

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



For the Period
July 1, 1955 to June 30, 1956

STATE OF UTAH

PUBLIC SERVICE COMMISSION

* * *

Hal S. Bennett, Chairman

**Donald Hacking - Stewart M. Hansen
Commissioners**

**C. R. Openshaw, Jr.
Secretary**

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

Dear Governor Lee:

We have the honor to submit herewith the Thirty-eighth report of the Public Service Commission of Utah. This report has been prepared and is transmitted pursuant to the provisions of Section 54-1-10, Utah Code Annotated 1953. The report contains an account of the transactions of our office for the fiscal year July 1, 1955, to June 30, 1956, and also certain information relating to the operations of public utilities which we believe will be of interest.

Respectfully submitted,

HAL S. BENNETT,
Chairman

STEWART M. HANSON,
Commissioner

DONALD HACKING,
Commissioner

C. R. OPENSHAW, JR.
Secretary

CHANGES IN PERSONNEL

On February 14, 1956, Mr. C. R. Openshaw, Jr. of Salt Lake City assumed the office of Secretary of the Public Service Commission of Utah, succeeding Mr. Frank A. Yeamans who had served in that position since March 14, 1949. Mr. Yeamans resigned to accept another position in the state government.

Commissioner Stewart M. Hanson resigned on July 9, 1956, to accept an appointment by the Governor to fill an unexpired term as a Judge of the District Court in the Third Judicial District of Utah. Mr. Hanson had served as a commissioner since March 15, 1951.

Mr. Rue L. Clegg of Salt Lake City was appointed by the Governor to the office of commissioner for the unexpired term made vacant through the resignation of Mr. Hanson. The new commissioner assumed office on July 10, 1956.

* * * * *

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.

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PUBLIC SERVICE COMMISSION STAFF ROSTER

June 30, 1956

* * * * *

General Office

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

Division of Utility Accounts and Finance

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

Engineering Division

Wilford A. Robinson Chief Engineer

Transportation Rate Division

Keith E. Sohm Commerce Attorney

Inspection Division

Benjamin H. Smith* Chief Inspector
 Rawlins B. Young* Inspector
 Lloyd V. Pyne* Inspector
 Louis G. Greenig* Inspector
 Gerald J. Budd* Inspector

*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

SECTION I

FORMAL CASES BEFORE THE COMMISSION

During the fiscal year covered by this report the Commission disposed of 98 formal cases. At the close of business on June 30, 1956, there were three cases pending that had been heard and submitted and 39 cases that had been docketed but not heard. Those disposed of included 22 proceedings involving the rates of different classes of utilities, 52 cases relating to motor carrier operating rights, and 24 cases which were concerned with such matters as grade crossings, station agencies, and various service problems. In addition numerous supplemental orders were issued in cases which had been closed in prior periods. A summary of the status of the formal cases during the period is presented in Table No. 1, Appendix I. Digests of the action taken by the Commission in its orders issued in these cases are shown in Tables 2 to 16, inclusive, in the same Appendix.

Electric Rates and Natural Gas Rates

There were no proceedings before the Commission involving the rates and charges of the six privately owned and operated electric utilities or the rates of the one natural gas distributing company in operation during the period. Consequently the rates of these utilities remained unchanged.

Telephone Rates

Bear River Telephone Company was authorized to increase its rates for telephone service in its Tremonton, Thatcher, and Fielding exchanges by an order of the Commission issued on August 25, 1955. The higher rates were estimated to increase the company's annual operating revenues by approximately \$29,000. This company has expended a large amount of money in recent years in reconstructing and expanding its telephone plant. The increase in rates became necessary to enable the company to maintain and operate the property in a satisfactory manner and provide a return on the capital employed.

The Mountain States Telephone and Telegraph Company filed a petition with the Commission on January 5, 1956, requesting the establishment of a higher level of rates for telephone service in Utah. Hearing on this proposal commenced on March 27, 1956. In all, the hearing covered six days. While the Commission had the matter under advisement and before the issuance of findings and an order The Mountain States Telephone and Telegraph Company filed a petition to reopen the case for further hearing. The Commission granted the petition to reopen the case but the date for a further hearing has not been fixed.

Express Rates

Railway Express Agency was granted authority to increase by seven per cent its Utah intrastate first and second class express rates and its Official Express Classification Charges, in order dated May 24, 1956. The

company estimated that the allowed increases would improve its annual Utah gross revenues by approximately \$1,652 based upon the 1955 volume of business. The new rates were allowed to help cover increases in the wage level of the company's employees.

Railroad Rates Intrastate

The Commission's Thirty-seventh Report discussed ICC Docket 31484 which is a Section 13 proceeding instituted by the railroads of Utah before the Interstate Commerce Commission in an attempt to secure authority to increase Utah intrastate rates 15 per cent to correspond with the increase granted in interstate rates in ICC Ex Parte No. 175.

On March 11, 1955, after hearing in this matter, the Interstate Commerce Commission Examiner issued his proposed report which would allow the requested increases with a few commodity exceptions. This Commission filed exceptions to the findings and proposed order. The Interstate Commerce Commission set the matter for oral argument on July 9, 1955. On that date the Commission's attorneys, on behalf of the State and this Commission, participated in the oral argument before the whole Commission in Washington, D. C.

By its report of October 17, 1955, the Interstate Commerce Commission substantially adopted the proposed report of the Examiner, finding Utah intrastate rates discriminatory against interstate commerce.

The report stated that unless the Commission was notified by the Utah Commission within 30 days from November 18, 1955, that the Utah Commission would permit the railroad respondents to put into effect the approved increased freight rates and charges, that an order carrying into effect its findings would be entered by the Federal Commission. Upon request of this Commission the Interstate Commerce Commission postponed the notification date to January 20, 1956. In the meantime the Interstate Commerce Commission denied a petition of the Utah Commission for reconsideration and rehearing.

The Utah Commission did not notify the Interstate Commerce Commission, whereupon the Federal Commission on February 8, 1956, entered its order requiring the respondent Utah railroads to remove the discrimination in Utah on March 15, 1956, and to ". . . thereafter maintain and apply for the intrastate transportation of commodities generally, except on sugar beets, beet-sugar final molasses, and certain rates on coal, sheep, and cattle, as set out in said report, from and to points in the State of Utah, freight rates and charges which shall be no lower than the approved rates and charges thereon, as provided in said report."

This Commission, in conjunction with the Utah Citizens Rate Association, filed a complaint to set aside and annul the order of the Interstate Commerce Commission with a statutory three-Judge Federal Court, and were successful in obtaining a restraining order enjoining the application of the increased rates. The complaint was heard April 9, 1956. On May 23, 1956, the court, one judge dissenting, signed an opinion dismissing the complaint. A final decree was signed and issued on June 13, 1956, dissolving the injunction previously entered. The railroads immediately proceeded with the publication of the increased rates as ordered by the Interstate Commerce Commission. The decision of the three-Judge Federal Court was thereafter appealed to the Supreme Court of the United States where the matter is still pending.

Motor Carrier Rates Intrastate

There were thirteen cases disposed of in which upward adjustments of the intrastate rates of motor carriers applicable to the transportation of property were involved. Passenger fare increases were the subject matter of two cases. These orders are digested in Table No. 4, Appendix I.

Motor Carrier Operating Authority

The tabulation below sets forth a general summary of the action taken by the Commission in formal applications relating to motor carrier operating rights. Further details may be found in Tables No. 8 to No. 15, Appendix I.

SUMMARY OF CASES INVOLVING MOTOR CARRIER RIGHTS

July 1, 1955 to June 30, 1956

Nature of Rights Involved	Number			
	Issued	Denied	Dismissed	Cancelled
Certificates of convenience and necessity	15	1		29
Contract carrier permits	14	4	2	17
Interstate carrier licenses	15		1	17
Total	44	5	3	63

SECTION II

GENERAL AND MISCELLANEOUS

Special Permissions

The Commission issued 78 special permissions to railroads, motor carriers, and other utilities, authorizing the publication of reduced rates and other changes in tariffs and schedules on less than the usual 30 days' notice. Table No. 17, Appendix II, contains a summary of the subject matter of these orders. In addition, passenger carriers by motor vehicle were issued 14 "Special Letters" approving changes in time schedules on short notice.

Informal Dockets

Twelve informal dockets were disposed of by appropriate orders. In seven of these cases the Commission authorized reparations by transportation carriers to shippers in the aggregate amount of \$3,828.18 representing overcharges. A summary of these orders is presented in Table No. 18, Appendix II.

Investigation Dockets

In one of the two investigation dockets closed during the period the Commission prescribed the accounting procedure to be followed by Utah Power & Light Company in respect to accelerated amortization of emergency facilities authorized by Section 168 of the 1954 Internal Revenue Code. The other docket was concerned with the service and rates of county Water System, Inc., a water utility rendering water service in Salt Lake County. These orders are summarized in Table No. 19, Appendix II.

Investigation and Suspension Dockets

Two investigation and suspension dockets were concluded, each of which involved intrastate rail rates on petroleum products. Table No. 20, Appendix II, shows a summary of these orders.

