate on a non-profit basis and will provide telephone service in all of the communities in Emery County except Huntington and Green River which towns are served by The Mountain States Telephone and Telegraph Company. Long distance service will be available through interconnection with the Bell System.

A preliminary order was issued authorizing Uintah Basin Telephone Association, Inc., to construct and operate a telephonic communication system in Duchesne and Uintah Counties. Similar authority was granted to the South Central Utah Telephone Association to construct and operate a telephone system in Sevier, Piute, Garfield, and Kane Counties. Both of these systems will be financed by the REA.

These three telephone associations will make telephone service available in communities and areas which heretofore have had no service or service of an inferior quality.

SECTION II

GENERAL AND MISCELLANEOUS

Special Permissions

There were 108 special permissions issued authorizing the publication of reduced rates and other tariff changes on less than the statutory notice of 30 days. Additional information relating to these orders is shown in Table No. 25, Appendix II. Under a new procedure instituted in May, 1953, the Commission also issued seven "Special Letters" approving changes in passenger motor carrier time schedules on less than statutory notice.

Informal Dockets

Reparation awards aggregating \$8,858.18 were authorized in ten of the eleven orders issued in informal dockets. A summary of these orders is presented in Table No. 26, Appendix II.

Investigation Dockets

An expansion of the service area of a water utility and a change in the rates of two motor carriers applicable to dairy products formed the subject matter of two orders issued in investigation dockets. These orders are summarized in Table No. 27, Appendix II.

Investigation and Suspension Dockets

Five investigation and suspension dockets were closed during the period covered by this report. The matters covered by these dockets are set forth in Table No. 28, Appendix II.

Joint Board Hearings

A member of the Utah Commission participated in 13 joint board hearings in connection with the administration of the Federal Motor Carrier Act. These hearings were concerned with applications of motor carriers for operating rights which involved the use of Utah highways. One hearing was conducted in Phoenix, Arizona; four in Boise, Idaho; one in Cheyenne, Wyoming; two in Denver, Colorado; and five in Salt Lake City.

Review of Commission Orders by Supreme Court of Utah

Seven orders of the Commission involving a diversity of matters were on review in the Supreme Court of Utah. The court ruled on two of the cases but the other five were pending at June 30, 1953. A brief review of these proceedings is presented below.

*Los Angeles and Salt Lake Railroad Company
and Union Pacific Railroad Company, Plaintiffs,
v. Public Service Commission of Utah, Defendant.
(Supreme Court No. 7654)*

This proceeding involved an order of the Commission (our Case No. 3267) in which the plaintiffs were authorized to discontinue the Black Rock station as an open-agency station from June 1st to November 30th of each year. The railroad companies had sought permission to close the station from June of each year to March of the following year, both months inclusive. The Commission's order was affirmed by the court. After the filing of a petition for rehearing by the plaintiffs a stipulation was filed with the court providing for certain amendments to the order of the Commission. On February 9, 1953, the court remanded the case to the Commission with directions to enter an order that the station at Blackrock shall remain open, with an agent in charge thereof, during the period from February 20 to May 31 of each year, and that said station may be operated as a non-agency station during the balance of each year, during which time the railroad companies will maintain satisfactory service at said station, such as access to a telephone, and shelter with a stove and fuel. Aside from the required modification of the order the petition for rehearing was denied.

An order was issued by the Commission on April 3, 1953, conforming with the directions of the court.

*Utah Power & Light Company and
Telluride Power Company, Plaintiffs,
v. Public Service Commission and
Nephi City, Defendants.
(Supreme Court No. 7803)*

The opinion of the court, released on November 7, 1952, sustained an order of the Commission (our Case No. 3516) dated November 8, 1951, 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 the use of the inhabitants of said city.

A petition of the plaintiffs for rehearing was denied by the court on January 8, 1953.

*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)*

An order of the Commission dated January 14, 1952, (Case No. 3546) required the plaintiffs above 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, Murray, and Midvale, Utah, such charges to produce substantially the same over-all revenue to the carriers as is produced from the rates and charges in effect at that time. The court's opinion had not been handed down at June 30, 1953.

*Ogden City, Plaintiff, v.
Public Service Commission and Mountain
States Tel. and Tel. Co., Defendants.
(Supreme Court No. 7884)*

This proceeding involves a review of an order of the Commission issued May 5, 1952, in I. & S. Docket No. 83, authorizing The Mountain States Telephone and Telegraph Company to bill its customers for municipal franchise taxes or fees in those cities or towns which impose such levies. The case was pending on June 30, 1953.

*Ogden City, Plaintiff, v.
Public Service Commission and
Utah Power & Light Company, Defendants.
(Supreme Court No. 7907)*

The issue in this case is the same as in No. 7884 above. The court's opinion had not been handed down at the closing date of this report.

*Ashworth Transfer Co. and Salt Lake
Transfer Co., Petitioners, v. Public
Service Commission and Harry L. Young
& Sons, Inc., Respondents.
(Supreme Court No. 7968)*

An order of the Commission in our Case No. 3795, dated December 4, 1952, granted a certificate of convenience and necessity to Harry L. Young & Sons, Inc., to operate as a common carrier by motor vehicle for the transportation of commodities which, by reason of their size, shape, weight, origin, or destination, require equipment or service of a character not regularly furnished by regular common carriers. The petition for a review of the Commission's order was granted by the court but the matter was pending at June 30, 1953.

*A. L. Rudy, dba Rudy Auto Transport,
Plaintiff, v. Public Service Commission
of Utah, Defendant.
(Supreme Court No. 7981)*

The plaintiff's petition for a writ of review was granted by the court. At June 30, 1953, the court had not ruled on the validity of an order of the Commission in our Case No. 3779 in which the application of A. L. Rudy for a permit to operate as a contract motor carrier of tractors, bailers, choppers, and other bulky farm machinery for Intermountain Ford Tractor Sales Co. of Salt Lake City, between all points within the State of Utah was denied.

Commission Finances

The Commission expended \$80,897.52 in the administration of the public utilities laws of Utah during the fiscal year July 1, 1952, to June 30, 1953. By comparison, the total expenditures in the previous fiscal year amounted to \$81,839.39. At June 30, 1953, there was an unexpended balance of \$42,383.81 in the Commission's appropriation accounts.

Additional data concerning finances may be found in Table No. 29, Appendix II.

SECTION III

SELECTED DATA ON UTILITY OPERATIONS

Trend of Electric Rates and Use of Electricity

The major electric utilities operating in the State of Utah are interconnected to form a power pool which in turn is connected with systems in Idaho, Montana, and the Northwest. The Utah Power & Light Company has added a substantial amount of energy to this system by its newly constructed Gadsby steam-electric plant in Salt Lake City. The Southern Utah Power Company placed in service on October 6, 1952, a 5,000 kilowatt addition to its Cedar steam plant, which has improved the power system in the southern part of Utah.

During the calendar year 1952, the seven privately-owned and operated electric utilities in Utah added 4,166 residential and domestic customers to their systems. A total of 143,172 residential and farm customers paid \$9,766,578.08 for the 438,887,566 kilowatt-hours of energy used during the year. The average farm and home use was 3,065 kilowatt-hours in 1952, an increase of 8.2 per cent over 1951.

The figures in Table No. 3 below show the use of electricity in Utah and the average cost to the consumer for the years 1933 to 1952, 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
1952	2.22	3065	68.22	1.76

Gas Rates and Use of Natural Gas

There is a continued demand for natural gas in the home as a fuel for space heating, cooking, and water heating. During the year 1952 Mountain Fuel Supply Company added 4,812 domestic and commercial customers in Utah. There was an average of 87,788 customers of all classes using natural gas during the year. Domestic and commercial customers used 14,690,834,000 cubic feet of gas for which they paid \$7,298,932.21. Table No. 4 shows the sales of natural gas in Utah for the years 1940 to 1952.

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
1952	14,690,834	21,242,641	35,933,475

The data in Table No. 5 relate to the gas sold in Utah by Mountain Fuel Supply Company during the period 1940 to 1952. This table shows that the annual average consumption of the domestic and commercial customer increased from 88.46 MCF in 1940 to 168.35 MCF in 1952, an increase of 90 per cent, while the annual average bill for this service increased from \$58.72 in 1940 to \$83.64 in 1952, an increase of only 42 per cent.

It will be observed also from Table No. 5 that the average revenue per MCF received by the gas company from the sale of gas for domestic and commercial uses decreased gradually from 1940 to 1947. The average revenue declined substantially over prior years in the years 1948, 1949, and 1950, due to a lowered rate for this class of service which became effective July 1, 1948. A moderate increase in the domestic and commercial rate was allowed to go into effect on July 1, 1951, which accounts for the higher average revenue per MCF in the years 1951 and 1952. In this connection it is interesting to note that the average Btu. content of the natural gas sold in Utah has increased over the years. For example during the year 1940 the gas had an average of 877 Btu. per cubic foot. In 1952 the comparable figure was 921. The higher heat content of the gas came about largely through the introduction of gas into the system from the Church Buttes field in 1948. If domestic rates had been based on heat value of the gas in the period shown customers bills would have been higher.

