

**FORTY-FIRST**  
**REPORT**  
of the  
**PUBLIC SERVICE**  
**COMMISSION**  
OF UTAH  
to the  
GOVERNOR



For the Period  
July 1, 1958 to June 30, 1959

**STATE OF UTAH**

**PUBLIC SERVICE COMMISSION**



Hal S. Bennett, Chairman

Donald Hacking - Jesse R. S. Budge  
Commissioners

F. A. Yeamans  
Acting Secretary



Honorable George D. Clyde

Governor of the State of Utah

Dear Governor Clyde:

We have the honor to submit herewith the Forty-first report of the Public Service Commission of Utah which contains a summary of the transactions of our office for the period July 1, 1958, to June 30, 1959. This report has been prepared and is transmitted to you pursuant to the requirements of Section 54-1-10, Utah Code Annotated 1953.

Respectfully yours,

HAL S. BENNETT  
Chairman

DONALD HACKING  
Commissioner

JESSE R. S. BUDGE  
Commissioner

F. A. YEAMANS  
Acting Secretary

## PERSONNEL

The Commission's Secretary, Mr. C. R. Openshaw, Jr., was granted a leave of absence effective February 2, 1959. Mr. Openshaw had served as Secretary since February 14, 1956, and during a part of the time he also was Chief Inspector.

Mr. Frank A. Yeamans, former Commission Secretary, has served as Acting Secretary and Chief Inspector during the absence of Mr. Openshaw.

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**PUBLIC SERVICE COMMISSION STAFF ROSTER**

June 30, 1959

**General Office**

Evelyn Feldsted .....Chief Clerk  
 Alice L. Salisbury .....Stenographer  
 Charles E. Pettersson\* .....Cashier  
 Florence Wallace\* .....Assistant Cashier  
 Clair Johnson .....Reporter  
 Norma H. Riches .....Machine Operator

**Division of Utility Accounts and Finance**

Theodore E. Thain .....Division Chief  
 Edwin J. Cowley .....Accountant  
 Patricia Skinner .....Stenographer

**Engineering Division**

Wilford A. Robinson .....Chief Engineer

**Transportation Rate Division**

Keith E. Sohm .....Commerce Attorney  
 Mavia Pearson .....Stenographer

**Inspection Division**

Frank A. Yeamans\* .....Chief Inspector  
 Rawlins B. Young\* .....Inspector  
 Lloyd V. Pyne\* .....Inspector  
 Louis E. Greenig\* .....Inspector  
 W. E. Eggleston\* .....Inspector  
 Wayne Goudie\* .....Inspector  
 Judith F. Harries\* .....Stenographer

\*These employees devote part of their time to the work of the Securities Commission, the Trade Commission, and to the various divisions of the Department of Business Regulation.

Office: State Capitol, Salt Lake City, Utah





## SECTION I

## RESUME OF COMMISSION ACTIVITIES

**Introduction**

The Public Service Commission of Utah is vested by law with power and jurisdiction to supervise and regulate every public utility doing business in the state of Utah. The principal services rendered by our public utilities include transportation, both by railroad and by motor vehicle, electric light and power, natural gas, telephone, telegraph, and culinary water. The public utilities operating in Utah vary in size from a telephone company with less than 100 subscribers to others which serve 150,000 to 300,000 customers. The regulatory powers of the Commission are extremely broad. The main objective of regulation is to assure adequate and safe service at reasonable cost to the customer.

The discussion which follows below contains a rather brief summary of the work and principal activities of the Commission during the period of this report. Tables containing digests of Commission orders form the content of Section III of the report.

**Electric Rates**

The Commission had only one formal proceeding before it involving an increase in electric rates. An order was issued on November 14, 1958, in Investigation Docket No. 71, authorizing Wendover Light and Power Company to increase its rates for domestic and commercial service by not more than one cent per kilowatt-hour in each rate block, the new rates to apply to service rendered on and after December 1, 1958. This increase in rates became necessary to help offset a loss in revenue sustained by Wendover Light and Power Company resulting from the closing of Wendover Air Force Base.

The rates of the other five electric utilities under the jurisdiction of the Commission remained unchanged with the exception of a tariff simplification filed by Telluride Power Company that resulted in certain rate reductions. This matter will be explained further in the discussion of informal dockets.

**Natural Gas Rates**

Mountain Fuel Supply Company filed an application with the Commission on June 17, 1959, for authority to increase its rates applicable to sales in Utah to customers taking service under firm schedules. This matter had not been set for hearing at the closing date of this report.

**Telephone Rates**

The Commission authorized increases in the local exchange rates and charges of Midland Telephone Company and Manti Telephone Company in orders dated October 1, 1958, and August 29, 1958, respectively. Midland Telephone Company serves the area between Thompson and Bluff, Utah, including Moab, Monticello, and Blanding, while Manti Telephone Company provides service in Manti and Sterling, Utah. The rates authorized by these orders are shown in Table No. 2.

Dial service was established in the Lynndyl exchange of Millard County Telegraph and Telephone Company during the latter part of 1958. The Commission authorized a schedule of rates for such service in an order dated November 17, 1958.

### **Railroad Rates Intrastate**

The three previous Commission reports contained information on the matter of the Section 13 proceeding, Interstate Commerce Commission Docket No. 31484. This is the case in which the Interstate Commerce Commission ordered the railroads operating in Utah to apply a fifteen per cent increase in Utah intrastate rates, comparable to that applicable in interstate commerce as a result of Ex Parte 175 proceedings.

A complaint was filed with the three-judge Federal District Court in the state of Utah. The court upheld the Interstate Commerce Commission order. The matter was appealed to the United States Supreme Court, which court, after hearing argument on the matter, reversed the Federal District Court in favor of the appellants, this Commission and the Utah Citizens' Rate Association, and remanded the matter back to the District Court with instructions to set aside the order of the Interstate Commerce Commission. On August 27, 1958, the District Court complied with the mandate of the Supreme Court. Immediately the railroads in the state of Utah filed with the Commission appropriate tariffs withdrawing the fifteen per cent increase which had been in effect since June 22, 1956.

The Utah railroads then filed a petition with the Interstate Commerce Commission to reopen Docket No. 31484 so that additional evidence could be presented to justify a reinstatement of the fifteen per cent increase. The same petition requested a reopening also of Docket No. 32253, which had been heard in February of 1958 by the Interstate Commerce Commission to determine whether increases should be applied to Utah intrastate rates comparable to those already granted on interstate commerce by the Interstate Commerce Commission in Ex Parte 196 and Ex Parte 206.

Pursuant to this latter petition of the Utah railroads a hearing was held before an Interstate Commerce Commission examiner in Salt Lake City on October 29, 1958. All of the files and records in Dockets No. 31484 and No. 32253 were made a part of this proceeding and additional evidence was introduced on a consolidated record of these two dockets. A further hearing was held January 13, 1959, and briefs were submitted by this Commission and others about March 10, 1959. The Interstate Commerce Commission had not issued a proposed report and order on the consolidated record by the closing date of this report.

The Commission entered orders in seven cases in which certain railroad rate problems were involved. Four of these cases were concerned with changes in rules and regulations in the Western Classification. A summary of these orders is shown in Table No. 3.

### **Express Rates Intrastate**

Five cases which involved Railway Express Agency, Incorporated were disposed of by the Commission. In one case (No. 4707) a general increase of 15 per cent in the Utah intrastate rates and charges of this agency was allowed, subject, however, to all of the exceptions prescribed by the Interstate Commerce Commission in its order in Ex Parte 210, Increased Express Rates and Charges 1957. This action was taken to assist the company in meeting higher wage costs and substantial increases in other operating expenses.

### **Motor Carrier Rates Intrastate**

The Commission disposed of 16 proceedings in which the rates, rules, and classifications of Utah motor carriers were involved. These cases covered such matters as a new pick-up and delivery tariff and a new charter coach tariff for passenger carriers; revisions in the National Motor Freight classification; increased hourly and mileage rates for household goods movers; and increases in rates for specific carriers. Table No. 6 contains a summary of these orders.

### **Grade Crossings**

One section of the public utility law confers upon the Commission exclusive jurisdiction over grade crossings, including the power to determine the particular point of crossing, the terms of installation, operation, maintenance, use, and protection of each crossing of one railroad by another railroad, and of a public road or highway by a railroad. The Commission also has the authority to order the abolishment of any such crossing; to restrict the use of such crossings to certain types of traffic in the interest of public safety; and to require a separation of grades where practical. It is the duty of the Commission to designate the railroad crossings to be traversed by school buses and motor vehicles carrying passengers for hire.