General Orders

One general order (No. 67) was issued in which the Commission prescribed new rules relating to the handling of monies collected by motor carriers on C.O.D. shipments. The provisions of this order are set forth in Table No. 21, Appendix II.

Joint Board Hearings

Eight hearings conducted by joint boards under the provisions of the Federal Motor Carrier Act were participated in by this Commission. These proceedings involve applications of transportation carriers by motor vehicle filed with the Interstate Commerce Commission for interstate

operating authority. One of the hearings was held in Cheyenne, Wyoming; one in Helena, Montana; one in Boise, Idaho; and five in Salt Lake City.

Review By The Utah Supreme Court of Commission Orders

*Union Pacific Railroad Co. v.
Public Service Commission of Utah, et al.,
(Supreme Court No. 8357)*

*W. S. Hatch Co. v.
Public Service Commission of Utah, et al.,
(Supreme Court No. 8359)*

*W. S. Hatch Co. v.
Public Service Commission of Utah, et al.,
(Supreme Court No. 8360)*

The above captioned three cases involve an order of the Commission dated March 4, 1955, (Case No. 3918-Sub 1) granting W. S. Hatch Co. certain authority to transport acid in bulk in intrastate commerce in Utah. At June 30, 1956, these matters were pending in the Supreme Court.

*San Miguel Power Association, et al. v.
Public Service Commission of Utah, et al.
(Supreme Court No. 8365)*

This proceeding was instituted to have reviewed the lawfulness of an order of the Commission issued on April 28, 1955, (Case No. 4144) granting Utah Power & Light Company a certificate of convenience and necessity to extend its electric power lines into San Juan County, Utah. At the hearing before the Commission a motion of Utah Power & Light Company was granted to strike a complaint and protest filed by San Miguel Power Association, Empire Electric Association, and Colorado-Ute Electric Association. The Commission's action in granting such motion was based upon the belief that these three associations were not public utilities authorized to do business in Utah, and that they should not be allowed to intervene and introduce evidence.

The court held that the Commission correctly decided that the three associations are not public utilities. The court's opinion, 4 Utah 2d 252, released on January 24, 1956, sustained the Commission's order.

*Cedar City Corporation v.
Public Service Commission of Utah
(Supreme Court No. 8401)*

The above case was initiated by Cedar City Corporation to review certain proceedings before and a decision made by the Commission in which it was determined how an increase in rates of Southern Utah Power Company should be spread among the several classes of service. Cedar City Corporation contended that the Commission's order was put into effect without evidence to support the same. In an opinion dated November 25, 1955, 4 Utah 2d 175, the court affirmed the order of the Commission.

Opinions of Attorney General of Utah

The advent of television has brought about a demand for television service in communities situated considerable distances from the main broadcasting centers. A community antenna is erected in or near a given town from which television signals are amplified and then distributed by means of coaxial cable to local residents who subscribe for the service. The service is available to the public generally, for which there is an installation fee plus a monthly charge covering service and maintenance. The subscriber is required to provide his own television receiver. The developments in this new field raised a question as to this Commission's responsibility and jurisdiction. An opinion of the then attorney general dated July 31, 1951, held that the Commission has authority to assert jurisdiction over such television antenna service. Because of the limited number of systems in operation at that time the Commission felt that no regulation was needed. In May, 1956, the Commission requested the present attorney general to review the question again in view of the number of inquiries reaching this office on the subject. His opinion affirmed the former opinion that community antenna systems are subject to regulation by the Commission. It is the view of the Commission that steps should be taken, therefore, to institute proper regulatory standards for this service. One formal application for a certificate of convenience and necessity to render service in several communities in Carbon County is on file with the Commission.

Another matter which posed a rather difficult legal question for this Commission to settle was referred to the Attorney General for advice and assistance. There is an overlapping of the service area of a regulated electric utility, Uintah Power and Light Company, with that of an electric cooperative, Moon Lake Electric Association. A problem arose when certain member users of the cooperative requested Uintah Power and Light Company to provide them with electric service. The officials of the utility sought the guidance of the Commission as to the responsibility and rights of the company under the circumstances. The Attorney General held that Uintah Power and Light Company must accept applications from those who apply to it for service who have received service from the Association in the past if they are within the service area of the electric utility. The ruling was based upon an opinion of the Supreme Court of Utah in the Garkane case, 98 Utah 466, 100 P. 2d 571, wherein it was held that electric cooperative associations are not public utilities under Utah law. The court reiterated this position in the San Miguel Power Association case discussed above.

Injunction Against the Public Service Commission of Utah Filed In Third Judicial District Court in Civil Case No. 107316

In January 1956, a number of dump truck operators hauling sand and gravel from the North Salt Lake gravel pit to the Salt Lake City Airport were arrested for hauling without either a certificate or permit from this Commission as required by law. On January 10, 1956, the Commission was served with a Complaint and Summons naming the Commission as Defendant to an Action brought by seventeen plaintiffs, all operators of dump trucks working on the Salt Lake City Airport construction project. Also served upon the Commission at that time were copies of an Order to Show Cause why a permanent injunction should not be entered against it and a Temporary Restraining Order enjoining the Commission from further prosecuting plaintiffs until the matter was heard

on January 19, 1956. The whole case of the plaintiffs rested on a ruling of this court in the Victor Newman, et al. vs. P.S.C. of U. Case No. 92815 in which case the Honorable Joseph G. Jeppson ruled the Motor Carrier Act (Title 56 Chapt. 6 Utah Code Anno. 1953) was unconstitutional. The ruling was never appealed to the Supreme Court of Utah.

The Commission, represented by its Commerce Attorney and a representative of the Attorney General's Office, responded to the order and argued that soon after the ruling of this court, in the next session of legislature, the law was amended to correct the part declared to be defective, therefore, it was the intention of the legislature to make the Act constitutional. The court held in favor of the Commission ruling that the Act is constitutional as amended until determined by the Courts to be otherwise. The injunction, however, was continued and efforts on the part of the Commission to dissolve it have failed. The Utah Motor Transport Association was unsuccessful in its attempts to intervene. Trial of the case is to be set in the fall calendar of the Third Judicial District Court.

Class Rate Cases Before The Interstate Commerce Commission

For several years this Commission has been actively participating in the Interstate Commerce Commission Class Rate Investigation Cases, Dockets No. 30416 (Mountain Pacific Territory) and No. 30660 (Transcontinental). Previous reports have discussed our activity in these cases in former years.

The Interstate Commerce Commission, concerned over the continuous delays, requested briefs and argument on the question of interim relief. The Utah Commission submitted a brief and participated in oral arguments before the entire Interstate Commerce Commission in Washington, D. C. on July 11, 1955. Our Commerce Attorney representing the State of Utah and this Commission, utilized the allotted twenty minutes in support of the position that interim relief should be granted on the basis of a scale of rates no higher than that in effect in other rate territories.

On October 19, 1955, the Interstate Commerce Commission entered its order requiring the railroads to publish tariffs reducing class rates in the Mountain Pacific Territory and on transcontinental traffic to a level previously proposed by the railroads but not as low as the so-called 28300 Scale in effect in other rate territories. This order as subsequently modified required the railroads to publish these reduced rates effective on or before August 1, 1956. By subsequent order, the Commission required the tariffs to be filed on not less than five days' notice to become effective September 1, 1956.

Determination of Jurisdiction Over Transportation of Petroleum and Petroleum Products by Motor Carriers Within A Single State, Ex Parte No. MC 48

This case was discussed briefly in the Commission's Thirty-seventh Report. The Utah Commission filed a notice of appearance April 5, 1955, but has not participated further in the case. A hearing was held in Washington, D. C. before an Examiner on June 13 and 14, 1955. The Examiner issued his report recommending the Commission find among other things, ". . . that the transportation by motor carrier within a single State of such commodities, in tank vehicles, which have a prior move-

ment by pipeline and water from an origin in a different State is, as ordinarily performed, a movement in intrastate commerce and not within the jurisdiction of the Interstate Commerce Commission. . . ." Exceptions to the report were to be filed on or before May 10, 1956.

Railroad Division of Revenue Cases, Docket No. 31503 and subs

These cases have been filed with the Interstate Commerce Commission by the Eastern Railroads against the Western Railroads requesting a higher division of the revenue received from transcontinental movements.

The Utah Commission was denied right to intervene by order of the Interstate Commerce Commission dated May 23, 1955, however, after the filing of supporting briefs and upon reconsideration the Interstate Commerce Commission by its order of February 7, 1956, permitted the Public Service Commission of Utah and similar regulatory bodies of the States of Washington, Oregon, Idaho, Colorado, Nevada, Montana, Wyoming and New Mexico the right to intervene.

Commission Finances

The Commission expended \$98,445.95 in administering the public utilities laws of the state during the fiscal year ended June 30, 1956. An unexpended balance of \$113,116.49 was available at June 30, 1956, in the appropriation accounts for the Commission's use during the second year of the current biennium. Table No. 22, Appendix II, contains additional information in respect to the Commission's finances.