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	Average Revenue Per MCF	Annual Average Bill Per Customer	Average Revenue Per MCF
1940	88.46 MCF	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
1952	168.35	49.7	83.64	33.6

Telephone Service

During the year 1952 there was an increase of 11,993 telephone stations in service in Utah. The independent telephone companies added 664 stations and The Mountain States Telephone and Telegraph Company added 11,329 stations. Four new community dial exchanges were placed in service during the year. The Enterprise central office was established April 15, 1952, with 160 stations. Service at the Corinne central office was initiated on May 24, 1952, with 170 stations. On June 9, 1952, service was commenced at Fort Duchesne with 66 stations and at Myton with 50 stations.

On March 9, 1952, the Bear River Telephone Company acquired the Garland Exchange with 435 stations from The Mountain States Telephone and Telegraph Company.

There has been a rapid gain in the number of telephones in service in Utah, particularly during the post-war years, as shown by Table No. 6. The figures in this table include main, P.B.X., and extension telephones.

TABLE NO. 6
NUMBER OF TELEPHONES IN UTAH

<u>Year</u>	<u>Net Gain During Year</u>	<u>Number at End of Year</u>
1939	4,702	79,625
1940	4,825	84,450
1941	6,824	91,274
1942	9,191	100,465
1943	7,610	108,075
1944	3,165	111,240
1945	6,578	117,818
1946	20,859	138,677
1947	17,194	155,871
1948	14,888	170,759
1949	13,608	184,367
1950	11,031	195,398
1951	13,326	208,724
1952	11,993	220,717

APPENDIX I
SUMMARY OF ORDERS ISSUED IN FORMAL CASES

	<u>Table No.</u>	<u>Page No.</u>
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Telephone rates _____	8	28
Railroad rates _____	9	29
Pullman Company rates _____	9	30
Express rates _____	10	31
Motor Carrier rates _____	11	32
Grade crossing _____	12	36
Station agency _____	13	38
Certificates of convenience and necessity issued to electric and telephone utilities _____	14	39
Certificates of convenience and necessity issued to gas utilities _____	15	40
Certificates of convenience and necessity issued to motor carriers _____	16	41
Contract carrier permits issued _____	17	43
Interstate carrier licenses issued _____	18	44
Motor carrier applications denied or dismissed _____	19	46
Certificates of convenience and necessity cancelled _____	20	47
Contract carrier permits cancelled _____	21	49
Interstate carrier licenses cancelled _____	22	50
Miscellaneous orders issued in motor carrier cases _____	23	51
Miscellaneous orders _____	24	57

TABLE NO. 7
SUMMARY OF ORDERS ISSUED IN ELECTRIC RATE CASES
July 1, 1952 to June 30, 1953

Case No.	Date of Order	Nature of Order
3780	7-29-52	Utah Power & Light Company authorized to file a new schedule of rates for electric service in Utah, designed to increase its annual revenues \$823,432, when applied to the 1951 volume of business. Applicant also ordered to bill its customers for municipal franchise taxes or fees in those cities or towns which impose such levies.
3780	8-5-52	Schedule of rates filed in conformity with order of July 29, 1952, approved to become effective August 11, 1952.
3780	8-27-52	Petition for rehearing by protestant, Ogden City, denied.

TABLE NO. 8
SUMMARY OF ORDERS ISSUED IN TELEPHONE RATE CASES
July 1, 1952 to June 30, 1953

Case No.	Date of Order	Nature of Order																														
3701	7-14-52	Midland Telephone Company authorized to submit a new schedule of exchange and toll rates for intrastate telephone service in Utah, designed to produce not more than \$5,630 additional revenue annually when applied to the volume of business during the 12 months ended April 30, 1952, as adjusted in the findings in the case.																														
3833	12-30-52	In this matter certain interrogatories were served upon applicant, The Mountain States Telephone and Telegraph Company by Ogden City. Applicant answered certain of the interrogatories and made objections to answering the remaining questions. Applicant's objections were sustained.																														
3833	4-10-53	Application of The Mountain States Telephone and Telegraph Company for increases in certain rates, denied.																														
3833	4-30-53	The Mountain States Telephone and Telegraph Company's application for rehearing denied.																														
3892	4-28-53	Manti Telephone Company authorized to publish a revised tariff which would increase the monthly charges in certain rates to amounts as follows:																														
		<table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;"><u>Business</u></th> <th style="text-align: center;"><u>Gross</u></th> <th style="text-align: center;"><u>Net</u></th> </tr> </thead> <tbody> <tr> <td>One party</td> <td style="text-align: center;">\$ 7.25</td> <td style="text-align: center;">\$ 7.00</td> </tr> <tr> <td>Two party</td> <td style="text-align: center;">4.75</td> <td style="text-align: center;">4.50</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;"> <table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;"><u>Residence</u></th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td>One party</td> <td style="text-align: center;">4.00</td> <td style="text-align: center;">3.75</td> </tr> <tr> <td>Two party</td> <td style="text-align: center;">3.25</td> <td style="text-align: center;">3.00</td> </tr> <tr> <td>Four party</td> <td style="text-align: center;">3.00</td> <td style="text-align: center;">2.75</td> </tr> <tr> <td>Multi-party (Sterling)</td> <td style="text-align: center;">4.85</td> <td style="text-align: center;">4.60</td> </tr> </tbody> </table> </td> </tr> </tbody> </table>	<u>Business</u>	<u>Gross</u>	<u>Net</u>	One party	\$ 7.25	\$ 7.00	Two party	4.75	4.50	 					<table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;"><u>Residence</u></th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td>One party</td> <td style="text-align: center;">4.00</td> <td style="text-align: center;">3.75</td> </tr> <tr> <td>Two party</td> <td style="text-align: center;">3.25</td> <td style="text-align: center;">3.00</td> </tr> <tr> <td>Four party</td> <td style="text-align: center;">3.00</td> <td style="text-align: center;">2.75</td> </tr> <tr> <td>Multi-party (Sterling)</td> <td style="text-align: center;">4.85</td> <td style="text-align: center;">4.60</td> </tr> </tbody> </table>	<u>Residence</u>			One party	4.00	3.75	Two party	3.25	3.00	Four party	3.00	2.75	Multi-party (Sterling)	4.85	4.60
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TABLE NO. 9
SUMMARY OF ORDERS ISSUED IN RAILROAD AND
PULLMAN RATE CASES
July 1, 1952 to June 30, 1953

Case No.	Date of Order	Nature of Order
Railroad		
2525) 2998) 3168) 3355)	3-18-53	Railroads operating in Utah authorized to increase freight rates on Utah intrastate traffic to conform to the findings of the Interstate Commerce Commission in Docket No. 30961, provided that no intrastate rate shall exceed the corresponding interstate rate, and provided further that this order relates solely to I.C.C. Ex Parte Cases Nos. 148, 162, 166, and 168.
3832	6-25-53	Bamberger Railroad Company, The Denver and Rio Grande Western Railroad Company and Union Pacific Railroad Company, required to publish a complete revision of Local Utah Rail Freight Tariff No. 1-P, P.S.C.U. No. 1, F.W. McManus, Agent., and to incorporate therein all uncanceled and presently effective rates, charges, rules and regulations and include in said publication all currently effective sheets, pages, supplements and amendments and provide for the cancellation of Local Utah Rail Freight Tariff No. 1-P, P.S.C.U. No. 1 and all supplements thereof.
3937	5-27-53	Southern Pacific Company authorized to publish a 10 per cent increase in basic one-way fares and charges for passengers and excess baggage for transportation over its facilities within the State of Utah, a minimum fare of 20 cents, and an increase in interline fares between applicant's stations and stations on connecting lines to the extent necessary to reflect the increases sought on the lines of applicant. Further ordered that applicant dispose of fractions with respect to one-way fares.

TABLE NO. 9
SUMMARY OF ORDERS ISSUED IN RAILROAD AND
PULLMAN RATE CASES
July 1, 1952 to June 30, 1953
(Continued)

Case No.	Date of Order	Nature of Order
Railroad		
3937	5-27-53	Further ordered that applicant publish: Round-trip station-to-station standard sleeping and parlor car fares of 166-2/3 per cent of the proposed one-way fare of 3.85 cents per mile, adding where necessary to make the resulting fare end in "0" or "5", and round trip station-to-station coach fares of 180 per cent of the proposed one-way fare of 2.75 cents per mile, adding where necessary to make the resulting fare end in "0" or "5".
Pullman		
3737	10-13-52	The Pullman Company permitted to publish Supplement No. 2, cancelling Supplement No. 1, to Public Service Commission of Utah, Tariff No. 20, setting forth increases in standard car berth rates up to \$5.00 per lower berth, and \$3.80 per upper berth. Standard car section and room rates to be related to the lower berth rate of \$5.00 as in the case of lower berth rates over \$5.00.