During the fiscal year which ended June 30, 1959, there were 23 applications filed with the Commission involving grade crossings, and 13 cases of this nature were disposed of by appropriate orders. The current volume of cases in this category is considerably in excess of the number before the Commission in any of the prior 10 year periods. The increase in grade crossing proceedings is due, at least in part, to the expanded highway construction program currently under way in Utah. Table No. 7 shows digests of the orders in grade crossing cases.

### **Station Agencies**

Orders were issued by the Commission in which The Denver and Rio Grade Western Railroad Company was authorized to close permanently its agency stations at Mt. Pleasant and Payson, Utah, and to close its Layton office during 9 months of each year; Railway Express Agency, Incorporated was allowed to discontinue its agency offices at Honeyville, Lewiston, Soldier Summit, and Echo, Utah; and Union Pacific Railroad Company received permission to close its station at Honeyville, and to maintain an agent at its Lewiston station for only three months out of each year during the sugar beet campaign. The action taken by the Commission in each of these cases was based upon a showing that the volume of business handled at these stations had declined to the point that continued maintenance of an agent at such stations was not justified. A digest of these orders may be found in Table No. 8.

### **Motor Carrier Operating Authority**

Proceedings and orders concerned with operating rights of motor carriers continue to occupy a considerable part of the time and effort of the Commission. A cursory review of tables 10 to 16, inclusive, will convey some idea as to the extensiveness of this one area of the Commission's work. In the following tabulation is shown a concise summary of the actions taken by the Commission in respect to motor carrier operating authority during the fiscal year ended June 30, 1959.

**SUMMARY OF PROCEEDINGS  
INVOLVING MOTOR CARRIER AUTHORITY**

**July 1, 1958 to June 30, 1959**

Nature of Authority Involved	Issued	Denied	Dismissed	Cancelled
Certificates of convenience and necessity .....	26	7	7	28
Contract carrier permits .....	10	1		14
Interstate carrier licenses .....	35			26
<b>Total .....</b>	<b>71</b>	<b>8</b>	<b>7</b>	<b>68</b>

**Bamberger Railroad Abandonment**

Application was filed by the Bamberger Railroad Company on December 9, 1958, seeking authority to abandon its railroad operations. All of the track and physical facilities of Bamberger Railroad Company was located in the state of Utah. This carrier previously had filed an application with the Interstate Commerce Commission for similar authority. At a later date The Denver and Rio Grande Western Railroad Company and the Union Pacific Railroad Company filed applications for authority to purchase the two terminal ends of Bamberger Railroad Company track. On November 25, 1958, the Interstate Commerce Commission issued a certificate and order authorizing the purchase of the two Bamberger terminal ends as requested by The Denver and Rio Grande Western Railroad Company and the Union Pacific Railroad Company, and authorizing Bamberger to abandon the remaining portion of its entire line and rail operations. The Public Service Commission of Utah designated the proceeding before it as Case No. 4725, and by order dated December 12, 1958, authorized the abandonment of Bamberger's railroad operations, effective December 29, 1958.

Bamberger Railroad Company had its beginning as Great Salt Lake & Hot Springs Railway Company in 1891, when construction of the road was completed from downtown Salt Lake City to Beck's Hot Springs about four miles north. In 1895 the line reached Farmington, Utah but because of financial difficulties construction was stopped near there, at a new resort called Lagoon. An original idea to extend the line to Coalville to tap rich coal mines was abandoned. The name was changed to Salt Lake & Ogden Railway Company about 1900, and construction of the line was completed to Ogden in 1908. Steam was used for motive power until some time in 1910, when the road was electrified. The name Bamberger Electric Railroad Company was given to it in 1917.

Prior to 1924, the business of the line consisted principally in transporting passengers and freight in local, intrastate service. In that year, however, Bamberger and Union Pacific joined in the publication of certain freight rates. In subsequent years interstate traffic provided a substantial part of the total revenues of Bamberger. Bamberger was placed in receivership in January of 1933, due to inability to meet its obligations. In 1939 the property was sold to a newly organized corporation called Bamberger Railroad Company and the receivership was removed. Passenger service on the line was abandoned completely in 1952.

This railroad was built by Simon Bamberger who served one term as governor of the state of Utah from 1917 to 1921. The road was the

first interurban line in the west. The passing from the railroad scene of "Bamberger" as it was commonly called marks the third interurban or short line road to cease operating in Utah. Railroads of this type had their day and served a useful purpose. Many former riders of the electric passenger trains of Bamberger no doubt experience some nostalgia at times when they recall the jerk of the car as it bounded from one curve to the next.

### **Special Permissions**

The Commission issued 88 special permissions authorizing reductions in rates, corrections of errors in tariffs, and other tariff changes on less than the regular statutory notice of 30 days. These orders are summarized in Table No. 19.

### **Informal Dockets**

Orders were entered in 10 informal dockets. Summaries of the action taken are shown in Table No. 20.

In informal Docket No. 748, the Commission order dated April 9, 1959, approved new general service rate schedule No. 6 filed by Telluride Power Company. This schedule will be used primarily by commercial, governmental, and municipal customers, and covers all uses of electricity for lighting, power, cooking, and heating purposes. The new schedule will result in rate reductions for a substantial number of customers of Telluride, and ultimately will replace nine existing schedules thus effecting a simplification of the rate structure of Telluride. Rate schedule No. 6 became effective for all services covered by regular monthly meter readings under said schedule on and after May 8, 1959.

### **General Orders**

Two general orders were issued in which the Commission prescribed revised uniform systems of accounts for telephone utilities and water utilities operating in Utah. The new systems of accounts were made effective January 1, 1959. At June 30, 1959, there were 17 telephone companies and 16 culinary water companies in Utah operating under the jurisdiction of the Commission.

### **Commission Finances**

The Commission expended \$126,255.72 during the fiscal year ended June 30, 1959, which figure includes amounts for personal services, travel, current expenses, and capital outlay. The 1957-1959 biennium ended June 30, 1959. At that date the Commission had an unexpended balance in its appropriation accounts of \$345.89. Further details are shown in Table No. 24.

### **Commission Orders Reviewed By Supreme Court of Utah**

Lake Shore Motor Coach Lines, Inc., v.  
Public Service Commission of Utah and  
Wycoff Company, Inc.  
(Supreme Court No. 8861)

Orson Lewis, dba Lewis Bros. Stages,  
and Bingham Stage Lines v. Public  
Service Commission of Utah and Wycoff  
Company, Inc.  
(Supreme Court No. 8863)

These proceedings involved a review of an order of the Commission, (Case No. 4252 - Sub 2), in which Wycoff Company, Incorporated, was granted a certificate of convenience and necessity to operate as a common carrier by motor vehicle for the transportation of general commodities of 100 pounds or less in weight, in express service between all points and places in the state of Utah, subject to certain conditions and restrictions. The court in its remittitur of January 26, 1959, held that the evidence before the Commission did not support a finding that public convenience and necessity required the additional service proposed by Wycoff in the areas served by the plaintiffs, and the Commission's order was set aside.

Salt Lake Transfer Company and  
Ashworth Transfer, Inc. v.  
Public Service Commission of Utah, et al.  
(Supreme Court No. 8901)

Upon complaint filed in December, 1959, by Barton Truck Line, Inc., and joined in by other Utah carriers, the Commission held a hearing to determine if Salt Lake Transfer Company and Ashworth Transfer, Inc., were violating the authority covered by their certificates of convenience and necessity. The Commission found and held that none of the provisions of the certificates of plaintiffs authorizes or has ever authorized the plaintiffs to transport general commodities beyond the Salt Lake area other than those specifically named in said certificates and for which commodities no transportation is or has been regularly furnished by common carriers under regular line rates. The Commission's order based upon such conclusion was affirmed by the court, by remittitur issued April 6, 1959.

Salt Lake-Kanab Freight Lines v.  
A. B. Robinson, dba A. B. Robinson  
Truck Line, and Public Service Commission of Utah  
(Supreme Court No. 8941)

The question at issue in this proceeding was whether the Commission used sound judgment or acted arbitrarily and capriciously in granting additional contract carrier authority to defendant Robinson in the area served by Salt Lake-Kanab Freight Lines, Inc. The Supreme Court affirmed the Commission's decision. Remittitur issued June 24, 1959.