SECTION III

SELECTED DATA ON UTILITY OPERATIONS

Electric Service and Trend of Electric Rates

During the fiscal year ended June 30, 1956, approximately 262 miles of high voltage transmission lines were constructed in the central and southeastern area of Utah, to take care of additional load on present systems and extensions into new areas. A 130 kv line was constructed from Helper to Moab, Utah, a distance of approximately 108 miles. A 69 kv line was built from Moab to Monticello, Utah, a distance of approximately 60 miles. The lines were placed in service October 10, 1955, and serve the area from Moab to Monticello, Utah. Seven industrial customers with estimated annual revenues of \$163,000, and one resale customer with estimated annual revenues of \$25,000 were added by this extension.

The Richfield-Scipio-Nephi 44 kv line, a distance of 77.8 miles and the Scipio to McCornick 44 kv line, a distance of 15.5 miles began operations September 14, 1955. These lines were constructed to take care of additional load growth in this area. An extension of a 44 kv line was made to the Vanadium Corporation of America at Marysvale, Utah, and placed into service December 8, 1955. The estimated revenue per year from this extension is \$7,500.

The electric power use in Utah for residential and domestic service has continued to increase as shown in the following table. During 1955 residential customers had an average annual use of 3,657 kilowatt-hours, which is 32.5 per cent above the national average. This represents an increase in use per customer of 213 kilowatt-hours over 1954. The high use by domestic customers, stimulated by promotional rates, resulted in average revenue per kilowatt-hour of 2.21 cents in 1955, compared with 2.23 cents in 1954. The average cost per customer for residential and domestic service for the year was \$80.83. At the close of the year Utah had 176,101 electric customers served by privately owned electric utilities, of which 156,425 were residential and domestic customers. Some 6,022 new electric customers were added to our lines during the year.

TREND OF ELECTRIC RATES AND ELECTRIC POWER
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¢
1935	4.69	762	35.74	1.88
1940	3.40	1170	39.78	1.41
1945	2.69	1530	41.11	1.54
1950	2.29	2573	58.89	1.81
1951	2.24	2832	63.48	1.75
1952	2.22	3065	68.22	1.76
1953	2.25	3285	73.95	1.80
1954	2.23	3444	76.83	1.82
1955	2.21	3657	80.83	1.78

Telephone Service

On December 2, 1952, the South Central Utah Telephone Association was organized with its principal office in Tropic, Utah. This corporation was able to obtain a REA loan to purchase the Escalante Telephone system and greatly expand telephone service in the south central part of our state. The Koosharem exchange started operating on December 10, 1955; the Tropic exchange on December 14, 1955; the Orderville exchange on December 17, 1955; and the new Escalante and Boulder exchanges on March 1, 1956. The circuit used between Escalante and Boulder is a microwave engineered for telephone application. As of June 30, 1956, there were 259 telephones in use in this new telephone system.

The Mountain States Telephone and Telegraph Company has continued its program of converting manual exchanges to automatic dial operations. On September 18, 1955, its Midvale and Bountiful exchanges were converted to dial operation. On October 2, 1955, its Beaver and Milford exchanges were converted from magneto to dial operation. The Salina exchange was converted from magneto to dial on March 14, 1956, and the Morgan exchange was converted April 15, 1956. On June 17, 1956, the Lewiston exchange was discontinued and the subscribers in that area were connected to the new Richmond exchange which was converted from magneto to dial operation the same day.

During the year 1955 approximately 74,000 telephones were installed in Utah. After the normal disconnects there was a net gain of 17,793 stations.

The following table shows the increase in telephones by years. The figures in this table include main, P.B.X., and extension telephones.

NUMBER OF TELEPHONES IN UTAH

Year	Net Gain During Year	Number at End of Year
1939	4,702	79,625
1940	4,825	84,450
1945	6,578	117,818
1950	11,031	195,398
1951	13,326	208,724
1952	11,993	220,717
1953	13,943	234,660
1954	8,708	243,368
1955	17,793	261,161

1956

19,594

281

Gas Rates and Use of Natural Gas

The sales of natural gas in Utah continued to increase in 1955. Mountain Fuel Supply Company served an average of 116,254 residential, commercial, and industrial customers in Salt Lake City, Ogden, Provo, and 62 other communities in Utah. The average number of domestic-commercial customers served increased by 10,579, while the increase in average industrial customers amounted to 93. The average BTU content per cubic foot of gas sold during 1955 in the area from Salt Lake City to the north was 941; in the area south of Salt Lake City it was 869; and west of Salt Lake City it was 926.

More new homes were constructed in 1955 in the area served by Mountain Fuel Supply Company than in any previous year and all of these homes within reach of the company's lines were supplied natural gas for use in space heating and other service. Certain restrictions were continued during the year for gas used for industrial purposes.

This company owns and operates 138 gas and oil wells in eleven fields in southwestern Wyoming, northwestern Colorado, and eastern Utah. The company produces 55.5 per cent of its requirements, purchases 17.6 per cent in the fields from which it produces gas, and purchases the remainder from Utah Natural Gas Company at the latter's delivery point near the southern end of Mountain Fuel Supply's distribution system. The natural gas reserves (at 12.85 psi pressure base) owned or controlled by Mountain Fuel Supply Company at the end of 1955 were 1,396 billion cubic feet, compared to 1,392 billion cubic feet at the end of 1954. During the year, this company's reserves were increased by 65 billion cubic feet, offsetting production of 61 billion cubic feet. The greater part of this increase was from extensions of reserves in producing fields.

The figures below show the trend in natural gas rates and consumption during the period from 1940 to 1955.

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¢
1945	113.97	63.9	72.87	21.9
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
1953	162.87	50.3	82.00	33.1
1954	169.42	52.2	88.52	34.0
1955	197.80	51.3	101.53	34.9
	182.88	52.2	95	33.7

The figures in the table below show the trend in gas consumption in Utah for the years 1940 to 1955.

NATURAL GAS SALES IN UTAH (Thousands of Cubic Feet)

Year	Domestic and Commercial	Industrial	Total
1940	2,355,537	12,361,974	14,717,511
1945	4,435,137	19,253,755	23,688,892
1950	11,944,972	18,855,542	30,800,514
1951	13,683,790	20,133,923	33,817,713
1952	14,690,834	21,242,641	35,933,475
1953	15,323,013	24,153,931	39,476,944
1954	17,733,630	29,916,648	47,650,278
1955	22,797,003	33,955,205	56,752,208

APPENDIX I

SUMMARY OF ORDERS ISSUED IN
FORMAL CASES

	Table No.	Page No.
Formal cases before the Commission	1	23
Telephone rates	2	24
Railroad, sleeping car, express, and water rates	3	25
Motor carrier rates	4	26
Grade crossing	5	28
Station agency	6	29
Certificates of convenience and necessity issued to gas, sewer, telephone, electric, and water utilities	7	30
Certificates of convenience and necessity issued to motor carriers	8	31
Contract carrier permits issued	9	32
Interstate carrier licenses issued	10	33
Motor carrier applications denied or dismissed	11	34
Certificates of convenience and necessity cancelled	12	35
Contract carrier permits cancelled	13	36
Interstate carrier licenses cancelled	14	37
Miscellaneous orders issued in motor carrier cases	15	38
Miscellaneous orders	16	41

TABLE NO. 1
 Formal Cases Before the Commission
 July 1, 1955 to June 30, 1956

	Cases on File, not Heard 7-1-55	Cases Heard, Pending Decision 7-1-55	Cases Filed 7-1-55 to 6-30-56	Total	Cases Disposed Of	Cases on File, Not Heard 6-30-56	Cases Heard, Pending Decision 6-30-56
Telephone rates			2	2	1	1	
Water rates			1	1	1		
Sewage rates			1	1		1	
Railroad rates			3	3	2	1	
Express rates			4	4	2	2	
Pullman rates			1	1	1		
Motor carrier rates			18	18	15	3	
Grade crossing cases	1		7	8	8		
Station agency cases			3	3	3		
Certificates issued to gas, sewer, telephone, electric and water utilities	1		10	11	7	4	
Motor carrier operating rights ..	7	1	70	78	52	23	3
Miscellaneous	2		8	10	6	4	
Total	11	1	128	140	98	39	3