TABLE NO. 10
SUMMARY OF ORDERS ISSUED IN EXPRESS RATE CASES
July 1, 1952 to June 30, 1953

Case No.	Date of Order	Nature of Order
3828	9-19-52	<p>Railway Express Agency, Incorporated, authorized to publish a supplement to P.S.C. Utah No. 104, to make effective on intrastate traffic in Utah, Supplement No. 2 to the Official Express Classification No. 35, I.C.C. No. 7950.</p> <p>A digest of said supplement shows that thirty-four changes are involved, fifteen of which cause neither increase nor decrease of rates, four effect decreases, and fifteen cause increases in rates.</p>
3909	5-25-53	<p>Railway Express Agency, Incorporated authorized to make effective an eight per cent increase in rates on milk, cream, and related products in ordinary milk cans, transported in intrastate commerce within the State of Utah.</p>
3926	5-4-53	<p>Railway Express Agency, Incorporated, authorized to publish supplements to P.S.C. Utah No. 104, to make effective on intrastate traffic in Utah, supplements Nos. 6 and 7 to Official Classification No. 35, I.C.C. No. 7950.</p> <p>A digest of said supplements shows that nineteen changes are involved, six of which result in increases in rates, while the remainder cause either a decrease, or neither an increase or decrease in rates.</p>

TABLE NO. 11
 SUMMARY OF ORDERS ISSUED IN MOTOR CARRIER RATE CASES
 July 1, 1952 to June 30, 1953

Case No.	Date of Order	Nature of Order
3564	7-16-52	Fuller-Toponce Truck Company given until October 20, 1952, to apply rate increases heretofore granted by the Commission and not already applied.
3564	10-20-52	Fuller-Toponce Truck Company given until December 20, 1952, to apply rate increases heretofore granted by the Commission and not already applied.
3564	12-19-52	Fuller-Toponce Truck Company given until March 20, 1953, to apply rate increases heretofore granted by the Commission and not already applied.
3819	9-19-52	Bingham Stage Lines, Inc., permitted to publish increased charter coach rates as proposed by applicant in Exhibit No. 2, and which more nearly conform with charter coach rates heretofore granted to other operators.
3824	9-12-52	<p>B. H. Robinson, et. al., dba Wasatch Motors, authorized to increase passenger fares to the level shown below:</p> <p style="padding-left: 40px;">Ogden to West Roy and Arsenal Villa 20¢ each way per passenger.</p> <p style="padding-left: 40px;">Arsenal Villa, West Roy and points intermediate to Naval Supply Depot, Anchorage, Hill Field and Sahara Village on the one hand and to Naval Supply Depot, Anchorage, Hill Field and Sahara Village on the other hand, one way fare 25¢, round trip 45¢, commutation fare 20¢ each way. No other fare changes were proposed.</p>

TABLE NO. 11
SUMMARY OF ORDERS ISSUED IN MOTOR CARRIER RATE CASES
July 1, 1952 to June 30, 1953
(Continued)

Case No.	Date of Order	Nature of Order
3827	10-2-52	Application of Intermountain Tariff Bureau, by R. F. Decker, Agent, to make effective an increased rate, 45¢ cwt to 56¢ cwt, from Pan-guitch to Salt Lake City, as presently published in Item 860 of Class and Commodity Tariff No. 1, P. S. C. U. No. 16, dismissed.
3834	11-21-52	Intermountain Tariff Bureau, R. F. Decker, Agent, authorized to publish on behalf of participating carriers to Intermountain Tariff Bureau Local Cartage Tariff No. 2, P. S. C. Utah No. 14, a scale of rates as set forth in case Exhibit No. "B", which would provide for an overall increase in rates of approximately 8%.
3838	10-2-52	Continental Bus System, Inc., Rocky Mountain Lines, authorized to publish its Local Inter-division and Joint Passenger Tariff No. 150, P. S. C. U. No. 5, which will remove present inconsistencies in fares and will have little effect, if any, on the financial condition of the carrier.
3841	12-16-52	Intermountain Tariff Bureau, R. F. Decker, Agent, authorized to publish on behalf of participating carriers to Intermountain Tariff Bureau Household Goods Tariff No. 2, P. S. C. U. No. 5, a scale of rates identical with those set forth in Exhibit No. "B" attached to petition filed in case. However, said rates are not to exceed the scale of rates published in Western States Movers Conference Tariff No. 1-A, R. F. Decker, Agent, M. F. - I. C. C. No. 18.
3845	11-5-52	Joe C. Hunt, dba Hunt Truck Line, R. F. Decker, Agent, authorized to publish rates identical with those set forth in Exhibit "A" attached to application. Class rates set forth in Exhibit

TABLE NO. 11

SUMMARY OF ORDERS ISSUED IN MOTOR CARRIER RATE CASES
July 1, 1952 to June 30, 1953
(Continued)

Case No.	Date of Order	Nature of Order
3845	11-5-52	"A" to be governed by National Motor Freight Classification No. 11, P. S. C. Utah No 1, I. C. C. No. 1, American Trucking Association, Inc., Agent.
3859	3-20-53	Intermountain Tariff Bureau, R. F. Decker, Agent, for W. Cecil Tate, Herman Pederson, and Harold R. Tate, dba Barton Truck Line, authorized to file increased rates over those published in Intermountain Tariff Bureau Class and Commodity No. 1, P.S.C.U. No. 16, R. F. Decker, Agent, to reflect a general ten per cent increase on all class and commodity freight rates applicable over 37 miles and a 15 per cent increase on class and commodity freight rates applicable on movements of 37 miles or under.
3860	12-17-52	National Bus Traffic Association, Inc., Agent for Continental Bus System, Inc., (Rocky Mountain Lines Division), Denver-Salt Lake-Pacific Stages, Inc., and Transcontinental Bus System, Inc., authorized to publish revised pages to its Local and Joint Express Tariff No. A-345, P. S. C. U. No. 50, eliminating from the Exception No. 4 on Page F-2 which provides for a minimum charge on all express shipments of 75¢ each, and show an exception No. 5 reading as follows: "Rates will be shown in this section, except in no case will the minimum charge for any express shipment be less than \$1.00 on or via the lines of the following listed carriers: Continental Bus System, Inc., (Rocky Mountain Lines Division), Denver-Salt Lake-Pacific Stages, Inc., Transcontinental Bus System, Inc."

TABLE NO. 11
SUMMARY OF ORDERS ISSUED IN MOTOR CARRIER RATE CASES
July 1, 1952 to June 30, 1953
(Continued)

Case No.	Date of Order	Nature of Order												
3868-	2-17-53	Wm. S. Lauritzen, dba Bear Lake Stages authorized to increase express rates to fifty cents (50¢) per shipment up to twenty-five pounds, and one cent per pound for shipments over twenty-five pounds, with the provision that all billings end in either "0" or "5".												
3897 Amended	3-26-53	<p>Authorization granted to Denver-Salt Lake-Pacific Stages, Inc., Continental Bus System, Inc., American Busline, Inc., Pacific Greyhound Lines, and Overland Greyhound Lines, Inc., a division of the Greyhound Corporation, on all its lines in Utah except its Northern Division, to increase intrastate passenger rates up to but not to exceed the following basis:</p> <table style="margin-left: 40px;"> <tr> <td>1</td> <td>to 50 miles, inclusive</td> <td>\$.03 per mile</td> </tr> <tr> <td>51</td> <td>to 100 miles, inclusive</td> <td>.0275 per mile</td> </tr> <tr> <td>101</td> <td>to 200 miles, inclusive</td> <td>.0250 per mile</td> </tr> <tr> <td>201</td> <td>miles and over</td> <td>.0225 per mile</td> </tr> </table> <p>Rates at top of each of the mileage blocks to adjust so that in no case shall the fare be greater for a shorter distance than for a longer distance over a given route.</p>	1	to 50 miles, inclusive	\$.03 per mile	51	to 100 miles, inclusive	.0275 per mile	101	to 200 miles, inclusive	.0250 per mile	201	miles and over	.0225 per mile
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51	to 100 miles, inclusive	.0275 per mile												
101	to 200 miles, inclusive	.0250 per mile												
201	miles and over	.0225 per mile												
3910	3-26-53	Same as Case No. 3897, above.												
3912	6-30-53	Application of Intermountain Tariff Bureau, by R. F. Decker, Agent, (upon request of Utah Oil Refining Company) for certain changes in rates, dismissed.												