### **Joint Board Hearings**

A Commissioner or the Commission's examiner sat in 22 hearings conducted by joint boards to hear applicants for motor carrier operating authority under the Federal Motor Carrier Act. A joint board consists of a representative of each state in which a motor carrier seeks authority to operate as a carrier for hire. All of these hearings were held in Salt Lake City except one which was heard in Boise, Idaho, and one in Phoenix, Arizona. After considering the testimony given at one of these hearings the joint board assigned to the proceeding makes a written recommendation to the Interstate Commerce Commission as to the disposition of the matter.

**SECTION II**  
**SELECTED UTILITY DATA**

**Electric Service and Trend of Electric Rates**

The figures in the following tabulation show the trend in cost of electricity to the domestic consumer, the average annual use by this class of customer, and the average revenue per kilowatt-hour realized from all classes of sales by the six electric utilities under the Commission's jurisdiction. It will be observed that the average annual use of electricity per domestic customer was more than five times as great in 1958 as in 1935. The average cost to the residential customer per kilowatt-hour in 1958, however, was less than one-half of the 1935 figure. The higher annual bill reflects the greatly increased usage per customer.

**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
1935	4.69¢	762 Kwh	\$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
1956	2.21	3757	82.97	1.76
1957	2.21	3878	85.53	1.75
1958	2.21	3909	86.43	1.74

The following figures covering the six electric utilities subject to the jurisdiction of the Commission show sales of electricity and average number of customers, by class of service, in the state of Utah during the year ended December 31, 1958.

Class of Service	Kilowatt-hours Sold (Thousands)	Average Number of Customers
Residential or domestic	669,766	171,324
Commercial and industrial	1,265,965	20,804
Street and highway lighting	20,114	451
Other sales to public authorities	26,364	321
Other sales	85	19
Total sales to ultimate consumers	1,982,294	192,919
Sales to other electric utilities	295,345	43
Total sales	2,277,639	192,962



### Telephone Service

There were 315,071 company-owned telephones being served in Utah on December 31, 1958, by the 17 telephone utilities operating in the state. In recent years the conversion of telephone offices from manual to automatic dial equipment has proceeded at a rapid rate. At December 31, 1958, the number of dial telephones had grown to 277,179, the common battery manual telephones numbered 37,703, and only 189 magneto manual instruments were still in use. Included in the total number of instruments in service were 89 mobile telephones.

A segregation of the company-owned telephones in Utah as of December 31, 1958, by the principal categories of service is shown in the following table.

	Residence Service	Business Service	Total
Main stations .....	192,104	29,270	221,374
Extension stations .....	38,281	20,177	58,458
Private branch exchange .....		35,239	35,239
<b>Total</b> .....	<b>230,385</b>	<b>84,686</b>	<b>315,071</b>

The following figures reflect the growth in number of company-owned telephones in service in Utah.

### NUMBER OF TELEPHONES IN UTAH

Year	Net Gain During Year	Number at End of Year
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	8,430	243,090
1955	17,780	260,870
1956	19,570	280,440
1957	18,084	298,524
1958	16,547	315,071

In addition to the company-owned stations described above there were 6,169 service telephones and 637 private line telephones in Utah on December 31, 1958, served by The Mountain States Telephone and Telegraph Company. These telephones are owned by the United States Government and other parties.

On November 16, 1958, the Cedar City and St. George exchanges of The Mountain States Telephone and Telegraph Company were converted from common battery manual to community dial operation. At that date Cedar City had 3,332 stations and St. George had 2,302 stations. The same telephone company acquired the telephone system of Strawberry Water Users Association on September 18, 1958, and the 64 stations involved are now served by the Spanish Fork exchange of Mountain States Company.

**Gas Rates and use of Natural Gas**

The two natural gas distributing companies in Utah provided service during the year ended December 31, 1958, to an average of 146,175 residential and commercial customers and 246 industrial accounts within the state. This represents an increase of approximately 10,000 customers over the number served during 1957.

The table below shows comparative figures for a period of years as to cost of gas to the customer and use of gas by residential and commercial customers.

**TREND OF NATURAL GAS RATES AND CONSUMPTION IN UTAH**

Year	Residential 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
1956	182.89	52.0	95.10	33.7
1957	216.53	53.0	114.74	36.9
1958	215.44	55.7	119.98	39.9

The volume of gas sold to ultimate users in the state of Utah, as a general pattern, has increased year by year as indicated by the following figures.

**NATURAL GAS SALES IN UTAH**

(Thousands of Cubic Feet)

Year	Residential 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
1956	22,966,261	40,569,906	63,536,167
1957	29,484,390	36,081,239	65,565,629
1958	31,492,448	31,824,247	63,316,695

**SECTION III**  
**TABLES**

	<b>Table No.</b>	<b>Page No.</b>
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Railroad rates .....	3	22
Water, telegraph, and Pullman rates .....	4	23
Express rates .....	5	24
Motor carrier rates .....	6	25
Grade crossing .....	7	27
Station agency .....	8	29
Certificates of convenience and necessity issued to water and electric utilities .....	9	30
Certificates of convenience and necessity issued to motor carriers .....	10	31
Certificates of convenience and necessity canceled — motor carriers .....	11	33
Contract carrier permits issued to motor carriers .....	12	34
Contract carrier permits canceled .....	13	35
Interstate carrier licenses issued to motor carriers ...	14	36
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TABLE NO. 1  
 FORMAL CASES BEFORE THE COMMISSION  
 July 1, 1958 to June 30, 1959

	Cases on File Not Heard 7-1-58	Cases Heard Pending Decision 7-1-58	Cases Filed 7-1-58 to 6-30-59	Total	Cases Disposed of	Cases on File Not Heard 6-30-59	Cases Heard Pending Decision 6-30-59
Electric power and light rates . . . . .	.	.	2	2	.	2	.
Gas rates . . . . .	.	.	1	1	.	1	.
Telephone rates . . . . .	1	.	1	2	2	.	.
Railroad rates . . . . .	2	1	7	10	7	2	1
Water and sewage rates . . . . .	2	.	1	3	1	2	.
Telegraph rates . . . . .	.	.	2	2	1	1	.
Pullman rates . . . . .	.	.	1	1	1	.	.
Express rates . . . . .	2	.	3	5	5	.	.
Motor carrier rates . . . . .	1	.	19	20	16	2	2
Grade crossing . . . . .	1	.	23	24	13	10	1
Station agency . . . . .	2	.	8	10	10	.	.
Operating authority - utilities other than motor carriers . . . . .	1	1	13	15	10	5	.
Operating authority - motor carriers . . . . .	21	5	78	104	81	22	1
Miscellaneous . . . . .	.	.	6	6	4	2	.
Total . . . . .	33	7	165	205	151	49	5

TABLE NO. 2

## SUMMARY OF ORDERS ISSUED IN TELEPHONE RATE CASES

July 1, 1958 to June 30, 1959

Case No.	Date of Order	NATURE OF ORDER																																																					
4323	1-28-59	Proposed rules, regulations, rates, and charges, as included in the tariff of Union Telephone Company filed July 16, 1958, approved.																																																					
4540	8-18-58	Petition of Midland Telephone Company for reopening of case granted.																																																					
4540	10- 1-58	Midland Telephone Company authorized to publish a new schedule of monthly exchange rates and other charges as follows:																																																					
		<table border="0"> <thead> <tr> <th rowspan="2">Class of Service</th> <th colspan="2">Monthly Rate</th> </tr> <tr> <th>Business</th> <th>Residence</th> </tr> </thead> <tbody> <tr> <td>Private line .....</td> <td>\$7.00</td> <td>\$5.00</td> </tr> <tr> <td>Two party line .....</td> <td>4.50</td> <td>...</td> </tr> <tr> <td>Four party line .....</td> <td>...</td> <td>3.25</td> </tr> <tr> <td>Multi-party line (rural)* .....</td> <td>6.00</td> <td>3.40</td> </tr> <tr> <td>Extension telephone .....</td> <td>1.75</td> <td>1.25</td> </tr> <tr> <td colspan="3">*Plus an added charge of 40 cents for each 3 miles or fraction thereof beyond the first 6 miles.</td> </tr> <tr> <td colspan="3"><b>Other Charges</b></td> </tr> <tr> <td>Installation charge .....</td> <td>\$6.50</td> <td>\$5.00</td> </tr> <tr> <td>Semi-public pay stations with private listings .....</td> <td>.25 (per day)</td> <td>...</td> </tr> </tbody> </table>	Class of Service	Monthly Rate		Business	Residence	Private line .....	\$7.00	\$5.00	Two party line .....	4.50	...	Four party line .....	...	3.25	Multi-party line (rural)* .....	6.00	3.40	Extension telephone .....	1.75	1.25	*Plus an added charge of 40 cents for each 3 miles or fraction thereof beyond the first 6 miles.			<b>Other Charges</b>			Installation charge .....	\$6.50	\$5.00	Semi-public pay stations with private listings .....	.25 (per day)	...																					
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## TABLE NO. 2