TABLE NO. 2

**Summary of Orders Issued in Telephone Rate Cases
July 1, 1955 to June 30, 1956**

Case No.	Date of Order	Nature of Order																																																			
3949	3-21-56	Rates, rules, and regulations for telephone service filed with the Commission by South Central Utah Telephone Association on February 6, 1956, applying to territory in Sevier, Piute, Garfield, Kane, and Iron Counties, approved to become effective April 1, 1956.																																																			
4180	8-25-55	Bear River Telephone Company authorized to publish increased monthly rates in its Tremonton, Thatcher, and Fielding exchanges as follows:																																																			
		<table border="1"> <thead> <tr> <th>Class of Service</th> <th>Business</th> <th>Residence</th> </tr> </thead> <tbody> <tr> <td>One party</td> <td>\$10.00</td> <td>\$4.50</td> </tr> <tr> <td>Two party</td> <td>7.50</td> <td>3.50</td> </tr> <tr> <td>Four party</td> <td></td> <td>3.00</td> </tr> <tr> <td>Rural</td> <td>6.00</td> <td></td> </tr> <tr> <td>Rural (under 10 miles)</td> <td></td> <td>3.50</td> </tr> <tr> <td>Rural (over 10 miles)</td> <td></td> <td>4.75</td> </tr> <tr> <td>Semi-public</td> <td>10.00</td> <td></td> </tr> <tr> <td>Extension</td> <td>1.50</td> <td>1.50</td> </tr> <tr> <td>Public (per call)</td> <td>.10</td> <td></td> </tr> <tr> <td>Gongs</td> <td>.40</td> <td>.40</td> </tr> <tr> <td>Mileage, private line (1/4 Mile)</td> <td>.75</td> <td>.75</td> </tr> <tr> <td>Mileage, two party (1/4 Mile)</td> <td>.50</td> <td>.50</td> </tr> <tr> <td>Extension bells</td> <td>.25</td> <td>.25</td> </tr> <tr> <td>Pickup keys per line</td> <td>.50</td> <td>.50</td> </tr> <tr> <td>Directory listing</td> <td>.75</td> <td>.50</td> </tr> <tr> <td>Business joint user</td> <td>2.25</td> <td></td> </tr> </tbody> </table>	Class of Service	Business	Residence	One party	\$10.00	\$4.50	Two party	7.50	3.50	Four party		3.00	Rural	6.00		Rural (under 10 miles)		3.50	Rural (over 10 miles)		4.75	Semi-public	10.00		Extension	1.50	1.50	Public (per call)10		Gongs40	.40	Mileage, private line (1/4 Mile)75	.75	Mileage, two party (1/4 Mile)50	.50	Extension bells25	.25	Pickup keys per line50	.50	Directory listing75	.50	Business joint user	2.25	
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4272	5-14-56	Albion Telephone Company ordered to file with the Commission and hold open to public inspection a schedule of rates for telephone service on its system within Box Elder County, in and around Yost, as follows:																																																			
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TABLE NO. 3

**Summary of Orders Issued in Railroad, Sleeping Car, Express, and
Water Rate Cases**

July 1, 1955 to June 30, 1956

Case No.	Date of Order	Nature of Order
Railroad		
4271	5-17-56	Railroads operating in Utah granted an increase of five per cent in intrastate passenger fares within Utah, and an increase in minimum fares to 25 cents one way and 50 cents round trip.
4302	6-27-56	The Denver and Rio Grande Western Railroad Company authorized to make effective a rate of 12¢ per hundred pounds for the movement of crude petroleum in tank cars from Thompson to Salt Lake City.
Sleeping Car		
4255	4-25-56	The Pullman Company authorized to increase its passenger fares for sleeping and seating accommodations for movements intrastate in Utah in the amount of 7½ per cent.
Express		
4230	5-24-56	Railway Express Agency, Incorporated authorized to increase its intrastate first and second class rates seven per cent (7%).
4239	5-24-56	Railway Express Agency, Incorporated authorized to increase its intrastate official Express Classification charges by seven per cent (7%).
Water		
4204	2- 8-56	John W. Galbreath, dba John W. Galbreath and Company authorized to increase charges for water service in and around Dragerton Sub-division to residences from \$2.25 a month to \$3.25 a month, and for service to commercial establishments from \$3.00 a month to \$4.00.

TABLE NO. 4

**Summary of Orders Issued in Motor Carrier Rate Cases
July 1, 1955 to June 30, 1956**

Case No.	Date of Order	Nature of Order
4183	9-19-55	Garrett Freight Lines, Inc., allowed to withdraw participation in Item 300 of Intermountain Tariff Bureau Class and Commodity Tariff No. 1, which provides for L. T. L. percentage reductions.
4194	10-28-55	Application of Intermountain Tariff Bureau for a rate increase for certain motor carriers was denied as to Uintah Freight Lines, Barton Truck Line, Inc., and Carbon Motorway, Inc. Salt Lake-Kanab Freight Line and Wally's Motor Line were authorized to increase their intrastate rates not subject to a stated minimum weight by 10 per cent and to increase their minimum charge from 1.20 to \$1.50.
4194	1-27-56	Petitions for rehearing denied.
4197	12-20-55	Upon petition of Intermountain Tariff Bureau, Arrow Auto Line was authorized to increase its rates to points west of Price to the level of published rates of Carbon Motorway, Inc., and to increase its rates to points east of Price by not more than 5 per cent. Applications of Garret Freight Lines, Inc., and M. F. Lyman were denied.
4199	12- 9-55	V. B. Coon permitted to publish increased passenger rates as follows: Magna to Magna Mill and return\$.28 Magna to Arthur Mill and return32 Magna to Garfield Plant and return37
4201	12- 8-55	Fuller-Toponce Truck Company authorized to increase its rates not subject to a stated minimum weight by 5 per cent and to increase its minimum charge from \$1.20 to \$1.50.
4208	11- 4-55	Intermountain Tariff Bureau authorized to amend Item No. 85 of Tank Transport Tariff No. 1, P. S. C. U. 11, naming a temporary rate of 14½¢ per 100 pounds on petroleum and petroleum products from Salt Lake City and Woods' Cross (and points grouped therewith) to Park City. Rate allowed account of rerouting of traffic due to Parleys Canyon, U. S. Highway 40 being closed for road construction.
4209	11- 4-55	Intermountain Tariff Bureau, on behalf of interested parties, authorized to amend Item No. 5 of its Mileage Tariff P. S. C. U. No. 25 to allow a temporary increase in rates on traffic moving between Salt Lake City and points east of Kimballs Junction on U. S. Highway 40. Rates allowed account of rerouting of traffic due to Parley's Canyon U. S. Highway 40 being closed for road construction.
4210	11- 4-55	Intermountain Tariff Bureau for special equipment operators authorized to effect certain temporary rate increases on traffic rerouted because of Parley's Canyon U. S. Highway 40 being closed due to road construction by amending Item No. 125 of Motor Freight Tariff No. 5-F, P. S. C. U. No. 19 stating an additional exception as follows: "Distances are not to be figured via U. S. Highway 40 through Parleys Canyon. . . ."

TABLE NO. 4

Summary of Orders Issued In Motor Carrier Rate Cases

July 1, 1955 to June 30, 1956

(Continued)

Case No.	Date of Order	Nature of Order
4216	3- 8-56	Intermountain Tariff Bureau for Ashworth Transfer Company, Delivery Service & Transfer Company, and Salt Lake Transfer Company authorized to publish increased rates for use of special equipment as follows: 2 axle truck with driver \$4.40 per hour or fraction thereof 3 axle truck with driver \$6.05 per hour or fraction thereof 2 axle winch or derrick truck with driver \$5.50 per hour or fraction thereof 2 axle tractor with 1 axle trailer with driver \$6.05 per hour or fraction thereof Extra labor \$3.05 per hour or fraction thereof
4223	3- 8-56	Intermountain Tariff Bureau for Magna-Garfield Truck Line authorized to increase rates as specifically set forth in Commission's findings in case.
4241	5- 4-56	Intermountain Tariff Bureau for Carbon Motorway, Inc., authorized to increase rates on intrastate shipments of commodities generally within Utah, which when applied to traffic moved by Carbon during 1955 would produce \$60,000 additional revenue.
4242	5-23-56	Intermountain Tariff Bureau for Salt Lake-Kanab Freight Lines authorized to increase intrastate rates in Utah as follows: 1. A 10 per cent increase on all class and commodity rates where origin and destination is Marysvale and north of Marysvale and a 20 per cent increase on all class and commodity rates to all points where origin or destination is south of Marysvale. 2. An increased minimum charge to \$2.00 for all local movements over the line of Salt Lake-Kanab Freight Lines and \$2.50 for joint movements over two or more lines where the shipments originate on the line of Salt Lake-Kanab. 3. An increased minimum rate for pickup and/or delivery to 75¢ per 100 pounds and \$7.50 for shipments weighing 1,001 pounds or more.
4268	6-25-56	National Bus Traffic Association, Inc., Agent, acting for interested motor carriers of passengers in Utah and applicant Lewis Bros. Stages in regard to its operation between Salt Lake City and Wendover and Intermediate points, authorized to raise intrastate bus fares within Utah by six per cent (6%).
4276	5-24-56	Intermountain Tariff Bureau for Wallace A. Peterson, dba Wally's Motor Line, authorized to increase rates as specified in Commission's order.
4279	6- 5-56	Ray B. Wright, dba Wright Truck Line authorized to publish the rates, rules and regulations and classification of commodities set forth in Exhibit A attached to the application.