TABLE NO. 12
SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
July 1, 1952 to June 30, 1953

Case No.	Date of Order	Nature of Order
3839	1-7-53	<p>The crossing over the Union Pacific Railroad Company's tracks at Second North Street, Delta, closed during the hours after 4:00 p.m. of each day until 8:00 a.m. of each succeeding day to gasoline and oil trucks having a capacity in excess of 1,500 gallons and all tractor and trailer units and truck and trailer units or combination vehicles. During the hours between 8:00 a.m. and 4:00 p.m. of each day said units allowed, in the exercise of reasonable care, to use said crossing.</p> <p>The use of the crossing by pick-up trucks and small single unit gasoline or oil trucks having a capacity of not to exceed 1,500 gallons continued, at all times, without restriction other than to require operators to exercise reasonable care and to comply with the state law and regulations of the Commission with regard to the use of crossings.</p>
3844	9-19-52	The Denver and Rio Grande western Railroad Company authorized to construct a standard gauge railroad track across Sixth West Street in Salt Lake County at a point about 639 feet south of the south line of Seventeenth South Street.
3857	5-5-53	State Road Commission of Utah authorized to construct a highway crossing over the Park City Branch of the Union Pacific Railroad Company at about mile post 24.46 in Summit County on the relocation of highway No. U.S. 40.
3862	12-30-52	State Road Commission of Utah authorized to construct a crossing over the double tracks of The Denver and Rio Grande Western Railroad Company at a point approximately one mile west of Colton at mile post 645.925.
3862	5-26-53	Clarification of above order.

TABLE NO. 12
SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
July 1, 1952 to June 30, 1953
(Continued)

Case No.	Date of Order	Nature of Order
3893	3-25-53	The Denver and Rio Grande Western Railroad Company permitted to construct a spur track across Thirteenth South Street at a point approximately midway between Fourth West and Sixth West Streets in Salt Lake City.
3935	5-18-53	City Council of Roy City permitted to construct a grade crossing over the Hooper Branch track of The Denver and Rio Grande Western Railroad Company for an access road to Goodfellow Subdivision, (2825 West Street) Roy, Utah.

TABLE NO. 13

SUMMARY OF ORDERS ISSUED IN STATION AGENCY CASES

July 1, 1952 to June 30, 1953

Case No.	Date of Order	Nature of Order
3267	4-3-53	Los Angeles & Salt Lake Railroad Company and Union Pacific Railroad Company, Lessee, authorized to discontinue the station at Black Rock as an open agency station and operate it as a non-agency station from January 1st to February 20th of each year and from June 1st to December 31st of each year and to operate said station as an agency station from February 20th to May 31st of each year.
3936	5-8-53	Western Pacific Railroad Company and Railway Express Agency, Inc., authorized to discontinue the station at Delle, Utah as an agency station but to operate such station as a non-agency station.

TABLE NO. 14
CERTIFICATES OF CONVENIENCE AND NECESSITY
ISSUED TO ELECTRIC AND TELEPHONE UTILITIES
July 1, 1952 to June 30, 1953

Case No.	Date of Order	Nature of Rights Granted
3817	8-5-52	Certificate No. 1002 authorized Telluride Power Company to exercise the rights and privileges granted by franchise issued June 19, 1952, to said company by the City of Richfield.
3866	1-19-53	Certificate No. 1012 authorized Telluride Power Company as the successor in interest of Big Springs Power Company to exercise the rights and privileges granted by franchise dated December 11, 1952, by the City of Moroni to the latter named company.
3888	2-5-53	Certificate No. 1013 authorized Utah Power & Light Company to exercise the rights and privileges conferred November 10, 1952, by franchise to said company by the City of Price.
3931	6-30-53	Certificate No. 1056 authorized Emery County Farmers Union Telephone Association, Inc., to operate a REA financed non-profit telephone system within Emery County, and to file a schedule of rates specified in order.
3944	6-30-53	Certificate No. 1053 authorized Telluride Power Company to exercise the rights and privileges conferred May 4, 1953, by franchise to said company by the City of Salina.

TABLE NO. 15
**CERTIFICATES OF CONVENIENCE AND NECESSITY
 ISSUED TO GAS UTILITIES
 July 1, 1952 to June 30, 1953**

Case No.	Date of Order	Nature of Rights Granted
3504	4-25-53	Certificate No. 1040 authorized Utah Natural Gas Company to:

(a) Construct, maintain and operate a natural gas pipeline system, consisting of a main gas pipeline of 18-inch outside diameter, extending from gas fields in the counties of Carbon, Emery and Sanpete north-westerly to a terminal point in Utah County, easterly of the City of Orem; such field lines and gathering lines as shall be necessary to transport natural gas from producing wells and treating and dehydration plants to said main line; and all necessary facilities in the gathering, transportation, and sale of such gas;

(b) Transport and sell at wholesale up to 120,000 MCF per day of natural gas; up to 50,000 MCF per day to be delivered to Mountain Fuel Supply Company at the terminal of line described in paragraph (a) above, and additional quantities of natural gas up to 50,000 MCF per day to be delivered to Mountain Fuel Supply Company at said terminal point as the developed gas reserves dedicated to the project and deliverable from said reserves based on a 20 year life, become available to Utah Natural Gas Company; provided, however, prior to the delivery of the entire additional 50,000 MCF per day, or at any time thereafter, the Commission may allocate to qualified distributors other than Mountain Fuel Supply Company, out of any part of said 120,000 MCF not then being delivered to Mountain Fuel Supply Company, such quantities not to exceed 20,000 MCF per day available to Utah Natural Gas Company for sale to said other distributors, as it may deem appropriate.

The form of definitive contract between Utah Natural Gas Company and Mountain Fuel Supply Company, introduced as Exhibit 18 at the hearing, approved and parties authorized to make and enter into same.

TABLE NO. 16
CERTIFICATES OF CONVENIENCE AND NECESSITY
ISSUED TO MOTOR CARRIERS
July 1, 1952 to June 30, 1953

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued
1003	3816	8-8-52	P	Jewell F. Jones, dba Castle Valley Stage
1004	3836	8-25-52	GC	Robert A. Palmer, dba Warner Truck Line
1005	3808	12-4-52	SC	Robert W. Jones and Wilma A. Jones, dba R. W. Jones Trucking
1006	3795	12-4-52	SC	Harry L. Young & Sons, Inc.
1007	3837	10-31-52	P	Clay Carlile, dba Mount Timp Transportation Company
1008	3821-Amended	10-28-52	SC	J. B. Walker, R. E. Walker and Gudvor W. Braby, dba Walker Sand & Gravel Company
1009	3842	10-21-52	P	The Greyhound Corporation
1010	3848	11-19-52	GC	Elwin F. Smith, dba Murray Transfer
1011	3856	12-16-52	SC	John C. Williams, dba Acme Transfer
1014	3651	3-5-53	SC	Collett Tank Lines
1015	3869	3-17-53	SC	J. F. King, Jr.
1016	3870	3-17-53	SC	Stanley A. May
1017	3871	3-17-53	SC	Willie B. Hunsaker
1018	3872	3-17-53	SC	Don R. Ewing
1019	3873	3-23-53	SC	L. C. Pearce
1020	3874	3-23-53	SC	A. E. Wakefield & Son
1021	3875	3-30-53	SC	N. C. Hoffler
1022	3876	3-30-53	SC	Garth L. Hooper
1023	3877	3-30-53	SC	Wayne A. Peterson
1024	3878	4-2-53	SC	E. W. Foulger
1025	3879	4-2-53	SC	Basil Bryant
1026	3880	4-2-53	SC	Albert Elmer Platt
1027	3881	4-8-53	SC	O. R. Wadman & Sons
1028	3882	4-8-53	SC	Jack S. Dayton and Frank Knowlton, dba Arrow Sand & Gravel Co.

TABLE NO. 16
**CERTIFICATES OF CONVENIENCE AND NECESSITY
 ISSUED TO MOTOR CARRIERS
 July 1, 1952 to June 30, 1953
 (Continued)**

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued
1029	3883	4-8-53	SC	Carl E. Gordon
1030	3884	4-15-53	SC	Thomas E. Dayton
1031	3885	4-15-53	SC	Ray A. Bertoldi, dba Bertoldi Trucking
1032	3886	4-20-53	SC	Jack H. Lee
1033	3887	4-20-53	SC	Marshall Delbert Yeiter
1034	3906	4-21-53	SC	Edwin H. Ball
1035	3907	4-21-53	SC	Howard K. Hill and Abraham Buckway, dba Howard K. Hill & Abraham Buckway Trucking
1036	3904	3-26-53	GC	L. W. Poole
1037	3905	4-1-53	GC	Ralph W. Miller, dba Provo Transfer Service
1038	3914	4-21-53	SC	A. L. Rudy, dba Rudy Auto Transport
1039	3858	4-22-53	GC	Consolidated Freightways, Inc.
1041	2655-Sub 3	4-30-53	GC	Neuman C. Petty, dba Salt Lake-Kanab Freight Line
1042	3815	4-30-53	GC	Carbon Motorway, Inc.
1043	3903	5-22-53	P	Herbert M. Snyder, dba "A" (Flying A) Yellow Cab Co.
1044	3927	5-26-53	SC	John H. Shafer
1045	3929	5-27-53	SC	George D. Bittle
1046	3933	5-26-53	SC	Vere Westwood
1047	3913	5-29-53	SC	John H. Peck, dba Bill's Moving
1048	3938	6-3-53	P	Edward N. Ireton, dba United City Lines
1049	3945	6-19-53	GC	Provo Transfer and Storage Co.
1051	3916	6-30-53	SC	Clark Tanklines Company