## SUMMARY OF ORDERS ISSUED IN TELEPHONE RATE CASES

July 1, 1958 to June 30, 1959

(Continued)

Case No.	Date of Order	NATURE OF ORDER	
4711	11-17-58	The 2nd Revised Sheet No. 24b, P.S.C.U. No. 2 of the tariffs and schedules of Millard County Telegraph and Telephone Company, establishing higher rates for the new dial service in the Lyndyl Exchange permitted to become effective on December 1, 1958, as follows:	
		<b>Business</b>	<b>Residence</b>
		One party .....	\$4.00      \$3.00
		Two party .....	3.25      2.25
		Four party .....	2.75      1.75
		Multi-party .....	1.50
		Rural service multi-party .....	3.00      2.00
		Extension .....	1.25      1.25

TABLE NO. 3

## SUMMARY OF ORDERS ISSUED IN RAILROAD RATE CASES

July 1, 1958 to June 30, 1959

Case No.	Date of Order	NATURE OF ORDER
4615	12-15-58	Application of the Denver and Rio Grande Western Railroad Company to cancel rates on slack coal from Castle Gate, Thompson and Salina, to Marblehead, Timpie, and Delle, dismissed.
4724	12-10-58	The Western Classification Committee authorized to publish Supplement 28 to Western Classification 76 (Consolidated Freight Classification 21).
4737	1-29-59	The Western Classification Committee authorized to publish Supplement 30 to Western Classification 76 (Consolidated Freight Classification 21).
4739	1-29-59	The Denver and Rio Grande Western Railroad Company authorized to publish Amendment 94 to D&RGW Tariff No. 4975-H and Amendment 2 to D&RGW Tariff No. 7000-B, P.S.C.U. 383.
4743	2- 6-59	The Denver and Rio Grande Western Railroad Company authorized to publish Supplement No. 33 to The Denver and Rio Grande Western Railroad Company Tariff No. 4975 H, P.S.C.U. 383.
4767	3-26-59	The Western Classification Committee authorized to publish Supplement 1 to Western Classification 77 (Consolidated Freight Classification 22).
4773	4-27-59	The Western Classification Committee authorized to publish Supplement No. 3 to Western Classification 77 (Consolidated Freight Classification 22).

TABLE NO. 4

SUMMARY OF ORDERS ISSUED IN WATER,  
TELEGRAPH, AND PULLMAN RATE CASES

July 1, 1958 to June 30, 1959

Case No.	Date of Order	NATURE OF ORDER
<b>Water</b>		
3497 Sub 1	4-24-59	Monthly rates for metered water service rendered by Paragonah Water System Company fixed as follows: First 10,000 gallons \$2.00 minimum charge All over 10,000 gallons \$0.20 per 1,000 gallons
<b>Telegraph</b>		
4666	10- 8-58	Western Union Telegraph Company authorized to make effective the revised schedule of rates attached to its application and designated as revisions to tariff P.S.C.U. No. 1, resulting in an annual increase in its Utah intrastate revenues of approximately \$4,685, such rates being comparable to those for interstate service approved by the Federal Communications Commission.
<b>Pullman</b>		
4766	3-19-59	The Pullman Company authorized to publish Master Table Tariff, P.S.C.U. No. 29, Supplement No. 7, P.S.C.U. No. 26 and Supplement No. 3, P.S.C.U. No. 28 to become effective April 1, 1959, which tariff and supplements would establish new one way rates, fares, and charges for night use of sleeping accommodations intrastate in Utah via Southern Pacific Company based 5 per cent above those in effect on March 31, 1959.



TABLE NO. 5

## SUMMARY OF ORDERS ISSUED IN EXPRESS RATE CASES

July 1, 1958 to June 30, 1959

Case No.	Date of Order	NATURE OF ORDER
4228	12-15-58	Application of Railway Express Agency, Incorporated, seeking an increase in terminal and switching charges of 15 per cent, to the same extent as authorized by the Interstate Commerce Commission in Ex Parte 175, dismissed.
4246	12-15-58	Application of Railway Express Agency, Incorporated seeking a 15 per cent increase in its present rates and charges on milk, cream, and other related products, to the same extent as granted by the Interstate Commerce Commission in Ex Parte 175, dismissed.
4679	9- 2-58	Railway Express Agency, Incorporated, authorized to cancel the filing of its Terminal and Switching Charges Tariff, P.S.C. Utah No. 95.
4692	11-24-58	Railway Express Agency, Incorporated, authorized to publish Supplement No. 12 to Official Express Classification No. 36, P.S.C.U. No. 117.
4707	12-29-58	Railway Express Agency, Incorporated, authorized to increase its intrastate express rates within the State of Utah to the extent of 15 per cent, but subject to all the exceptions prescribed by the Interstate Commerce Commission in its order in Ex Parte 210, Increased Express Rates and Charges 1957.

TABLE NO. 6

## SUMMARY OF ORDERS ISSUED IN MOTOR CARRIER RATE CASES

July 1, 1958 to June 30, 1959

Case No.	Date of Order	NATURE OF ORDER
4688	10-15-58	National Bus Traffic Association, Inc., Agent for Western Greyhound Lines, authorized to publish its new Pick-up and Delivery Tariff No. B672-B, canceling its Tariff B672-A, and to discontinue pick-up and delivery service in Ogden.
4690	12-29-58	Commission's order in Investigation and Suspension Docket No. 115 dated September 16, 1958 suspending Charter Coach Tariff No. 12 filed by Lewis Bros. Stages and also suspending Charter Coach Tariff No. 1-B filed by Lake Shore Motor Coach Lines, Inc. set aside and the rates, charges, etc. set forth in said tariffs permitted to be refiled.
4693	9-29-58	National Motor Freight Traffic Association, Inc., authorized to publish Supplement No. 16 to National Motor Freight Classification No. 14, P.S.C. Utah No. 7.
4693	12-31-58	National Motor Freight Traffic Association, Inc., authorized to publish Supplements Nos. 22 and 23 to National Motor Freight Classification No. 14, P.S.C. Utah No. 7 and Supplements Nos. 13, 14 and 15 to National Motor Freight Classification No. A-4.
4694	9-29-58	National Motor Freight Traffic Association, Inc., authorized to publish Supplement No. 18 to National Freight Classification No. 14, P.S.C. Utah No. 7.
4696	10- 7-58	National Bus Traffic Association, Inc., authorized to publish pages A-1, A-2, B-1 through B-8, C-1, and C-2 to Western Express Tariff No. A-607, P.S.C. Utah No. 105 on intrastate traffic.
4712	12-31-58	Intermountain Tariff Bureau, Inc., Agent, authorized to publish for carriers who are presently parties to Class and Commodity Tariff No. 9, P.S.C.U. No. 4, the proposed changes in rates, etc., which result from the cancellation of the current governing classification, National Motor Freight Classification No. 14, and the adoption of National Motor Freight Classification No. A-4 as the governing classification.
4728	12-19-58	Wallace A. Peterson, dba Wally's Motor Line, authorized to make effective rates providing for a ten per cent increase in those categories authorized by the Commission in Case 4194 and not heretofore taken.
4733	1-27-59	Intermountain Tariff Bureau, Inc., authorized to publish on behalf of Link Trucking Co., and Uintah Freightways rates providing for a minimum charge of \$2.00 per shipment on single line shipments and \$2.50 per shipment over two or more lines.
4736	1-29-59	National Motor Freight Traffic Association, Inc., authorized to publish Supplement No. 24 to National Motor Freight Classification No. 14, P.S.C.U. No. 7, and Supplement No. 16 to National Motor Freight Classification No. A-4, P.S.C.U. No. 1.