TABLE NO. 5

**Summary of Orders Issued in Grade Crossing Cases
July 1, 1955 to June 30, 1956**

Case No.	Date of Order	Nature of Order
4150	5-29-56	The Denver and Rio Grande Western Railroad Company authorized to construct a standard gauge railroad track across an east and west road designated as Fourth North Street in West Bountiful. Applicant ordered to provide and maintain standard railroad cross-buck signs at crossing.
4185	9- 8-55	State Road Commission of Utah authorized to construct a new highway crossing and to modify an existing highway crossing of the Marysvale Branch of The Denver and Rio Grande Western Railroad Company near Richfield at Railroad Stations 2551 + 80.6 and 2404 + 90 + respectively. Standard crossbuck railroad crossing signs were ordered to be strategically placed. The State Road Commission was ordered to enter into an agreement with the Denver and Rio Grande Western Railroad Company with respect to any division of construction, safety provision, and maintenance costs.
4191	10-25-55	Salt Lake City permitted to construct a grade crossing over the city street and over the spur track of The Denver and Rio Grande Western Railroad Company on 17th East Street, North of Hillcrest Avenue, Salt Lake City.
4193	8-26-55	City of Tremonton permitted to construct a grade crossing for a city street over the Malad Branch Track of the Union Pacific Railroad Company on Third North Street between Second West and Third West Street, Tremonton.
4227	2-17-56	Bamberger Railroad Company authorized to construct a single spur track across Cudahy Lane, North Salt Lake.
4261	5- 8-56	The Denver and Rio Grande Western Railroad Company authorized to construct a spur track with standard railroad crossbuck signs over a secondary north and south County Road situated in the south half of Section 6, Township 6, Range 2 East, Salt Lake Meridian, Utah County, Utah.
4274	6-22-56	L. S. Swaner and John M. Wallace, dba Industrial Center authorized to construct a standard gauge railroad spur track in, along and across Fortune Road, extending southerly in a curve a distance of 112.1 feet in said street, in an area 819.39 feet west of Redwood Road, Salt Lake City.
4284	6-20-56	State Road Commission of Utah authorized to abandon the grade crossing of Highway U. S. 89 at mile post 48 + 3355 feet and to construct a new crossing at mile post 48 + 3355 feet to accommodate State Highway No. 11 in relocating of the junction of State Highway 11 with U. S. 89 on the east side of the railroad north of Ephraim.

TABLE NO. 6

**Summary of Orders Issued in Station Agency Cases
July 1, 1955 to June 30, 1956**

Case No.	Date of Order	Name of Order
3248	11- 2-55	Union Pacific Railroad Company authorized to discontinue its station at Trenton as an agency station and ordered to operate said station as a non-agency station with some responsible person in Trenton as a caretaker with a key to the freight room so that shippers or consignees may secure access to said freight room to receive any less-than-carload freight which may have been received at said station for such consignee.
4188	11- 2-55	<p>Union Pacific Railroad Company authorized to discontinue its station at Lynndyl as an agency station and ordered to operate and maintain said station as a non-agency station with a freight warehouse, with a secure lock, wherein less-than-carload shipments consigned to the Lynndyl area may be placed, and to appoint some responsible person at Lynndyl as a caretaker so that consignees may receive any merchandise, baggage, or less-than-carload freight consigned to them.</p> <p>Said railroad company also ordered to provide facilities for the receipt and handling of mail, and a waiting room as a shelter for prospective passengers in said Lynndyl station.</p>
4207	10-27-55	Railway Express Agency, Incorporated authorized to discontinue the operation of its office at Bingham Canyon.
4218	12-27-55	Railway Express Agency, Incorporated authorized to discontinue its merchant agency at Roy, and ordered to handle business for Roy from its Ogden Agency, and in connection therewith render pickup and delivery service along U. S. 91 within the city limits of Roy, also west on 5600 South and 6000 South to 2700 West including the Varney Canning Company.

TABLE NO. 7

**Certificates of Convenience and Necessity Issued to
Gas, Sewer, Telephone, Electric, and Water Utilities
July 1, 1955 to June 30, 1956**

Certificate No.	Case No.	Date of Order	Type of Utility	Nature of Rights Granted
1137	4213	3-13-56	Gas	Utah Gas Service Company authorized to assume the identical rights heretofore granted Loran L. Laughlin under certificate No. 1130 to construct, operate and maintain natural gas distribution systems for the purpose of distributing natural gas in the cities of Monticello, Moab and Vernal and without obtaining additional authority therefor to build additional distribution facilities in the Counties of San Juan, Grand and Uintah where there is a demand for natural gas service and which may be served economically.
1142	4198	2- 8-56	Sewer	John W. Galbreath, dba John W. Galbreath and Company authorized to operate a sewer system and disposal plant in and around Dragerton subdivision.
1148	4272	5-14-56	Telephone	Albion Telephone Company authorized to operate a R.E.A. financed telephone system within Box Elder County in and around the vicinity of Yost.
1151	4257	5-21-56	Electric	Utah Power & Light Company authorized to exercise the rights and privileges conferred by franchise dated January 18, 1956, granted by the Town of Onaqui, Tooele County.
1153	4211	6-27-56	Electric	Utah Power & Light Company authorized to exercise the rights and privileges conferred by franchise dated October 13, 1955 granted by the City of Monticello.
1154	4281	6-14-56	Electric	Utah Power & Light Company authorized to exercise the rights and privileges conferred by franchise dated April 2, 1956, granted by Murray City.
1155	4266	6-30-56	Water	Frank K. Gilroy authorized to construct and maintain a water users' distribution system with the necessary water lines, storage facilities and appurtenances for the service of water to applicant's subdivision in the East Millcreek area, Salt Lake County.

TABLE NO. 8

Certificates of Convenience and Necessity Issued to Motor Carriers
July 1, 1955 to June 30, 1956

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued
1133	4174	7-11-55	SC	Dealers Transit, Inc.
1134	4181	7-29-55	SC	Glen D. Rust & Wayne Rust
1135	4195	9-10-55	SC	Pacific Intermountain Express Co.
1136	4196	9-23-55	SC	Lloyd E. Schooley, dba L. E. Schooley
1138	4212	12-19-55	P	The Allen Cameron Company
1139	4215	12-16-55	P	Alex N. Markakis, dba Price Taxicab Company
1140	3440 Sub 2	1-19-56	SC	F. G. McFarland and S. R. Hullinger, dba McFarland & Hullinger
1141	3982 Sub 1	2- 3-56	SC	Provo Transfer Company
1143	4224	2- 9-56	GC	Clyde H. Thompson, dba Shortway Truck Line
1144	4236	3-26-56	SC	Glenn L. Rhea, dba Tank Truck Service
1145	4237	3-28-56	SC	L. E. Schooley, Inc.
1146	4243	4- 5-56	P	C. Keith Jacobson, dba Consolidated Transportation Co.
1147	4247	4-11-56	GC	Leonard S. Ralph, dba Frontier Freight Lines
1149	4238	5-28-56	SC	J. E. Wetherington
1150	4244	5-16-56	SC	Lowell H. Rasmussen
1152	3541	6- 5-56	GC	Ray B. Wright, dba Wright Truck Line
1156	4248	6-30-56	SC	F. H. Tompkins, Jr., dba Box Bar Transportation
1157	4249	6-30-56	SC	W. H. Dougherty, Jr., and Charles Harrison, dba D. & H. Trucking Company

P —Denotes passenger service

GC—denotes general commodities

SC—denotes specified commodities

TABLE NO. 9

Contract Carrier Permits Issued to Motor Carriers
July 1, 1955 to June 30, 1956

Permit No.	Case No.	Date of Order	Type of Service	To Whom Issued
447	4121	7-12-55	SC	Jesse O. Willett, dba J. O. Willett
448	4164	8-16-55	SC	W. R. Hall Transportation & Storage Company
449	4176	8-19-55	SC	Oren L. Moore
450	4178	8-22-55	SC	Alfred O. Acerson
451	4187	9-12-55	SC	Joe C. Hunt, dba Hunt Truck Line
452	4192	9-21-55	SC	Salt Lake Flour Mills Division, Colorado Milling & Elevator Co.
453	4202	11-23-55	SC	Philip H. Ransom, dba Philip H. Ransom, Contract Trucking
454	4205	11-23-55	SC	Lowell H. Rasmussen, dba Lowell H. Rasmussen
455	4136 Sub 1	12- 9-55	SC	Carbon Transfer and Supply Company, Inc.
456	4206	1-19-56	SC	Clifford R. Huston and Orvin W. Harman, dba Huston & Harman Trucking Company
457	4219	2- 9-56	SC	Byron S. Collett
458	4217	2- 9-56	SC	Harmon S. Sowards, dba H. S. Sowards and Sons
459	4221	3-19-56	SC	William B. Barnhill and C. W. Henry, dba Henry & Hendrix
460	4222	3-19-56	SC	Guy P. Blackburn, dba Guy P. Blackburn
461	4226	3-19-56	SC	Roselie Shumaker, dba Roselie Shumaker
462	4256	5-15-56	SC	H. R. Lankford and Arthur Bleak dba L and B Trucking Company

SC—denotes specified commodities

TABLE NO. 10

Interstate Carrier Licenses Issued To Motor Carriers
July 1, 1955 to June 30, 1956

License No.	Case No.	Date of Order	Type of Service	To Whom Issued
500	4175	7-11-55	SC	Dealers Transit, Inc.
501	4182	7-29-55	SC	Glen D. Rust & Wayne Rust
502	4184	7-29-55	SC	Arnold A. Weiss, dba Weiss Trucking Company
503	4186	8- 1-55	P	Leland Gronning and Dee Orton, dba Delta Bus Line
504	4200	11-30-55	SC	A. E. Dean, dba Dean Van Lines
505	4225	2-17-56	GC	Clyde H. Thompson, dba Shortway Truck Line
506	4234	3- 7-56	SC	Dean Van Lines, Inc.
507	4245	3-30-56	SC	Converse Trucking Service
508	4265	5- 2-56	SC	Jeffries-Eaves, Inc.
509	4260	6-20-56	GC	Salt Lake-Kanab Freight Lines, Inc.
510	4264	6-20-56	SC	United States Van Lines, Inc.
511	4269	6-20-56	SC	Orville Dunlap and Harold Dunlap, dba Orville Dunlap & Son
512	4293	6-20-56	GC	Leonard S. Ralph, dba Frontier Freight Lines
513	4275	6-27-56	SC	Harold Ernst
514	4292	6-27-56	GC	Whitfield Transportation, Inc.