P denotes passenger service

GC denotes general commodities

SC denotes specified commodities

TABLE NO. 17
CONTRACT CARRIER PERMITS ISSUED TO MOTOR CARRIERS
July 1, 1952 to June 30, 1953

Permit No.	Case No.	Date of Order	Type of Service	To Whom Issued
404	3775	8-4-52	SC	Thos. C. Syrett and Mildred S. Syrett, dba Syrett Commission Company
405	3812	8-8-52	SC	Theron E. Coon
406	3825	8-8-52	SC	George Larkin and Arthur F. Lesley, dba L. & L. Water Service
407	3813	10-2-52	SC	Howard A. Davis and Don R. Stevens, dba D. & S. Coal Co.
408	3846	10-31-52	GC	Robert A. Palmer dba Warner Truck Line
409	3849	11-21-52	SC	Andrew S. Bath
410	3562-Sub 1	11-19-52	P	Salt Lake Transportation Co.
411	3863	12-16-52	SC	Aaron S. Denning
412	3840	1-30-53	SC	Clyde O. Parks
413	3851	3-20-53	SC	Roy Hill and Melva H. Seamons, dba Seamons Truckline,
414	3911	5-5-53	SC	Robbins Truckline, Inc.
415	3922	5-8-53	SC	Nephi Processing Plant, Inc.
416	3941	6-30-53	P	George A. Pitts
417	3946	6-30-53	P	Charles Sample
418	3788	6-30-53	SC	Charles Taylor

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

TABLE NO. 18

INTERSTATE CARRIER LICENSES ISSUED TO MOTOR CARRIERS

July 1, 1952 to June 30, 1953

License No.	Case No.	Date of Order	Type of Service	To Whom Issued
418	3820	7-21-52	SC	Max Dawson, dba Dawson Trucking Company
419	3822	10-2-52	SC	Lloyd A. Campau
420	3823	9-19-52	SC	Jack B. Blondo, dba M & M Fast Freight
421	3826	9-19-52	SC	B. S. Gardner, dba B. S. Gardner Oilfield Transportation
422	3830	9-19-52	SC	Arco Auto Carriers, Inc.
423	3831	9-19-52	SC	Carl C. Schaefer, dba Victory Motor Express
424	3843	10-28-52	GC	Carbon Motorway, Inc.
425	3855	10-29-52	P	The Greyhound Corporation
426	3861	12-17-52	SC	Bell Transportation Company
427	3852	12-17-52	SC	George W. Smith, Jr.
428	3864	2-2-53	P	Continental Bus System, Inc.
429	3865	2-2-53	SC	George Wright, dba Wright Motor Lines
430	3889	2-19-53	SC	A. E. Mankins, N. M. Stidham, and O. M. Stidham, dba Eagle Trucking Company
431	3891	2-19-53	SC	Joe D. Hughes, Inc.
432	3894	2-20-53	SC	Younger Bros., - J. M. English Truck Lines, Inc.
433	3895	2-20-53	SC	Combs Truck Line, Inc.
434	3896	3-13-53	SC	Highway Express Lines, Inc.
435	3902	4-17-53	SC	W. C. Case, H. L. Case, and F. E. Case, dba Case Brothers
436	3901	4-30-53	SC	C. J. Simpson
437	3899	4-16-53	SC	D. E. McAlister, dba McAlister Trucking Company
438	3898	4-27-53	SC	Melton Transport Company
439	3890	4-27-53	SC	Rogers Truck Line

TABLE NO. 18
INTERSTATE CARRIER LICENSES ISSUED TO MOTOR CARRIERS
July 1, 1952 to June 30, 1953
(Continued)

License No.	Case No.	Date of Order	Type of Service	To Whom Issued
440	3900	4-27-53	SC	Hunsaker Trucking Contractor, Inc.
441	3920	5-6-53	SC	John B. Barbour, Sr., Verna L. Barbour, John B. Barbour, Jr., and Cora Frances Barbour Kitchell, dba John B. Barbour Trucking Company
442	3921	5-6-53	SC	B. F. Walker, Inc.
443	3923	5-6-53	SC	Nan C. Wilson and Richard D. Wilson, dba Anderson-Penton Trucking Company
444	3908	4-30-53	SC	R. A. Gould, Inc.
445	3925	5-27-53	SC	Heavy Haulers, Inc.
446	3928	5-27-53	SC	Wales Trucking Company
447	3930	5-27-53	SC	J. H. Marks Trucking Company, Inc.

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

TABLE NO. 19
**APPLICATIONS FOR COMMON CARRIER CERTIFICATES OF
 CONVENIENCE AND NECESSITY, AND CONTRACT CARRIER
 PERMITS DENIED OR DISMISSED**
July 1, 1952 to June 30, 1953

Case No.	Date of Order	Name of Applicant	Authority Applied for	Disposition
3687- Amended	10-28-52	H. A. Davis & Sons	Permit	Dismissed
3776	12-4-52	Jeffries-Eaves, Inc.	Certificate	Denied
3809	12-4-52	R. W. Pease and Walter L. Pease, dba Pease Brothers	Permit	Denied
3829	1-8-53	Ferguson Trucking Co.	Certificate	Denied
3835	10-10-52	Ward L. Jensen and Del W. Jensen, dba Ward L. Jensen & Son	Certificate	Denied
3853	12-8-52	William J. Johnson, dba Johnson Builders	Certificate	Dismissed
3854	6-30-53	Rocky Mountain Truck Owners Ass'n	Certificate	Dismissed
3919	6-25-53	Charles B. Leatham and William LeRoy Leatham, dba Leatham Brothers	Permit	Denied

TABLE NO. 20
CERTIFICATES OF CONVENIENCE AND NECESSITY CANCELLED
July 1, 1952 to June 30, 1953

Certifi- cate No.	Case No.	Date of Order	Name of Carrier
361	3842	10-21-52	Interstate Transit Lines
368	3842	10-21-52	Interstate Transit Lines
382	3842	10-21-52	Interstate Transit Lines
421	3842	10-21-52	Interstate Transit Lines
429	3842	10-21-52	Union Pacific Stages, Inc.
430	3842	10-21-52	Union Pacific Stages, Inc.
461	3842	10-21-52	Interstate Transit Lines
462	3842	10-21-52	Union Pacific Stages, Inc.
509	3842	10-21-52	Interstate Transit Lines
530	3842	10-21-52	Interstate Transit Lines
543	3842	10-21-52	Union Pacific Stages, Inc.
549	3842	10-21-52	Interstate Transit Lines
607	2655- Sub 3	4-30-53	Neuman C. Petty, dba Salt Lake- Kanab Freight Line
631	3816	8-8-52	Martin I. Black, dba Castle Valley Stage
651	3836	8-25-52	Wallace A. Peterson, dba Warner Truck Line
727	3842	10-21-52	Union Pacific Stages, Inc.
735	2987	1-29-53	"A" (Flying A) Yellow Cab Company
739	3837	10-31-52	Harry T. Hardman, dba Heber-Provo- Transit
774	3096	1-30-53	Yellow Cab Company
822	3326- Sub 3	12-29-52	Transcontinental Bus System, Inc.
835	3157- Sub 1	11-19-52	Utah Transportation Company
867	3938	6-3-53	Chester J. Thomas, dba United City Lines
880	3361	5-29-53	Bryce C. Reynolds and Kenneth T. Reynolds, dba Reynolds Sand and Gravel

TABLE NO. 20

CERTIFICATES OF CONVENIENCE AND NECESSITY CANCELLED

July 1, 1952 to June 30, 1953

(Continued)

Certificate No.	Case No.	Date of Order	Name of Carrier
889	3095-Sub 1	6-22-53	Stanley A. May & Son
905	3808	12-4-52	Robert W. Jones and Wilma A. Jones, dba R. W. Jones Trucking
907	3518	5-29-53	Loring R. Nielson, dba City Cab
908	3848	11-19-52	Floyd D. Schoenecke, dba Murray Transfer
908	3904	3-26-53	Floyd D. Schoenecke, dba Murray Transfer
919	3905	4-1-53	Donald Ellison and John A. Ellison, dba Provo Transfer Service
926	3856	12-16-52	Fred S. Paget and John C. Williams, dba Acme Transfer
927	3577	3-3-53	Central Utah Transportation Company (formerly Yellow Cab Company of Provo)
933	3608	2-5-53	Utah Valley Transit
937	3651	3-5-53	Collett Tank Lines
946	3821-amended	10-28-52	Harold C. Buckley
948	3626	4-27-53	Drive It Yourself Company
956	3634	6-16-53	Ed Huber and Ray Davis, dba Huber & Davis
961	3639	1-29-53	Hans, Paul W. and Phil Nielsen, dba Nielsen Trucking Company
974	3654	6-16-53	C. H. Koller
975	3914	4-21-53	Rudy and Headlund Auto Transport
981	3913	5-29-53	Ted L. Buxton, dba Bill's Moving
982	3708	1-29-53	Lark L. Washburn
983	3710	2-11-53	Guy Chestnut, dba Taylor Truck Line
987	3726	1-29-53	Jesse, Kay P., and Duane Johnson, dba Jesse Johnson & Sons
990	3752	6-15-53	Emmett L. Boyd
1000	3815	4-30-53	Carbon Motorway, Inc.
1010	3848	3-25-53	Elwin F. Smith, dba Murray Transfer
1037	3945	6-19-53	Ralph W. Miller, dba Provo Transfer Service