TABLE NO. 6

## SUMMARY OF ORDERS ISSUED IN MOTOR CARRIER RATE CASES

July 1, 1958 to June 30, 1959

(Continued)

Case No.	Date of Order	NATURE OF ORDER
4752	3-12-59	National Motor Freight Traffic Association, Inc., authorized to publish Supplement No. 26 to National Motor Freight Classification No. 14, P.S.C. Utah No. 7, and Supplement No. 18 to National Motor Freight Classification No. A-4, P.S.C. Utah No. 1.
4761	3-13-59	National Motor Freight Traffic Association, Inc., authorized to publish Supplement No. 27 to National Motor Freight Classification No. 14, P.S.C.U. No. 7, and Supplement No. 19 to National Motor Freight Classification No. A-4, P.S.C.U. No. 1.
4772	4-20-59	Wallace A. Peterson, dba Wally's Motor Lines, permitted to publish increased rates as set forth in finding No. 2 in case.
4777	4-10-59	National Motor Freight Traffic Association, Inc., authorized to publish Supplements Nos. 20 and 21 to Classification A-4, P.S.C.U. No. 1; Supplement 28 to Classification 14, P.S.C.U. No. 7, and Classification No. 15, P.S.C.U. No. 2.
4779	5-13-59	National Motor Freight Traffic Association, Inc., authorized to publish Supplement No. 22, P.S.C.U. No. 1, to Classification No. A-4, and Supplement No. 1, P.S.C.U. No. 2, to Classification No. 15.
4781	5-29-59	Intermountain Tariff Bureau, Inc., Agent for participating carriers to its Household Goods Tariff No. 7, P.S.C. Utah No. 1, authorized to publish increased hourly and mileage rates as stated in application.
4796	6-11-59	Barton Truck Line authorized to have published in Intermountain Tariff Bureau Class and Commodity Tariff No. 9 an exception rate as follows:  Targets, military, or military target frame parts set up in packages, Class 400 on any quantity, provisions of Item No. 415 will apply.

TABLE NO. 7

## SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES

July 1, 1958 to June 30, 1959

Case No.	Date of Order	NATURE OF ORDER
2252	1- 8-59	By order dated July 3, 1939, Bamberger Railroad Company was ordered to close Cleverly Crossing, Davis County, at milepost 6.9, to trucks transporting gasoline and petroleum products. Accordingly, crossing was closed and properly posted by erection of suitable warning signs. On December 9, 1958, Case 4725, Bamberger Railroad Company was authorized to abandon its entire railroad operation effective December 29, 1958. The Commission's present action vacates its order of July 3, 1939, in this case and orders the removal of the warning signs at said crossing.
3675 Sub 1	10-27-58	State Road Commission of Utah authorized to construct crossing and an electric signal at milepost 6.12 at intersection of State Highway 48 and The Denver and Rio Grande Western Railroad Company's Garfield Branch.
4530	10-22-58	State Road Commission of Utah and County of Sanpete authorized to abandon a county road crossing over the tracks of the Marysvale Branch of The Denver and Rio Grande Western Railroad Company at milepost 45 plus 3388 and construct a new crossing at milepost 45 plus 3516 in connection with relocated Highway U.S. 89 from Pigeon Hollow Junction to Mt. Pleasant.
4660	8-26-58	Salt Lake City and Union Pacific Railroad Company authorized to construct a crossing over tracks of Bamberger Railroad Company, Union Pacific Railroad Company and The Denver and Rio Grande Western Railroad Company at 17th North Street, Salt Lake City. Crossing is to be used in lieu of crossing to be abandoned at 13th North Street, Salt Lake City.
4660	9-24-58	Petition of Gibbons and Reed for rehearing, denied.
4678	2-26-59	State Road Commission of Utah authorized to widen grade crossing of Highway 68 (Redwood Road) over main line tracks of Union Pacific Railroad Company at milepost 780.79 near Ninth South Street in Salt Lake City.
4680	1- 9-59	State Road Commission of Utah authorized to widen grade crossing of Highway 68 (Redwood Road) over main line of Salt Lake Garfield and Western Railway Company near South Temple Street, Salt Lake City.
4681	5-29-59	State Road Commission of Utah authorized to widen grade crossing of Highway 71 (Seventh East) and 11700 South Street over the right-of-way of the Union Pacific Railroad Company, Provo Subdivision main line track in Salt Lake County.
4682	1- 9-59	State Road Commission of Utah authorized to widen grade crossing of The Denver and Rio Grande Western Railroad Company near 1400 South Street on Utah Highway 68.

TABLE NO. 7

## SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES

July 1, 1958 to June 30, 1959

(Continued)

Case No.	Date of Order	NATURE OF ORDER
4683	2-25-59	State Road Commission of Utah authorized to widen grade crossing of Highway 68 (Redwood Road) over main line of Union Pacific Railroad Company at milepost 780.85 near Second South Street in Salt Lake City.
4684	5-29-59	State Road Commission of Utah authorized to widen grade crossing of Highway 68 (Redwood Road) over main line track of Western Pacific Railroad Company at milepost 925.82 near Second South Street in Salt Lake City.
4686	5-27-59	State Road Commission of Utah authorized to widen grade crossing where Utah State Highway 204 (Wall Street) between 21st Street and 22nd Street, Ogden, passes over the right-of-way at milepost 0.46 and 0.58 of the joint spur track of Oregon Short Line Railroad Company, Union Pacific Railroad Company, Lessee, and the Ogden Union Railway and Depot Company.
4699	11- 5-58	Union Pacific Railroad Company authorized to construct an industry track across Chestnut Street, just south of Ninth South Street, in Salt Lake City.
4700	10-22-58	The Denver and Rio Grande Western Railroad Company authorized to construct a spur track across 17th South Street at a point approximately 474 feet west from the west line of 4th West Street in Salt Lake County.
4727	3-19-59	County of Sanpete authorized to construct a crossing over the Marysvale Branch of The Denver and Rio Grande Western Railroad Company at milepost 41 plus 2706 feet in Sanpete County.
4775	6- 8-59	Salt Lake City Union Depot and Railroad Company authorized to construct automatic crossing protection signals at Second South Street and Fourth South Street where the tracks of said railroad company cross said streets in Salt Lake City.

TABLE NO. 8

## SUMMARY OF ORDERS ISSUED IN STATION AGENCY CASES

July 1, 1958 to June 30, 1959

Case No.	Date of Order	NATURE OF ORDER
4614	10- 7-58	The Denver and Rio Grande Western Railroad Company authorized to close its agency station at Mt. Pleasant.
4646	11-20-58	Union Pacific Railroad Company authorized to discontinue its station at Honeyville.
4653	8-19-58	The Denver and Rio Grande Western Railroad Company authorized to close its agency station at Layton from the 15th day of December each year to the 15th day of September of the following year.
4674	11- 6-58	Union Pacific Railroad Company directed to maintain an agent at its Lewiston station only during the three months covered by the "beet campaign" commencing about September 15 or October 1, and continuing to December 15 or December 31 and authorized to discontinue its agent at Lewiston and handle station as a nonagency station during the remaining nine months of the year.
4716	11-24-58	Railway Express Agency, Incorporated, permitted to discontinue its agency office at Honeyville.
4717	11-24-58	Railway Express Agency, Incorporated, permitted to discontinue its agency office at Lewiston, concurrently with the closing of the Union Pacific Railroad Company agency at said point, and for the same period each year. (See Case 4674 above.)
4762	3-11-59	Application of Railway Express Agency, Incorporated, to close its office at Soldier Summit, granted. Shipments consigned to and from Soldier Summit are to be handled at Railway Express Agency at Helper.
4763	3-11-59	Application of Railway Express Agency, Incorporated, to close its office at Echo, granted. Shipments consigned to and from Echo are to be handled at Railway Express Agency at Morgan.
4764	3-11-59	Application of Railway Express Agency, Incorporated, to close its office at Thistle, granted. Shipments consigned to and from Thistle are to be handled at Railway Express Agency at Springville.
4764	4- 3-59	Tentative order issued March 11, 1959, rescinded.
4778	6-29-59	The Denver and Rio Grande Western Railroad Company authorized to close its agency station at Payson.

TABLE NO. 9

**CERTIFICATES OF CONVENIENCE AND NECESSITY  
ISSUED TO WATER AND ELECTRIC UTILITIES**

July 1, 1958 to June 30, 1959

Certificate No.	Case No.	Date of Order	Type of Utility	NATURE OF RIGHTS GRANTED
1281	4604	7-18-58	Water	Eastwood Utilities, Inc., authorized to construct and operate a culinary water system to serve not more than sixteen homes in Eastwood Subdivision, Weber County.
1283	4661	9- 3-58	Electric	Utah Power & Light Company authorized to exercise the rights and privileges conferred by franchise ordinance dated June 16, 1958, by Davis County.
1284	4663	9- 3-58	Electric	Utah Power & Light Company authorized to exercise the rights and privileges conferred by franchise ordinance dated July 7, 1958, by West Point.
1293	4704	11-26-58	Electric	Utah Power & Light Company authorized to exercise the rights and privileges conferred by franchise ordinance dated October 1, 1958, by Syracuse.
1296	4731	4-16-59	Electric	Utah Power & Light Company authorized to exercise the rights and privileges conferred by franchise ordinance dated December 15, 1958, by the city of Sunset.
1297	4753	4-16-59	Electric	Utah Power & Light Company authorized to exercise the rights and privileges conferred by franchise ordinance dated January 15, 1959, by the city of Murray.
1298	4754	4-16-59	Electric	Utah Power & Light Company authorized to exercise the rights and privileges conferred by franchise ordinance dated January 15, 1959, by the city of Murray.
1299	4755	4-16-59	Electric	Utah Power & Light Company authorized to exercise the rights and privileges conferred by franchise ordinance dated January 14, 1959, by the city of Washington Terrace, Weber County,
1300	4765	4-16-59	Electric	Utah Power & Light Company authorized to exercise the rights and privileges conferred by franchise ordinance dated February 12, 1959, by the town of Hyde Park.