P —denotes passenger service

GC—denotes general commodities

SC—denotes specified commodities

TABLE NO. 11

**Applications for Common Carrier
Certificates of Convenience and Necessity,
Contract Carrier Permits, and Interstate
Carrier Licenses, Denied or Dismissed**

July 1, 1955 to June 30, 1956

Case No.	Date of Order	Name of Applicant	Authority Applied For	Disposition
3239 Sub 1	5-15-56	E. & L. Transport Inc., of Indiana	License	Dismissed
3815 Sub 3	1-26-56	Wallace A. Peterson, dba Wally's Motor Line	Certificate	Denied
4009 Sub 3	5-18-56	Barton Truck Line, Inc.	Certificate	Dismissed
4018	5-15-56	Treloar Trucking Company	License	Dismissed
4169 Sub 1	4-17-56	Albert M. Peterson, dba Peterson Transportation	Certificate	Dismissed
4177	8-16-55	E. L. Gillespie	Permit	Denied
4214	12-28-55	F. G. McFarland and S. R. Hullinger, dba McFarland & Hullinger	Permit	Denied
4229	3- 9-56	Lester A. Willison	Permit	Dismissed
4231	3-29-56	Lynn S. Porter, dba Lynn S. Porter	Certificate	Denied
4232	5-16-56	John C. Copeland	Permit	Denied
4233	3- 9-56	Otis W. Fincher	Permit	Dismissed
4253	5-31-56	Milton A. Adams, dba Milt Adams Transportation	Permit	Denied

TABLE NO. 12

**Certificates of Convenience and Necessity Cancelled
Motor Carriers and Gas Utilities
July 1, 1955 to June 30, 1956**

Certificate No.	Case No.	Date of Order	Name of Carrier or Utility
Motor Carriers			
683	2909	10- 5-55	Delivery Service Company
693	4212	12-19-55	Allen Cameron, dba Cameron Scenic Service
807	3159	10- 5-55	John W. Jones
864	4174	7-11-55	Dealer's Transport Company
911	3541	6- 5-56	Ray B. Wright, dba Salt Lake and Coalville Stage Line
915	3982	2- 3-56	Ashworth Transfer Company
	Sub 1		
933	4243	4- 5-56	Utah Valley Transit
970	3648	8- 1-55	Bobby Steele
971	3649	10- 5-55	Alfred Hasna
974	3654	10- 5 55	C. H. Koller
1016	3870	10- 5-55	Stanley A. May
1021	3875	10-11-55	N. C. Hoffler
1047	3913	10- 5-55	John H. Peck Jr., dba Bill's Moving
1067	3984	10- 5-55	Vernon C. Rowley, dba V. C. Rowley Truck Line
1068	4195	9-10-55	System Tank Lines, Inc.
1075	3974	10- 5-55	Melvin Brewer
1083	3440	1-19-56	Frank J. Hatt
Sub 1	Sub 2		
1084	4025	10- 5-55	Arthur R. Knight, dba A. R. Knight
1086	4181	7-29-55	Carlos Hall
1087	4036	8-23-55	Carl Glover, dba Eveready Taxi Service
1096	4224	2- 9-56	Lynn Haslem, dba Shortway Truck Line
1109	4247	4-11-56	Eugene Brown and Leonard S. Ralph, dba Frontier Freight Lines
1110	4196	9-23-55	Chester L. O'Rear
1112	4107	7- 1-55	L. Clinton Elwell
1114	3982	2- 3-56	Provo Transfer Company
	Sub 1		
1115	4215	12-16-55	Victor Santi, dba Price Taxicab Company
1132	3608	12- 6-55	Clay Carlile, dba Mount Timp Transportation Co.
	Sub 2		
1136	4237	3-28-56	Lloyd E. Schooley, dba L. E. Schooley
Gas			
1130	4054	3-13-56	Loran L. Laughlin

TABLE NO. 13

Contract Carrier Permits Cancelled
July 1, 1955 to June 30, 1956

Permit No.	Case No.	Date of Order	Name of Carrier
71	4206	1-19-56	James A. McHale
340	4217	2- 9-56	Harmon S. Sowards
355	3338	5- 8-56	Harold W. Meyerhoffer
387	2947	10- 5-55	Myron Brough, dba The Brough Truck
389	3574	10-20-55	Roy Eliason
395	3614	10 5-55	Lloyd McCarty
398	3719	12-13-55	George L. Denton, dba Denton Garage
414	3911	10- 5-55	Robbins Truckline, Inc.
419	3968	8- 2-55	Wesley Gail Sadler
420	3964	8-23-55	Clarence C. Corbridge
426	4069	10- 5-55	James L. Twitchell
436	4112	7- 1-55	Bert Ellis, dba Bert Ellis
439	4132	1-17-56	A. V. Wilson, dba A. V. Wilson
440	4133	1-17-56	Ray H. Huff, dba Ray H. Huff
441	4136 Sub 1	12- 9-55	Carbon Transfer and Supply Company, Inc.
445	4161	3- 7-56	Oley Black
454	4244	5-16-56	Lowell H. Rasmussen, dba Lowell H. Rasmussen

TABLE NO. 14

Interstate Carrier Licenses Cancelled

July 1, 1955 to June 30, 1956

License No.	Case No.	Date of Order	Name of Carrier
197	2492	12-13-55	Raymond Newton Booth Converse, dba Converse Trucking Service
246	3861	3- 7-56	Bell Transportation Co.
248	2769	10- 5-55	Stewart D. Tanner
260	2936	9-28-55	Cosmopolitan Tourist Company, Inc.
316	3393	10- 5-55	William LeRoy Leatham
320	3416	8- 1-55	Knowles Van Lines
355	3617	10- 5-55	Smith Trading Co., Inc.
370	3686	10- 5-55	Harvey C. Estes
426	3861	3- 7-56	Bell Transportation Company
453	3978	10-17-55	Bush Freight Lines, Inc.
454	3979	5-15-56	Eugene Brown and Leonard S. Ralph, dba Frontier Freight Lines
465	4011	10-20-55	Clarence O. Lee
472	4058	10- 5-55	Vernon C. Rowley
476	4076	10- 5-55	T. R. Cooper, Forrest T. Cooper & Hardy Jamieson, dba Cooper & Jamieson
485	4099	7- 1-55	C. W. Henry, dba Henry and Hendrix
494	4138	2-16-56	Lynn Haslam, dba Shortway Truck Line
504	4200	12-13-55	A. E. Dean, dba Dean Van Lines

TABLE NO. 15

**Summary of Miscellaneous Orders Issued In
Motor Carrier Cases**

July 1, 1955 to June 30, 1956

Case No.	Date of Order	Nature of Order
1735	12-16-55	William S. Lauritzen, dba Bear Lake Stages authorized to suspend operations under Certificate 435 until April 15, 1956.
1735	4- 4-56	William S. Lauritzen, dba Bear Lake Stages authorized to suspend operations under Certificate 435 until April 15, 1957.
1736	12-16-55	William S. Lauritzen, dba Bear Lake Stages authorized to suspend operations under license No. 80 until April 15, 1956.
1736	4- 4-56	William S. Lauritzen, dba Bear Lake Stages authorized to suspend operations under license No. 80 until April 15, 1957.
1896 Sub 4	8-19-55	Salt Lake Transportation Company authorized to institute loop passenger service on suitable streets or roads west of 2000 West in Salt Lake County, looping north and south of 3500 South to establish an interchange service with the schedules now being operated by Salt Lake Transportation Company between Salt Lake City and Tooele.
2689	2-28-56	Clarification of Certificate 621 held by Rulon C. Ashworth, Josephine G. Ashworth, Ralph G. Ashworth, and Rulon C. Ashworth, Jr., dba Ashworth Transfer Company.
2909	10-11-55	Application of Delivery Service Company, Inc., for reinstatement of Certificate 683, granted.
3106	12-13-55	Robert W. Watson, dba Bob Watson Moving authorized to suspend operations under Certificate 833 until January 1, 1957.
3203	8- 8-55	Utah Wonderland Stages authorized to suspend operations under Certificate 810 until May 27, 1956.
3440 Sub 2	3-26-56	Commission's tentative order of January 19, 1956 issuing Certificate 1140 to F. G. McFarland and S. R. Hullinger, dba McFarland & Hullinger, made final.
3520	7-20-55	Protest of Arrow Auto Line, Inc., dismissed. Report and tentative order of September 6, 1950 made final.
3608 Sub 2	12- 6-55	Certificate 933-Sub 2 issued to Utah Valley Transit. Certificate 1132 held by Clay Carlile, dba Mount Timp. Transportation Co., cancelled.
3649	5-15-56	Application of Alfred Hasna for reinstatement of Certificate 971, granted.
3680 Sub 1	12-21-55	Certificate 985 held by American Buslines, Inc., amended to permit applicant to use Highway 91 for convenience only as an alternate route between Salt City and Ogden.