TABLE NO. 21
CONTRACT CARRIER PERMITS CANCELLED
July 1, 1952 to June 30, 1953

Permit No.	Case No.	Date of Order	Name of Carrier
110	1634	2-9-53	James O. Talbot
148	1955	12-17-52	Utah Transportation Company
305	3846	10-31-52	Wallace A. Peterson
306	3840	1-30-53	Ray Parks
342	2970	8-25-52	Gronway R. Parry and C. W. Parry, dba Parry Brothers
349	3301	6-15-53	Alva L. Coleman and George A. Pitts, dba Coleman and Pitts
353	3282	5-27-53	Charles Sample
357	3849	11-21-52	Charles J. Pruce
369	3380- Amended	6-16-53	Charles Leatham, dba Leatham Truck Line
375	3484	1-26-53	J. G. Robbins, dba J. G. Robbins Truck Line
375	3911	5-5-53	J. G. Robbins, dba J. G. Robbins Truck Line
383	3532	3-3-53	Otho Roundy, Kilmer O. Roundy and Elmo S. Roundy, dba Otho Roundy & Sons
386	3562- Sub 1	11-19-52	Salt Lake Transportation Company
388	3571	1-27-53	Earl Denney
392	3608	2-5-53	Utah Valley Transit
397	3695	6-2-53	Rhea Rackman
399	3720	1-26-53	James Guy Young
403	3157- Sub 1	11-19-52	Utah Transportation Company, Inc.
404	3775	6-18-53	Thomas C. Syrett and Mildred S. Syrett, dba Syrett Commission Company

TABLE NO. 22
INTERSTATE CARRIER LICENSES CANCELLED
July 1, 1952 to June 30, 1953

License No.	Case No.	Date of Order	Name of Carrier
87	1780	1-26-53	O. J. Ames, dba Ames Truck Line
88	1781	9-22-52	Rio Grande Motorway, Inc.
126	1937	9-22-52	Rio Grande Motorway, Inc.
128	1941	1-27-53	Bush Brothers Truck Line
137	2014	9-22-52	Rio Grande Motorway, Inc.
158	2035	4-30-53	R. A. Gould
240	2763	6-15-53	Carl H. Bement, dba Bements Auto Service
266	2964	7-15-52	George W. Warberg and Robert M. Warberg, dba Warberg Bros. Coal & Transfer Co.
306	2711-Sub 1	8-25-52	G. R. Parry and C. W. Parry, dba Parry Brothers
318	3412	4-2-53	L. E. (Prince) Wales, dba Wales Trucking Company
340	3544	6-15-53	H. H. Dye, dba H. H. Dye & Co.
360	3597	1-13-53	M & M Truck Co.
367	3677	1-27-53	Earl S. Denney
371	3678	5-27-53	William L. Austin, dba Austin Transportation Company
373	3689	1-29-53	James Atcitty
382	3712	1-26-53	Calvin F. Black
386	3727	1-29-53	Jesse, Kay P., and Duane Johnson, dba Jesse Johnson & Sons
415	3797	1-8-53	Eugene Edward Robinette

TABLE NO. 23
SUMMARY OF MISCELLANEOUS ORDERS
ISSUED IN MOTOR CARRIER CASES
July 1, 1952 to June 30, 1953

Case No.	Date of Order	Nature of Order
1941	4-27-53	Application of Bush Brothers Truck Line for reinstatement of License No. 128, granted.
2221-Sub 1	11-19-52	Salt Lake Transportation Company granted Certificate No. 518, Sub 1 to operate as a motor common carrier of passengers and express between Salt Lake City and Brighton and between Salt Lake City and Alta. This authority issued in lieu of Certificate No. 835 heretofore issued to Utah Transportation Company, Inc.
2221-Sub 1	12-22-52	Order issued November 19, 1952, affirmed.
2500-Sub 2	2-5-53	Orson Lewis, dba Lewis Brothers Stages granted Certificate No. 753-Sub 2 to transport passengers, baggage, and express in bus service between Salt Lake City and Wendover.
2947	4-1-53	Permit No. 316 held by Myron Brough, dba The Brough Truck, amended to provide for the substitution of Kay and LaDonna Winn the new owners of the Ouray Mercantile Company as shipper and to cancel authority for any further service to Austin Wardle a previous owner of said mercantile company.
3095-Sub 1	6-22-53	Thomas C. Warner, dba Cole Transfer & Storage Company, issued Certificate No. 791-Sub 1 to transport household goods between points in Box Elder County and all points in Utah. Also to transport general commodities within the limits of Brigham City and between Brigham City and the Bird Refuge west of Brigham City and to farms within a radius of twenty miles thereof in Box Elder County, where said farms are one mile or more off the routes of Fuller Toponce Truck Line.

Certificate No. 889 issued to Stanley A. May & Son in Case No. 3435, cancelled.

TABLE NO. 23
SUMMARY OF MISCELLANEOUS ORDERS
ISSUED IN MOTOR CARRIER CASES
July 1, 1952 to June 30, 1953
(Continued)

Case No.	Date of Order	Nature of Order
3138- Sub 3	12-16-52	B. H. Robinson, et. al., dba Wasatch Motors, authorized to extend service under Certificate No. 811 to include the area between the intersection of U. S. Highway 91 in Clearfield, with Center Street, east on Center Street to 500 East Street, thence south on 500 East Street to 450 South Street; east on 450 South Street to 1000 East Street, thence south on 1000 East Street to the Hill Field Access Road at approximately 700 South Street.
3144	1-30-53	Application of Ira wells et, al., dba Wells & Sons for reinstatement of Certificate 808, granted.
3165- Sub 1	8-19-52	Thomas Patrick Culleton, dba Midvale Bus Line authorized to extend operations under Permit 338, to pick up and discharge passengers along route from 1700 South Street and State Street west to Eighth West Street, north along Eighth West Street to Highway 91.
3281- Sub 2	7-14-52	W. S. Hatch Co., issued Certificate No. 838-Sub 2, to operate as a common motor carrier of acid in bulk, in tank trucks, over irregular routes, between Garfield and Lake Point.
3281- Sub 2	7-22-52	Clarification and confirmation of order issued July 14, 1952 in this case.
3326- Sub 3	10-29-52	Certificate 846-Sub 3 issued to Continental Bus system, Inc., to transport passengers and their baggage between Marysville and Kanab.
3326- Sub 3	12-29-52	Order of October 29, 1952 affirmed.

TABLE NO 23
SUMMARY OF MISCELLANEOUS ORDERS
ISSUED IN MOTOR CARRIER CASES
July 1, 1952 to June 30, 1953
(Continued)

Case No.	Date of Order	Nature of Order
3358	1-9-53	Name of Davison Transfer & Storage Co., Inc., under Certificate 862 changed to Mollerup Van & Storage Co., Inc., of Ogden, Utah.
3379-Sub 1	3-25-53	Clyde Reaveley, dba Reaveley Trucking Company issued Certificate 872-Sub 1, to transport hallocite clay processed in pellets, in bulk, over irregular routes, between Salt Lake City and points within ten miles thereof.
3380- Amended	6-30-53	Application of Charles Leatham, dba Leatham Truck Line, for reinstatement of Permit 369, granted.
3449	6-5-53	Certain revisions to Tariff P.S.C.U. No. 16 filed April 16, 1953, by R. F. Decker, Agent, Intermountain Tariff Bureau for Wally's Motor Line, providing for rates on commodities moving between Salt Lake City and Provo via Heber City, suspended.
3484	2-20-53	Application of J. G. Robbins, dba J. G. Robbins Truck Line, for reinstatement of Permit 375, granted.
3552- Sub 1	9-19-52	George Robert Moss, dba Moss Transportation Company, authorized to extend operations under Permit 384, to pick up and discharge passengers south of Willard, at all points along and adjacent to Highways 84 and 91 and to transport them between such points and Army installations in the Ogden area now named in said permit, provided applicant does not serve any points served by Ogden Bus Lines or the area south of intersection of Highways 91 and 84 south of Ogden.