TABLE NO. 10

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

**July 1, 1958 to June 30, 1959**

Certificate No.	Case No.	Date of Order	Type of Service	TO WHOM ISSUED
396-S5	1260-S5	4- 3-59	GC	Arrow Auto Line, Inc.
826-S4	3225-S2	12- 3-58	GC	Milne Truck Lines, Inc.
910-S1	3522-S1	10-28-58	SC	Salt Lake Cab Owners Operating Co., dba Ute Cab Company
1058-S6	3918-S6	11-10-58	SC	W. S. Hatch Company
1074-S4	4009-S4	4-16-59	SC	Barton Truck Line, Inc.
1092-S2	3639-S2	7-17-58	GC	Paul W. Nielsen, dba Nielsen Trucking Company
1100-S1	4072-S1	9-30-58	P	Harry T. Goulding, dba Goulding's Trading Post and Lodge
1187-S1	4446-S1	2-20-59	P	The Greyhound Corporation
1195-S1	4414-S1	3- 5-59	SC	Ashworth Transfer, Inc.
1261-S1	4526-S1	1- 6-59	SC	Moab Truck Center, Inc.
Temp. Certificate	4676	9- 4-58	Toll Bridge	Gardner Construction Company
1280	4611	7-11-58	P	James G. Smith, dba Smith Transportation Co.
1282	4587	7-18-58	SC	Jeffries-Eaves, Inc.
1285	4675	9- 8-58	PSC	Arilla Maxfield (Motor powered ferry barge over Colorado River near Hite)
1286	4655	9-10-58	SC	I. E. Mecham & Milford D. Varner, dba Mecham and Varner
1287	4657	9-10-58	SC	Transit Homes Incorporated
1288	4656	9-22-58	GC	Uintah Freightways
1289	4651	10- 6-58	SC	Harold J. Knowles, dba Knowles Trailer and Repair Service



TABLE NO. 10

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

**July 1, 1958 to June 30, 1959**

(Continued)

Certificate No.	Case No.	Date of Order	Type of Service	TO WHOM ISSUED
1290	4672	10-10-58	P	Vardon Woolsey, dba Woolsey transportation
1291	4673	10-27-58	SC	Benjamin J. Hess
1292	4689	11-21-58	SC	King Tank Truck Service, Inc.
1294	4714	12- 8-58	GC	Howard L. Jorgensen, dba B & T Truck Line
1295	4713	12-31-58	P	Archie Bird, Emma J. Bird, and Clair Bird, dba Capitol Reef Tours
1301	4738	4-17-59	SC	Guy H. Rhoads, dba Guy H. Rhoads Trailer Transport
1302	3858-S3	6-30-59	SC	Consolidated Freightways, Inc.
1303	4771	6-30-59	SC	Cole Brothers Trailer Transport, a partnership composed of Junior A. Cole and Raymond C. Cole

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

TABLE NO. 11

## CERTIFICATES OF CONVENIENCE AND NECESSITY CANCELED

July 1, 1958 to June 30, 1959

Certificate No.	Case No.	Date of Order	NAME
749	3016	8-29-58	James A. Lewis
810	3203	10-16-58	Utah Wonderland Stages
943	3621	6-17-59	Bird Sand and Gravel
953	3631	6-17-59	Hill and Hill Trucking Co., Inc.
1076	4014	10- 8-58	Hal R. Worthen
1126	4169	7-22-58	Albert M. Peterson, dba Peterson Transportation
1135-S1	4308	8-11-58	Pacific Intermountain Express Company
1158	4270	7-22-58	Elwood B. Carter, dba Carter Truck Line
1163-S1	4308	8-11-58	Pacific Intermountain Express Co.
1168 1168-S1	4656	9-22-58	Ringsby Truck Lines, Inc.
1179	4290	9- 8-58	Clyde Konold, Maxine Konold, Reed Maxfield, Arilla Maxfield, dba Maxfield and Konold
1188	4689	11-21-58	Tito Chiordi, H. Kenneth Keesee, and Carlos Brewer, dba UNAC Tank Service
1210	4343	6-17-59	Gay Andrew Bohn
1218	4351	6-17-59	C. Bill Feller
1221	4354	6-22-59	L. E. Davis Trucking
1224	4357	2- 6-59	Alan L. Glines, dba Alan L. Glines Trucking
1228	4360	6-17-59	R. A. Ruttenbur
1229	4370	6-17-59	Druce and Pilcher
1237	4655	9-10-58	Milton P. Dorius
1250	4493	6-17-59	Clair Orrock
1251	3858-S3	6-30-59	Barlow's Service, Inc.
1253	4657	9-10-58	L. H. Koolhof, dba Bill's Trailer Transport
1256	4520	7-22-58	Edmond D. Fincher, dba E. D. Fincher
1268	4496	6-17-59	Shortway Truck Line, Inc.
1286	4655	6-17-59	I. E. Mecham and Milford D. Varner, dba Mecham and Varner
1289	4771	6-30-59	Harold J. Knowles, dba Knowles Trailer and Repair Service
1291	4673	6-17-59	Benjamin J. Hess

TABLE NO. 12

## CONTRACT CARRIER PERMITS ISSUED TO MOTOR CARRIERS

July 1, 1958 to June 30, 1959

Permit No.	Case No.	Date of Order	Type of Service	TO WHOM ISSUED
458-S1	4217-S1	11-19-58	SC	Harmon S. Sowards, Kenneth S. Sowards and Glade M. Sowards, dba H. S. Sowards & Sons
476	4649	7-31-58	SC	Smith Trading Co., Inc.
476-S1	4649	6- 1-59	SC	Leatham Brothers, Inc.
477	4648	8-13-58	SC	Fay Van Wagoner
478	4687	12-10-58	SC	Roy Eliason
479	4759	5-11-59	SC	Robert Bruce May, dba Bruce May
480	3175-S2	5-18-59	SC	George A. Sims, Milton K. Sims, Elmer L. Sims, G. Grant Sims, Partners, dba Salt Lake Transfer Company
481	3812-S1	5-18-59	SC	Theron E. Coon, dba Theron E. Coon Trucking Company
482	4745	6- 1-59	SC	Ashton Supply Company
483	4769	6- 4-59	SC	Parleys Trucking Company

SC denotes specified commodities.

TABLE NO. 13

## CONTRACT CARRIER PERMITS CANCELED

July 1, 1958 to June 30, 1959

Permit No.	Case No.	Date of Order	NAME OF CARRIER
156	1998	10-16-58	Ervin H. Stohl
336	3175-S2	5-18-59	George A. Sims, Milton K. Sims, Elmer L. Sims and G. Grant Sims, dba Salt Lake Transfer Company
341 341-S1	4217-S1	11-19-58	L. C. Labrum
405	3812-S1	5-18-59	Theron E. Coon, dba Theron E. Coon Trucking Company
415	3922	7-22-58	Nephi Processing Plant, Inc.
421	4010	9-12-58	Dansie Brothers
429	4078	7-22-58	C. L. Thomas
446	4149	6-17-59	Donald R. Stocks
457	4219	7-22-58	Byron S. Collett
463	4297	5- 7-59	Chad Spor
465	4299	7-22-58	Devere Wilkins
467	4362	2-20-59	De Von R. Christensen
468	4687	12-10-58	Roy Eliason