TABLE NO. 15 (Continued)

Summary of Miscellaneous Orders Issued In
Motor Carrier Cases

July 1, 1955 to June 30, 1956

Case No.	Date of Order	Nature of Order
3686	5-29-56	Application of Harvey C. Estes for reinstatement of license 370, granted.
3815 Sub 3	9-30-55	Wallace A. Peterson, dba Wally's Motor Line, authorized to use Highway 91 between Salt Lake City and Orem and Utah Highway 52 between Orem and the junction of Utah Highway 52 and U. S. Highway 89 as an alternate route in performing transportation service covered by Certificate 1001.
3815 Sub 3	2-24-56	Petition of Wallace A. Peterson, dba Wally's Motor Line for rehearing, denied.
3911	12-20-55	Application of Robbins Truckline, Inc., for reinstatement of permit 414, granted.
3913	10-11-55	Application of John H. Peck, Jr., dba Bill's Moving for reinstatement of Certificate 1047, granted.
3978	11-10-55	Application of Bush Freight Lines, Inc. for reinstatement of license 453, granted.
3982	2- 3-56	Certificate 915 held by Ashworth Transfer Company, cancelled. Certificate 1114 held by Provo Transfer Company, cancelled. Certificate 621 rewritten and reissued to Ashworth Transfer Company. Certificate 1141 issued to Provo Transfer Company.
3982 Sub 1	3- 7-56	Name of Provo Transfer Company changed to Bailey's Moving & Storage Co.
3984	3- 5-56	Application of V. C. Rowley Truck Line for reinstatement of Certificate 1067, granted.
4011	11-10-55	Application of Clarence O. Lee for reinstatement of license 465, granted.
4017 Sub 2	8-15-55	Permit 422 Sub 2 issued to Neal R. Morris, dba Martian Delivery Service.
4017 Sub 3	2-28-56	Permit 422 Sub 3 issued to Neal R. Morris, dba Martian Delivery Service.
4025	10-20-55	Application of Arthur R. Knight, dba A. R. Knight for reinstatement of Certificate 1084, granted.
4069	1-17-56	Application of James L. Twitchell for reinstatement of permit 426, granted.
4076	5-15-56	Application of T. R. Cooper, Forrest T. Cooper and Hardie Jamieson, dba Cooper & Jamieson for reinstatement of license 476, granted.

TABLE NO. 15 (Continued)

Summary of Miscellaneous Orders Issued In
Motor Carrier Cases

July 1, 1955 to June 30, 1956

Case No.	Date of Order	Nature of Order
4081 Sub 1	3-16-56	Permit 432 Sub 1 issued to J. Wesley Oliver.
4112	8- 1-55	Application of Bert Ellis for reinstatement of permit 436, granted.
4117 Sub 1	3-16-56	Permit, 437 Sub 1 issued to Ralph Dalton.
4118 Sub 1	3-16-56	Permit 438 Sub 1 issued to Willis Ferguson.
4203	3-12-56	Barton Truck Line, Inc., ordered to cease and desist rendering any service between Ogden and intermediate points north of Salt Lake City limits on the one hand, and points east of the west limits of Grantsville on the other.
4203	5- 2-56	Petition of Barton Truck Line, Inc., for rehearing, denied.
4212 Sub 1	2-29-56	Application of The Allen Cameron Company to extend operations under Certificate 1138, granted.
4286	6-30-56	Certificate 1057 transferred from Lott A. Viehweg, dba L & L Contractors to Lynn S. Porter.

TABLE NO. 16

Summary of Orders Issued in Miscellaneous Cases

July 1, 1955 to June 30, 1956

Case No.	Date of Order	Nature of Order
2169	5-23-56	Operations of Odell Water Company under Certificate 505 discontinued and suspended pending further order of the Commission.
3306	5- 2-56	Operations of Pedersen Water System under Certificate 879 discontinued and suspended pending further order of the Commission.
3949	3-16-56	South Central Utah Telephone Association authorized to purchase for \$928.00 from The Mountain States Telephone and Telegraph Company the poles, wire, and miscellaneous equipment in the Beryl Junction area.
4052	3- 9-56	Operations of Val Vista Water System under Certificate 1094 discontinued and suspended pending further order of the Commission.
4054	7-22-55	Petition for rehearing by Citizens Committee of Vernal denied in case in which a certificate had been issued to Loran L. Laughlin to construct and operate a natural gas distributing system in the City of Vernal.
4179	12- 6-56	Petition of Clifton C. Nowlan, Ronald Parker, and Kermit Eskelsen for an order directing Union and Jordan Irrigation Company to serve petitioners with culinary water, denied.
4179	5- 2-56	Petition of Verda L. Nowlan, Ronald Parker, and Kermit Eskelsen for a rehearing, denied.
4189	2-20-56	Swan Creek Electric Company ordered to make strict account in money for all transactions between the company and its officers, directors, and stockholders. Contracts for construction, materials, lease, or purchase entered into between the Company and any officers, directors, or stockholders are to be approved in writing and executed by the proper officials of the Company and the contracting parties. The lease of the land upon which the chicken coops of Vernon G. Robinson are situated shall be renegotiated and any electric energy from the Company's system used for the operation of said coops shall be measured, by meters which shall be installed, and paid for in money in accordance with the applicable rate schedule of the company.

TABLE NO. 16 (Continued)

Summary of Orders Issued in Miscellaneous Cases

July 1, 1955 to June 30, 1956

Case No.	Date of Order	Nature of Order
4190	10-17-55	A. P. Hemmingsen, in the operation of his water system near Lark, declared to be a "water corporation" and a "public utility" as those terms are defined in Section 54-2-1, Subsection 26 and 28, Utah Code Annotated 1953. Respondent ordered to make improvements and changes in his water plant to provide safe, adequate, and efficient service to his customers and to maintain a supply of water for his customers which meets the requirements of Utah State Department of Health. Order limited new connections to a sufficient water supply and required the filing of a schedule of rates and also a report of earnings and expenses for the first nine months of 1955.
4258	4- 2-56	Agreement covering interchange of power dated March 19, 1956, to become effective October 1, 1956, entered into between the United States Steel Corporation (Columbia-Geneva Steel Division) and Utah Power & Light Company, approved.

APPENDIX II

MISCELLANEOUS TABLES
AND COMMISSION FINANCES

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Special permissions	17	44
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TABLE NO. 17

Special Permissions Issued
July 1, 1955 to June 30, 1956

Purpose For Which Issued	Number Issued
To reduce intrastate railroad freight rates	16
To reduce intrastate motor carrier freight rates	21
To reduce intrastate railroad passenger fares	4
To reduce intrastate motor carrier passenger rates	2
To publish (short notice) authorized increases in motor carrier freight rates	1
To add a new motor carrier freight schedule	3
To correct errors in railroad tariff publications	5
To correct errors in motor carrier freight tariff publications	6
To extend expiration date on railroad rates	1
To reduce telephone rates by extending service area	1
To reduce or discontinue motor carrier passenger service	4
To change motor carrier passenger time schedule	4
To simplify tariffs	2
To publish new tariffs	4
To publish a change—no increase or decrease	3
To approve proposed power of attorney forms	1
TOTAL	78
Special letters (change in bus time schedules)	14

TABLE NO. 18

Informal Dockets

July 1, 1955 to June 30, 1956

Docket No.	Date of Order	Nature of Order
715	8-9-55	Tooele Valley Railway Company and Union Pacific Railroad Co. granted authority to waive collection of undercharge of \$1,162.98, not including 3% tax, from International Smelting & Refining Co., on 27 cars of steel scrap.
716	8-26-55	The Denver and Rio Grande Western Railroad Company granted authority to refund overcharge of \$483.57 to Columbia-Geneva Steel Division on 4 carloads of second-hand rails and fastenings.
717	10-25-55	Cobusco Steel Products permitted to deviate from the provisions of the Commission's General Order No. 66, relating to railroad clearances, in respect to trackage serving the warehouse and shop area on applicant's property at 660 West South Temple St., Salt Lake City.
718	1-16-56	The Denver and Rio Grande Western Railroad Company granted authority to waive collection of undercharge of \$248.75 from The Pacific Farms Company on 7 carloads of ice.
719	1-23-56	Garrett Freightlines, Inc., and Carbon Motorway, Inc., granted authority to refund \$297.70 overcharge to Fish Northwest Constructors on one shipment of iron and steel articles weighing 33,829 pounds.
720	2-8-56	Union Pacific Railroad Company granted authority to refund overcharge of \$1,336.78 to Whitmore Oxygen Company on 7 cars of pumice aggregate.
721	Pending	
722	2-17-56	Interchange power agreement between Utah Power & Light Company and Provo City Municipal Corporation, approved.
723	4-12-56	Intermountain Tariff Bureau permitted to cancel Intermountain Tariff Bureau Tank Transport Tariff No. 4, P. S. C. U. No. 17, and republish asphalt and oil rates and necessary rules and regulations in Intermountain Tariff Bureau Tank Transport Tariff No. 1, P. S. C. U. No. 11.