TABLE NO. 23
SUMMARY OF MISCELLANEOUS ORDERS
ISSUED IN MOTOR CARRIER CASES

July 1, 1952 to June 30, 1953

(Continued)

Case No.	Date of Order	Nature of Order
3552-Sub 1	10-27-52	Order issued September 19, 1952 amended to exclude from Permit 384 any pickup or discharge of passengers south of the junction of Highways 84 and 38 (Nye's Corner).
3562-Sub 1	12-22-52	Tentative order of November 19, 1952, in Case No. 3562 -Sub1, whereby Permit 410 was issued to Salt Lake Transportation Company and Permit No. 386 previously issued to said company was cancelled, made of full force and effect.
3570	12-22-52	Name of John A. Ellison, dba Right Weigh Coal and Transfer under Certificate 919 changed to Provo Transfer Service.
3608-Sub 1	6-30-53	Certificate 933-Sub 1 issued to Utah Valley Transit to extend operations to transport passengers and employees of Geneva Steel Company as well as others from Provo to Geneva, in the same operation formerly conducted by Central Utah Transportation Company under Certificate No. 927, Case No. 3577, excepting intermediate points in Orem, Pleasant Grove, American Fork, and Lehi.
		Applicant also authorized to perform charter bus service as a motor common carrier of passengers, together with their baggage from Provo to all Utah points.
3643	11-12-52	Max William Popp authorized to suspend operations under Certificate 965, in Case No. 3643, until April 1, 1953.

TABLE NO. 23
**SUMMARY OF MISCELLANEOUS ORDERS
 ISSUED IN MOTOR CARRIER CASES**
July 1, 1952 to June 30, 1953
 (Continued)

Case No.	Date of Order	Nature of Order
3654	6-30-53	Application of C. H. Koller for reinstatement of Certificate 974, granted.
3692	4-28-53	Clarification of Amended Report and Amended Tentative Order issued to Barton Truck Line in this case October 26, 1951.
3790	3-4-53	Eugene R. Boswell and John Yeaman, dba Ogden Bus Line, granted Certificate 996-Sub 1, to operate as a charter carrier of passengers, their personal effects, and baggage between points served by company's mass transportation system in Ogden and vicinity and points within a radius of 50 miles of Ogden City.
3796	8-25-52	Name of Oklahoma Trailer Convoy, Inc., under License 407 changed to National Trailer Convoy, Inc.
3810	8-8-52	Clarification of order issued June 25, 1952, in this case, in which Sugar House Van Lines was issued Certificate No. 999.
3812	11-3-52	Order issued August 8, 1952, to Theron E. Coon, amended to provide for the transportation of bagged salt, used in the livestock industry, from Lake Point to all Utah points, under Permit 405.
3815	8-25-52	Name of Wallace A. Peterson, dba Warner Truck Line, under Certificate 1001 changed to Wallace A. Peterson, dba Wally's Motor Line.

TABLE NO. 23
SUMMARY OF MISCELLANEOUS ORDERS
ISSUED IN MOTOR CARRIER CASES
July 1, 1952 to June 30, 1953
(Continued)

Case No.	Date of Order	Nature of Order
3818	8-21-52	Bamberger Transportation Company authorized to substitute bus service for all passenger train service of the Bamberger Railroad Company.
3848	3-25-53	Tentative Order issued November 19, 1952, vacated; Certificate 1010 cancelled; Certificate 908 restored to Floyd D. Schoenecke, dba Murray Transfer.
3858	5-15-53	Findings and order of April. 22, 1953, amended and Certificate No. 1039 issued to Consolidated Freightways, Inc.
3867	6-17-53	Application of Fuller-Toponce Truck Company for sale of its intrastate operating rights to Wallace King and Elizabeth L. W. King, dismissed.

TABLE NO. 24
SUMMARY OF ORDERS ISSUED IN MISCELLANEOUS CASES
July 1, 1952 to June 30, 1953

Case No.	Date of Order	Nature of Order
3372	1-20-53	Second amendment to supplemental order No. 12, ordered Mountain Fuel Supply Company to assume an additional peak load for service in Utah of 16 million cubic feet of natural gas per day to be allocated as provided in paragraph "E" of Supplemental Report and Order No. 12, except that company shall reserve out of said peak load sufficient gas to provide service to "new homes" constructed in 1953, and to provide service in cases involving persons suffering extreme physical handicaps and in other exceptional cases where the relative cost of fuel is not the primary factor.
3372	5-28-53	Third amendment to supplemental order No. 12 ordered Mountain Fuel Supply Company to undertake additional gas service to all applicants under GS-1 classification up to a maximum peak load of 33,000 MCF per day; gas service up to a maximum peak load of 25,000 MCF per day under its L-2 and H-3 classifications of service, limiting the maximum quantity to any one user to 200 MCF per day; and gas service under its S-4 classification when and in such amounts as Company determines to be reasonable.
3410-Sub 2	5-21-53	County Water System, Inc., permitted to distribute water for culinary, irrigation, and municipal purposes in the presently unincorporated area of Salt Lake County lying east of 2700 East between 2700 South and 3900 South Streets, and lying east of 2300 East between 3900 South and 4500 South Streets. Service connections not to be extended beyond capacity of water supply to render adequate service to all customers.

TABLE NO. 24
SUMMARY OF ORDERS ISSUED IN MISCELLANEOUS CASES
July 1, 1952 to June 30, 1953
 (Continued)

Case No.	Date of Order	Nature of Order
3516	2-27-53	<p>Contract between Nephi City and Utah Power & Light Company, dated January 29, 1953, approved and Utah Power & Light Company authorized to serve Nephi City thereunder with such electric service as Nephi City may need and agree to purchase for its own use and for the use of its inhabitants.</p> <p style="text-align: center;">Said City to install a 44-kv oil circuit breaker designed to isolate any trouble on the Mona-Nephi transmission line.</p>
3847	11-21-52	<p>Order approved the acquisition by Telluride Power Company of all of the property and assets of Big Springs Power Company through the assumption by Telluride of the outstanding liabilities of Big Springs other than the indebtedness now owned by Telluride, the cancellation of the indebtedness of Big Springs owned by Telluride, and the payment of \$20,000 to the stockholders of Big Springs either in cash or Telluride common stock at par.</p>
3932	6-30-53	<p>Castle Dale Telephone Company authorized to wholly discontinue its telephone business within the State of Utah.</p>
3934	5-21-53	<p>Uintah Basin Telephone Association, Inc., authorized to construct and operate a telephonic communication system in Duchesne and Uintah Counties, pending a hearing and final determination of the matters involved in application.</p>

TABLE NO. 24
SUMMARY OF ORDERS ISSUED IN MISCELLANEOUS CASES
July 1, 1952 to June 30, 1953
(Continued)

Case No.	Date of Order	Nature of Order
3949	6-26-53	South Central Utah Telephone Association authorized to construct and operate a telephonic communication system in Sevier, Piute, Garfield, and Kane Counties; also to operate under option from owner Randel Lyman a telephonic system located at Escalante, pending a hearing and final determination of the matters involved in application.
No Case Number	3-3-53	Miller Ditch Company relieved from its obligation as a public utility in serving culinary water to the inhabitants residing in the area served by said public utility in Mill Creek District, Salt Lake County. Salt Lake City to purchase assets of the Miller Ditch Company and to continue water service to said inhabitants.

APPENDIX II
MISCELLANEGUS TABLES AND COMMISSION FINANCES

	<u>Table No.</u>	<u>Page No.</u>
Special permissions _____	25	61
Informal dockets _____	26	62
Investigation dockets _____	27	64
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Commission finances _____	29	67
Reported accidents - railroad _____	30	68
Reported accidents - motor carrier _____	31	69
Reported accidents - electric and gas utilities _____	32	70
Public utilities under jurisdiction of Commission _____	33	71

TABLE NO. 25
SPECIAL PERMISSIONS ISSUED
July 1, 1952 to June 30, 1953

Purpose for Which Issued	Number Issued
To reduce intrastate railroad freight rates _____	31
To reduce intrastate passenger rates _____	1
To reduce intrastate motor carrier freight rates _____	19
To publish (short notice) authorized increases in railroad charges _____	3
To publish (short notice) authorized increases in motor carrier freight rates _____	3
To publish motor carrier rates to new stations _____	1
To change motor carrier passenger time schedule _____	21
To change transit time and route schedule _____	7
To change motor carrier freight time schedule _____	1
To correct error in railroad tariff publication _____	7
To extend expiration date to railroad freight rates _____	2
To extend expiration date on motor carrier freight rates _____	1
To discontinue railroad pick up and delivery service _____	1
To reduce electric power rates _____	2
To revise railroad commodity description _____	3
To revise motor carrier commodity description _____	1
To publish revised telephone tariff sheets _____	2
To publish original tariff of telephone rates _____	1
To publish change in water system rates _____	1
T O T A L	108

TABLE NO. 26
INFORMAL DOCKETS
July 1, 1952 to June 30, 1953

Docket No.	Date of Order	Nature of Order
670	10-20-52	Bamberger Railroad Company authorized to waive collection of undercharges of \$76.96 from Utah Oil Refining Company on one carload of gasoline.
671	1-21-53	Commission's General Order No. 63 modified to permit The Denver and Rio Grande Western Railroad Company to serve the Griffin Wheel Company shop in Salt Lake City over a spur track with an impaired side clearance.
672	2-6-53	The Denver and Rio Grande Western Railroad Company authorized to refund \$732.52 to Independent Coal and Coke Company as reparation on one clamshell moving on its own wheels together with the necessary idler car for the clam boom and bucket.
673	3-20-53	Western Pacific Railroad Company authorized to waive collection of undercharges of \$306.42 from Eimco Corporation on five carloads of steel bracing.
674	3-20-53	Union Pacific Railroad Company authorized to refund \$346.45 to Geneva Steel Company as reparation on seven carloads of manganese ore.
675	3-30-53	Bamberger Railroad Company authorized to waive collection of undercharges of \$88.44 from Utah Oil Refining Company on one carload of gasoline.