TABLE NO. 14

## INTERSTATE CARRIER LICENSES ISSUED TO MOTOR CARRIERS

July 1, 1958 to June 30, 1959

License No.	Case No.	Date of Order	Type of Service	TO WHOM ISSUED
560	4586	9- 8-58	SC	Boyd E. Richner, Inc.
561	4606	9- 8-58	SC	J. Wesley Oliver, Inc.
562	4626	9-10-58	SC	Zuni Trucking Company
563	4639	9-23-58	SC	King Van Lines, Inc.
564	4647	9-23-58	P	Cottonwood Gulch Foundation
565	4578	9-25-58	SC	J. O. (Red) Willett Pipe Line Stringing Corporation
566	4600	9-25-58	SC	Little Audrey's Transportation Co., Inc.
567	4612	9-26-58	P	Reading Transportation Company
568	4613	9-26-58	GC	Milne Truck Lines, Inc.
569	4623	9-22-58	SC	Diamond Transportation System, Inc.
570	4650	9-22-58	SC	Ed Taylor
571	4659	9-22-58	SC	Contract Carrier Service, Inc.
572	4667	9-22-58	SC	J. H. Strahan, dba San Juan Water Service
573	4701	11- 5-58	SC	Chicago Trailer Transport, Inc.
574	4702	11- 6-58	SC	American Red Ball Transit Company, Inc.
575	4691	12-10-58	SC	Otis A. Vesper and Robert S. Vesper, dba Vesper Company
576	4705	12-11-58	SC	T. Gaffin, Inc.
577	4706	12-15-58	SC	Moab Truck Center, Inc.
578	4708	2-11-59	SC	Campbell's Service
579	4723	2-11-59	SC	Charles E. Danbury

TABLE NO. 14

## INTERSTATE CARRIER LICENSES ISSUED TO MOTOR CARRIERS

July 1, 1958 to June 30, 1959

(Continued)

License No.	Case No.	Date of Order	Type of Service	TO WHOM ISSUED
580	4729	2-11-59	SC	Nyle Mallory and Gerald Mallory, dba Mallory Truck Line
581	4722	2-11-59	SC	C. E. Lizza, Inc.
582	4732	2-11-59	SC	Ora Westerfield, dba Westerfield Transfer
583	3864-S1	3- 6-59	P	Continental Bus System, Inc.
584	4741	3-19-59	SC	Pacific Motor Trucking Company
585	4742	3-19-59	P	The Winfield Bus Service, Inc.
586	4588	3-19-59	SC	Cole Brothers Trailer Transport
587	4744	3-19-59	GC	Watson Bros. Transportation Co., Inc.
588	4747	3-19-59	GC	Illinois-California Express, Inc.
589	4748	3-19-59	SC	John F. Ivory Storage Co., Inc.
590	4757	3-19-59	SC	Bee Line Truck Dispatch, Inc.
591	4527	5-29-59	SC	C. & H. Transportation Co., Inc.
592	4780	6-10-59	SC	Vere Westwood, Inc.
593	4776	6-10-59	SC	E. & L. Transport Co., of Kentucky
594	4792	6-10-59	SC	Tomlin Transportation Company

P denotes passengers.

GC denotes general commodities.

SC denotes specified commodities.

TABLE NO. 15

## INTERSTATE CARRIER LICENSES CANCELED

July 1, 1958 to June 30, 1959

License No.	Case No.	Date of Order	NAME OF CARRIER
42	1498	7-22-58	Arrowhead Freight Lines, Ltd.
78	1742	4-29-59	Levi Riley Reed
89	1749	10-30-58	Fuller-Toponce Truck Company
159	2337	3-19-59	Mable H. Lindberg, dba Lindberg Truck Line
216	2607	2-19-59	Gordon Ray
225	2588	7-22-58	Arrowhead Freight Lines, Ltd.
341	3561	9-17-58	Hunt Transfer Co., Inc.
347	3547	2-11-59	George John Walling, dba Bee Line Truck Dispatch
353	3555	6- 3-59	L. W. Hageman, dba Hageman Transport Company
366	3674	9-24-58	Ralph Dunn
377	3702	9-24-58	Union Truck Lines, Inc.
395	3743	6-17-59	Pittman Transportation Co.
398	3310	6-17-59	Cannon Ball, Inc.
428	3864-S1	3- 6-59	Continental Bus System, Inc.
458	3996	5-19-59	Case Brothers Trucking Contractors, Inc.
460	3998	7-22-58	Clarence Lindsey, dba Lindsey Truck Service
469	4038	9-17-58	M & M Fast Freight, Inc.
482	4109	5-25-59	John Dalgarno, dba John Dalgarno Transportation
490	4123	3-12-59	Vere Westwood

TABLE NO. 15

## INTERSTATE CARRIER LICENSES CANCELED

July 1, 1958 to June 30, 1959

(Continued)

License No.	Case No.	Date of Order	NAME OF CARRIER
505	4225	3-19-59	Clyde H. Thompson, dba Shortway Truck Line
540	4482	4-16-59	Roy Williams
545	4489	10-16-58	Frank Elsworth Campbell, dba Campbell's Service
549	4514	5-19-59	Max Dawson, dba Dawson Trucking Company
550	4479	6-17-59	S & I Trucking Company
564	4647	6-17-59	Cottonwood Gulch Foundation
572	4667	5- 1-59	J. H. Strahan, dba San Juan Water Service



TABLE NO. 16

**APPLICATIONS FOR MOTOR CARRIER OPERATING AUTHORITY  
DENIED OR DISMISSED**

**July 1, 1958 to June 30, 1959**

Case No.	Date of Order	NAME OF APPLICANT	Authority Applied for	Disposition
3916-S6	2- 2-59	Clark Tank Lines Company, Inc.	Cert.	Denied
3993-S3	4-24-59	G. P. Decker	Cert.	Denied
4389-S1	7-11-58	I. Sander, Inc.	Cert.	Dismissed
4448	10- 8-58	L. E. Whitlock Truck Service, Inc.	Cert.	Dismissed
4541	7-18-58	B. F. Walker, Inc.	Cert.	Denied
4554	1-29-59	Western Stages	Cert.	Dismissed
4597	7-18-58	Jess Edwards, Inc.	Cert.	Denied
4627	3- 5-59	Whitfield Transportation Company, Inc.	Cert.	Denied
4652	9- 2-58	Forsey Ice Cream Company	Permit	Denied
4658	7-31-58	Nordahl Company, a partnership consisting of Thomas V. Nordahl, Wayne C. Johnston, and Francis R. Nordahl	Cert.	Denied
4664	1- 6-59	Robert H. Hinckley, Inc.	Cert.	Dismissed
4669	1- 6-59	Uintah Freightways	Cert.	Dismissed
4715	1- 6-59	Troy A. Pollard, dba Pollard Contracting Co.	Cert.	Dismissed
4734	5- 4-59	Troy A. Pollard, dba Pollard Contracting Company	Cert.	Denied
4758	4-24-59	Mack Rogers, dba 4 R's Construction Company	Cert.	Dismissed

## TABLE NO. 17

SUMMARY OF MISCELLANEOUS ORDERS  
ISSUED IN MOTOR CARRIER CASES

July 1, 1958 to June 30, 1959

Case No.	Date of Order	NATURE OF ORDER
2132 Sub 1	12-3 -58	Certificate 465-Sub 1 issued to Milne Truck Lines, Inc. amended.
2909	9-10-58	Name of Delivery Service Company, Inc., changed to Delivery Service and Transfer Company, Inc.
3225 Sub 2	12-15-58	Erratum order issued to Milne Truck Lines, Inc., to amend the final report and order in this case, dated December 3, 1958.
3333 Sub 1	7-23-58	Petition of applicant A. B. Robinson, dba A. B. Robinson Truck Line, for rehearing, denied.
3447	3-26-59	Permit 370 issued to Heber J. Woodward, dba H. J. Woodward, amended.
3466 Sub 1	7- 8-58	Petition of protestants for rehearing denied.
3617	4-17-59	Corporate name of Smith Trading Company, Inc., changed to Leatham Brothers, Inc.
3624	5-28-59	Application of Ed Huber and Ray Davis, dba Huber and Davis, for reinstatement of motor carrier certificate, dismissed.
3858 Sub 3	6- 3-59	Consolidated Freightways, Inc., permitted to acquire all of the outstanding stock of Barlow's Service, Inc. in keeping with agreement dated December 23, 1958 between J. Ray McDermott and Company, Inc., of Houston, Texas and O. A. Bakhaus of Lexington, Kentucky, the only stockholders of Barlow's Service, Inc. and Consolidated Freightways, Inc.
3927 Sub 1	3-13-59	Carrier's operating name changed from John H. Shafer to John Henry Shafer, dba John Henry Shafer Trucking.
3946 Sub 1	10-16-58	Charles Sample authorized to suspend operations under permit 417-Sub 1, until June 30, 1959.
3998	8- 5-58	Application of Clarence Lindsey, dba Lindsey Motor Lines, for reinstatement of license 460, granted.
4005	3-13-59	Corporate name of R. B. "Dick" Wilson, Inc. changed to Denver Chicago Transport Company, Inc.
4009 Sub 4	5-26-59	Motion of Salt Lake Transfer Company and Ashworth Transfer Company, Inc. to amend Commission's order dated April 16, 1959, to exclude certain authority from certificate 1074-Sub 4 issued to Barton Truck Line, Inc., overruled.