TABLE 18 (Continued)

Informal Dockets

July 1, 1955 to June 30, 1956

Docket No.	Date of Order	Nature of Order
724	5- 1-56	The Western Pacific Railroad Company authorized to pay reparation of \$141.66 to Greener Plant Food Co., on one shipment of potash.
725	5- 8-56	Pipeline Service Corporation Permitted to deviate from Commission's General Order No. 66 relating to railroad clearances in connection with certain structures at said corporation's plant at 338 East 9th South Street, Provo.
726	5- 9-56	General Refractories Company permitted to deviate from Commission's General Order No. 66 in connection with certain impaired clearances that exist at said company's Utah plant located in the vicinity of Lehi.
727	5-23-56	The Denver and Rio Grande Western Railroad Company granted authority to refund \$156.74 overcharge to Layton Sugar Company on 8 carloads of sugar beet molasses.

TABLE NO. 19

Investigation Dockets

July 1, 1955 to June 30, 1956

Docket No.	Date of Order	Nature of Order
66	12-29-55	<p>Utah Power & Light Company directed to accrue depreciation on its books of account at normal rates of depreciation in respect to emergency facilities, and to account in the manner described in finding 4 of order for the income tax effects of accelerated amortization of emergency facilities which it may elect to amortize pursuant to the provisions of Section 168 of the 1954 Internal Revenue Code.</p> <p>Company further ordered to attach with each annual report filed with the Commission a statement showing for the accounting period covered by the report and for each certificate of necessity the normal depreciation expense assignable thereto, the amortization claimed for tax purposes, the resulting tax deferment, and the accounting for such tax deferments.</p> <p>Also ordered that the account "Earned Surplus Restricted for Future Taxes On Income" shall be set forth as a separate item on all published balance sheets of the petitioner with an appropriate explanatory note thereto.</p>
67	6-4-56	<p>County Water System, Inc., ordered to refrain from making any further connections upon its system except to homes and other places where the foundations are or have been started as of the date of this order, and until all pressure deficiencies have been corrected and until the further order of the Commission.</p>
67	6-18-56	<p>County Water System, Inc., required to receive and service in the area covered by its certificate of convenience and necessity.</p>
67	6-30-56	<p>Complaints of water users of the County Water System requesting an investigation of the rates for water, service, quality of water, adequacy of water pressure, and billing practices of company, dismissed.</p> <p>Ordered further that estimated bills contain the language that they are "estimated".</p>

TABLE NO. 20

Orders Issued In Investigation and Suspension Dockets

July 1, 1955 to June 30, 1956

I. & S. Docket No.	Date of Order	Nature of Order
105	7-26-55	Pursuant to a formal complaint filed February 11, 1955, with the Commission by a number of motor carriers of petroleum products in bulk, the Commission suspended an amendment to The Denver & Rio Grande Western Railroad Company bulk petroleum tariff filed to become effective February 21, 1955, naming certain decreased rates for the transportation of petroleum and petroleum products in tank cars from Salt Lake City to Central and Southern Utah points. Hearing was held on June 15, 1955. After finding that the proposed rates averaged in excess of a 15 per cent reduction under present rail rates the Commission concluded that to permit said rates to become effective would result in unjust and unreasonable rates and would constitute an unlawful and destructive competitive practice, and the proposed tariff amendment was permanently suspended.
109	Pending	
110	6-7-56	In October, 1955, the Union Pacific Railroad Company and Denver & Rio Grande Western Railroad Company filed tariff amendments reducing rates for transportation of petroleum and petroleum products similar to those permanently suspended in I. & S. Docket No. 105 discussed above. These rates were to be made effective November 15, 1955. The same tank truck motor carriers who opposed the filing in I & S. Docket No. 105 filed their petition for suspension. On November 8, 1955, the Commission suspended the rates and set the matter for investigation and hearing. The hearing date was postponed twice. Before the matter finally came on for hearing the Interstate Commerce Commission on its Docket 31484* issued an order on February 8, 1956, requiring the railroads operating in Utah to cease and desist on March 13, 1956, and thereafter to abstain from practicing the unjust discrimination against interstate commerce found to exist and to maintain rates no lower than the rates and charges provided in its report. This order was upheld by a three-judge Federal Court. In consequence of this order the Utah Commission determined that its jurisdiction to order or permit reductions in Utah intrastate freight rates had been removed or at least placed in a high degree of uncertainty, and on June 7, 1956, an order was issued permanently suspending the proposed tariff amendments.

*I.C.C. Docket 31484 is discussed on page 12 of this report.

TABLE NO. 21

General Orders

July 1, 1955 to June 30, 1956

Order No.	Date of Order	Nature of Order
67	2-7-56	<p>This general order cancelled Rule No. XXII of the Commission's Motor Carrier Rules and Regulations No. 3 and in lieu thereof the following rules were prescribed applicable to C.O.D. shipments handled by common motor carriers:</p> <p>Rule No. 1: Every common motor carrier handling C.O.D. shipments shall publish tariffs containing rules and rates for such service and shall immediately upon collection of any and all monies, and in no event later than 10 days after delivery of shipment to consignee, remit to the consignor or other person designated as payee, all C.O.D. monies collected by it on such shipments. This rule also requires the carriers to keep a record containing certain specified information on all C.O.D. shipments.</p> <p>Rule N. 2: Under certain circumstances the Commission may require a carrier to furnish and file a surety bond in the amount of \$1,000 to assure prompt remittance of C.O.D. collections.</p>

TABLE NO. 22
STATEMENT OF COMMISSION FINANCES
July 1, 1955 to June 30, 1956

	Public Service General	Motor Transport	Total
Appropriations, 1955-1957 Biennium:			
General Fund	\$ 36,666.66		\$ 36,666.66
Public Utility Levy	110,000.00		110,000.00
Motor Vehicle Registration Fund		\$40,000.00	40,000.00
Unexpended Balance from Previous Biennium	21,415.72		21,415.72
Departmental Collections, 7-1-55 to 6-30-56	3,480.06		3,480.06
Total	\$171,562.44	\$40,000.00	\$211,562.44
Expenditures:			
Personal Services	\$ 65,384.30	\$15,846.60	\$ 81,230.90
Travel	1,783.97	3,567.76	5,351.73
Current Expenses	11,228.62	585.64	11,814.26
Capital Outlay and Equipment	49.06		49.06
Total	\$ 78,445.95	\$20,000.00	\$ 98,445.95
Unexpended Balance, June 30, 1956	\$ 93,116.49	\$20,000.00	\$113,116.49

NOTE: The above expenditures include \$20,859.72 representing the pro rata share of the Central Administration costs of the Department of Business Regulation provided by the Public Service Commission.

TABLE NO. 23
FATALITIES AND INJURIES ON RAILROADS OPERATING IN UTAH
January 1, 1955 to December 31, 1955

Name of Carrier	Passengers		Pedestrians or Occupants of Motor Vehicles		Employees	
	Killed	Injured	Killed	Injured	Killed	Injured
Bamberger Railroad Company	0	0	0	1	0	1
Carbon County Railway Company	0	0	0	0	0	0
Denver & Rio Grande Western Railroad Co., The	0	0	1	5	0	45
Ogden Union Railway & Depot Co.	0	0	0	0	2	73
Salt Lake Garfield & Western Railway Co.	0	0	0	0	0	8
Salt Lake City Union Depot & Railroad Co.	0	0	0	0	0	1
Southern Pacific Company	0	0	0	0	0	17
Tooele Valley Railway Company	0	0	0	0	0	0
Union Pacific Railroad Company	0	0	6	8	2	84
Utah Railway Company	0	0	0	0	0	3
Western Pacific Railroad Company	0	0	0	0	0	9
Total	0	0	7	14	4	241

Name of Carrier	Trespassers		Non-Trespassers		Grand Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Bamberger Railroad Company	0	0	0	0	0	2
Carbon County Railway Company	0	0	0	0	0	0
Denver & Rio Grande Western Railroad Co., The	0	2	0	1	1	53
Ogden Union Railway & Depot Co.	0	0	0	0	2	73
Salt Lake Garfield & Western Railway Co.	0	0	0	0	0	8
Salt Lake City Union Depot & Railroad Co.	0	0	0	0	0	1
Southern Pacific Company	1	0	0	0	1	17
Tooele Valley Railway Company	0	0	0	0	0	0
Union Pacific Railroad Company	0	0	0	0	8	92
Utah Railway Company	0	0	0	0	0	3
Western Pacific Railroad Company	0	0	0	0	0	9
Total	1	2	0	1	12	258

TABLE NO. 24

Public Utilities Operating Under Jurisdiction of Commission
June 30, 1956

Class of Utility	Number
Boat carriers	1
Electric light and power companies	6
Express company	1
Motor carriers	410
Natural gas companies	3
Railroads — Class I	4
Railroads — Class II	3
Railroads — interurban	2
Railroads — lessor company	1
Sewage company	1
Sleeping car company	1
Telegraph companies	1
Telephone companies	17
Terminal companies	3
Transit companies	4
Water and sewage companies	1
Water companies	17
 TOTAL	 476