TABLE NO. 26
INFORMAL DOCKETS
July 1, 1952 to June 30, 1953
(Continued)

Docket No.	Date of Order	Nature of Order
676	4-14-53	The Denver and Rio Grande Western Railroad Company authorized to refund \$40.14 to Utah Lime and Stone Company as reparation on three carloads of ground limestone.
677	4-16-53	The Denver and Rio Grande Western Railroad Company authorized to refund \$3,666.04 to Utah Construction Company as reparation on 50 carloads of slag.
678	4-20-53	Union Pacific Railroad Company authorized to waive collection of \$773.35 from Clarence Keller on 31 carloads of sheep and sheep camp outfits.
679	6-3-53	The Denver and Rio Grande Western Railroad Company authorized to waive collection of undercharges of \$2,780.62 from Columbia-Geneva Division, U.S. Steel Company, on 30 carloads of sintered iron ore.
680	6-8-53	Western Pacific Railroad Company authorized to waive collection of undercharges of \$47.24 from Pepper's Allied Metals covering one carload of push cars.

TABLE NO. 27
INVESTIGATION DOCKETS
July 1, 1952 to June 30, 1953

Docket No.	Date of Order	Nature of Order
61	2-6-53	Union and Jordan Irrigation Company ordered to render culinary water service to all of the lots of Bonneville Terrace Subdivision, located at approximately 6790 South Street between State Street and 3rd East Street in Salt Lake County, Utah.
62	1-6-53	Carbon Motorway, Inc., and Salt Lake-Kanab Freight Line authorized to amend the freight rates and groupings applicable to dairy products, from and to the same points as now published in Item No. 860 of Intermountain Tariff Bureau Class and Commodity Tariff No. 1, P.S.C.U. No. 16, at a reasonable level to reflect a graduated scale of freight rates and applicable on the smaller grouping of points that are now published. Present contract rates of A. B. Robinson, dba A. B. Robinson Truck Line, allowed to remain in effect as presently filed.

TABLE NO. 28
ORDERS ISSUED IN INVESTIGATION
AND SUSPENSION DOCKETS
July 1, 1952 to June 30, 1953

I. & S. Docket No.	Date of Order	Nature of Order
87	10-27-52	Western Union Telegraph Company filed revised pages to its Telegraph Tariff, P.S.C.U. No. 1, which resulted in certain increases in its charges. Suspension order heretofore issued in this matter revoked, and the revised pages allowed to become effective.
89	12-29-52	Union Pacific Stages, Inc., operating as Overland Greyhound Lines, filed Local and Interdivision Tariff No. 700-E, P.S.C.U. No. 15, reflecting increases in passenger rates and charges. Suspension order heretofore issued in this matter revoked, and tariff allowed to become effective.
90	1-6-53	Pacific Trailways (Mt. Hood Stages, Inc., dba) filed Local and Joint Passenger Tariff No. 50, P.S.C.U. No. 5, setting forth increased rates and charges applicable on intrastate passenger traffic. Suspension order heretofore issued in this matter modified to allow tariff to go into effect on 5 day's notice to Commission and public.
91	3-20-53	Warner Truck Line filed a concurrence issued to that carrier by Owen V. George, dba Delta-Fillmore Stages, for participation in freight rates and charges presently published in Inter-mountain Tariff Bureau Class and Commodity Tariff No. 1, P.S.C.U. 16, on traffic originating and destined between Salt Lake City and Delta, Utah, via Fillmore, Utah. After preliminary hearing on the matter, Warner Truck Line withdrew from the concurrence which concurrence was held for naught without prejudice to rights of Delta-Fillmore Stages.

TABLE NO. 28
ORDERS ISSUED IN INVESTIGATION
AND SUSPENSION DOCKETS
July 1, 1952 to June 30, 1953
(Continued)

I. & S. Docket No.	Date of Order	Nature of Order
92	4-10-53	K. Tracy Power, General Manager, Rocky Mountain Motor Tariff Bureau, Inc., filed certain increases in Class and Commodity Tariff No. 30 which proved to be applicable only on inter-state commerce. The suspension was cancelled without hearing.

TABLE NO. 29
STATEMENT OF COMMISSION FINANCES

July 1, 1952 to June 30, 1953

	Public Service		Total
	General	Motor Transport	
Appropriations - 1951-1953:			
Unexpended Balance - July 1, 1952	\$105,135.02	\$ 14,222.83	\$119,357.85
Department Collections - 7-1-52 to 6-30-53	3,576.40		3,576.40
Miscellaneous Credits	347.08		347.08
Total	109,058.50	14,222.83	123,281.33
Expenditures:			
Personal Services	55,774.89	12,259.40	68,034.29
Travel	2,899.18	1,348.05	4,247.23
Current Expenses	7,965.62	615.38	8,581.00
Capital Outlay and Equipment	35.00		35.00
Total	66,674.69	14,222.83	80,897.52
Unexpended Balance, June 30, 1953	42,383.81		42,383.81

NOTE: The above expenditures include \$17,083.53 representing the pro-rata share of the Central Administration costs of the Department of Business Regulation provided by the Public Service Commission.

TABLE NO. 30
FACILITIES AND INJURIES ON RAILROADS OPERATING IN UTAH

January 1, 1952 to December 31, 1952

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	6
Carbon County Railway Company	0	0	0	0	0	0
Denver & Rio Grande Western Railroad Co., The	0	1	3	9	0	35
Ogden Union Railway & Depot Co.	0	1	0	1	1	49
Salt Lake Garfield & Western Railway Co.	0	0	0	0	0	0
Salt Lake City Union Depot & Railroad Co.	0	0	0	0	0	0
Southern Pacific Company	0	1	0	0	0	7
Tooele Valley Railway Company	0	0	0	0	0	0
Union Pacific Railroad Company	0	0	0	2	0	25
Utah Railway Company	0	0	0	0	1	5
Western Pacific Railroad Company	0	0	0	0	0	7
Total	0	3	3	12	2	134

Name of Carrier	Trespassers		Non-Trespassers		Grand Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Bamberger Railroad Company	0	0	0	0	0	6
Carbon County Railway Company	0	0	0	0	0	0
Denver & Rio Grande Western Railroad Co., The	1	1	2	0	4	48
Ogden Union Railway & Depot Co.	1	1	1	3	3	54
Salt Lake Garfield & Western Railway Co.	0	0	0	0	0	0
Salt Lake City Union Depot & Railroad Co.	0	0	0	0	0	0
Southern Pacific Company	0	1	0	0	0	9
Tooele Valley Railway Company	0	0	0	0	0	0
Union Pacific Railroad Company	4	1	0	1	3	32
Utah Railway Company	0	0	0	0	1	5
Western Pacific Railroad Company	1	0	0	0	1	7
Total	7	4	3	4	12	161

TABLE NO. 31

FATALITIES AND ACCIDENTS FROM MOTOR TRANSPORT
OPERATIONS WITHIN THE STATE OF UTAH

January 1, 1952 to December 31, 1952

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
American Buslines, Inc.	1	0	1	0	0	0	0	0	0	1
Denver-S. L. Pacific Stages, Inc.	1	0	1	0	0	0	0	0	0	1
Interstate Transit Lines	4	0	2	0	0	0	0	0	0	2
Overland Greyhound Lines	1	0	3	0	1	0	0	0	0	4
Pacific Greyhound Lines	1	0	0	0	1	0	0	0	1	0
Salt Lake-Tooele Stage Lines, Inc.	1	0	0	0	1	0	0	0	1	0
Union Pacific Stages, Inc.	1	0	7	0	0	0	0	0	0	7
Total	10	0	14	0	2	1	0	0	2	15
Property Carriers										
Ashworth Transfer Co.	7	0	0	0	0	0	0	1	0	1
Pacific Intermountain Express	9	0	0	0	1	1	0	1	0	2
Salt Lake Transfer Company	1	0	0	0	1	1	0	0	0	1
Total	17	0	0	0	0	2	0	2	0	4
Grand Total	27	0	14	0	2	3	0	2	2	19

TABLE NO. 33
PUBLIC UTILITIES UNDER JURISDICTION OF COMMISSION
June 30, 1953

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	6
Telephone companies	15
Telegraph company	1
Natural gas companies	2
Water companies	12
Transit companies	3
Boat carrier	1
Motor carriers	401
Total	456