## TABLE NO. 17

SUMMARY OF MISCELLANEOUS ORDERS  
ISSUED IN MOTOR CARRIER CASES

July 1, 1958 to June 30, 1959

(Continued)

Case No.	Date of Order	NATURE OF ORDER
4009 Sub 4	5-28-59	Petition for rehearing denied.
4066	3-13-59	Corporate name of Gardner Trucking Company, Inc., changed to Oil Field Truckers, Inc.
4120	5-11-59	Application of Roy S. Chadwick, dba Jiffey Messenger Service to delete the words "substantially all of said service to be performed by the use of motorcycles and scooter cars" from the description of authority under certificate 1113, granted.
4134	3-12-59	Carrier's trade name changed from John H. Shafer to John H. Shafer, dba John Henry Shafer Trucking.
4270	4-16-59	Application of Elwood B. Carter, dba Carter Truck Line for reinstatement of certificate 1158, granted.
4252	2- 3-59	Certificate 1162-Sub 2 issued January 21, 1958, to Wycoff Company, amended in conformity with decision of the Supreme Court of the State of Utah, issued January 26, 1959.
4308	8-11-58	Certificate 1135-Sub 1 and 1163-Sub 1 held by Pacific Intermountain Express Company, canceled. Certificate 1163 was reissued to said company to operate as a common motor carrier of specified commodities.
4337	10-16-58	Richard Erickson authorized to suspend operations under certificate 1204 until December 31, 1960.
4401 Sub 1	6- 9-59	Certificate 1186 amended and reissued to Kent Frost, dba Kent Frost Jeep Tours.
4419 Sub 1	3-31-59	Applicant, Utah Freightways, Inc. denied authority to transport commodities from Salt Lake City to Provo over U. S. 91. Its right to use said highways is for travel only. (One Commissioner dissented.)
4419 Sub 1	5-26-59	Utah Freightways, Inc., petition for rehearing, denied.
4465 Sub 1	7-29-58	Petition for rehearing by protestant, Lake Shore Motor Coach Lines, Inc., denied.
4520	2-24-59	Application by Edmond D. Fincher, dba E. D. Fincher, for reinstatement of certificate 1256, granted.

## TABLE NO. 17

SUMMARY OF MISCELLANEOUS ORDERS  
ISSUED IN MOTOR CARRIER CASES

July 1, 1958 to June 30, 1959

(Continued)

Case No.	Date of Order	NATURE OF ORDER
4532	8-14-58	Corporate name of Howard Van Lines, Inc., changed to Global Van Lines, Inc.
4542	7-23-58	Petition for rehearing by Utah Freightways, Inc., defendant, denied.
4547	8-21-58	Corporate name of Arkansas Trucking Company, Inc., changed to Chandler Trailer Convoy, Inc.
4556 to 4572	9- 9-58	Petitions for rehearing denied.
4583	9- 9-58	Petition for rehearing denied.
4584	9- 9-58	Petition for rehearing denied.
4589	9- 9-58	Petition for rehearing denied.
4590	9- 9-58	Petition for rehearing denied.
4602	9- 9-58	Petition for rehearing denied.
4616 to 4622	9- 9-58	Petitions for rehearing denied.
4625	9- 9-58	Petition for rehearing denied.
4627	4- 3-59	Motion for applicant, Whitefield Transportation Company, for rehearing denied.
4628 to 4638	9- 9-58	Petitions for rehearing denied.
4640 to 4643	9- 9-58	Petitions for rehearing denied.
4649	9-17-58	Erratum order to clarify the first paragraph, at bottom of page No. 2, of order issued July 31, 1958 to applicant, Smith Trading Company, Inc.

## TABLE NO. 17

SUMMARY OF MISCELLANEOUS ORDERS  
ISSUED IN MOTOR CARRIER CASES

July 1, 1958 to June 30, 1959

(Continued)

Case No.	Date of Order	NATURE OF ORDER
4649	4-17-59	Corporate name of Smith Trading Co., Inc., changed to Leatham Brothers, Inc.
4656	10-15-58	Petition of protestant, W. H. Linck, dba Link Trucking Company for rehearing, denied.
4746	6-30-59	Application of Luna-Eaves Company, a corporation, and Hadley Transfer and Storage Company, a corporation, for the transfer of the operating rights described in certificate 515 (except for household goods and local cartage authority) from the latter to the former named company, dismissed.
4768	6-22-59	Erratum order to change spelling to Everett Schumaker wherever the name Everett Shumaker appears in Commission's order of June 4, 1959, in this case.

TABLE NO. 18

## SUMMARY OF ORDERS ISSUED IN MISCELLANEOUS CASES

July 1, 1958 to June 30, 1959

Case No.	Date of Order	NATURE OF ORDER
3958	11-21-58	Application of Mount Olympus Park, Inc., to amend certificate 1091 to include Mount Olympus Cove as part of its service area, granted.
4040	2-20-59	Certificate 1091 issued June 11, 1954, to J. Hill Johnson and Leah E. Johnson to operate a water utility, canceled.
4053	10-16-58	Certificate 1095 issued August 10, 1954, to Oscar H. Wood and Zina Elizabeth Wood, dba Woodland Water Company, canceled.
4068	10-16-58	Certificate 1099 issued September 17, 1954, to J. M. Salisbury and Ethel Taylor Salisbury to operate a water utility, canceled.
4323	2- 6-59	Application of Union Telephone Company to amend its loan contract, known as "B Loan" with the Rural Electrification Administration, approved.
4604	7-22-58	Erratum order to make correction to July 18, 1958, where the date of July 18, 1957, appeared in the last line of Commission's order wherein Eastwood Utilities, Inc., was issued certificate 1281.
4662	9- 3-58	Application of Utah Power and Light Company for a certificate to exercise the rights and privileges conferred by franchise granted by Syracuse, dismissed on motion of applicant's attorney. Matter to be resubmitted.
4671	11- 5-58	<p>Agreement entered into on July 23, 1958, between Sandy City Corporation and Union and Jordan Irrigation Company under which Union and Jordan will sell to Sandy City approximately 1,500 feet of 4-inch cast iron pipe main together with all service lines, meters, and other equipment connected thereto lying within that portion of Union and Jordan's service area adjacent to Seventh East Street, south of 8000 South Street, approved.</p> <p>Further ordered that on and after the date Sandy City commences to render culinary water service in the area covered by said agreement, that Union and Jordan shall be relieved of its duty to render culinary water service as a public utility in said area.</p>
4725	12-12-58	Bamberger Railroad Company authorized to abandon its railroad operations.
4774	5- 1-59	Western Pacific Railroad Company authorized to discontinue and dismantle its stockyard at Burmester.

## TABLE NO. 19

## SPECIAL PERMISSIONS ISSUED

July 1, 1958 to June 30, 1959

Purpose for Which Issued	Number Issued
To reduce intrastate railroad freight rates .....	26
To reduce intrastate motor carrier freight rates .....	28
To reduce intrastate motor carrier passenger rates .....	3
To correct errors in railroad tariff publications .....	5
To correct errors in motor carrier freight tariff publication .....	4
To establish rates for new telephone exchange service .....	1
To extend expiration date on railroad rates .....	1
To reduce or discontinue motor carrier passenger service .....	3
To change motor carrier passenger time schedule .....	8
To simplify tariffs .....	1
To publish new tariffs .....	1
To publish a change, no increase or decrease .....	5
To extend effective date on railroad freight rates .....	1
To cancel commodity rates, motor carrier .....	1
Total	88

## TABLE NO. 20

## INFORMAL DOCKETS

July 1, 1958 to June 30, 1959

Docket No.	Date of Order	NATURE OF ORDER
741	11- 8-58	The Denver and Rio Grande Western Railroad Company was authorized to deviate from Rules 1.1 and 1.2 of General Order No. 66, relating to overhead clearances, in connection with service at plant of Industrial Steel Company, Inc., in Salt Lake City.
742	12-10-58	Calera Mining Company was authorized to deviate from Rules 1.1 and 1.2 of General Order No. 66, relating to overhead clearances, in connection with service rendered by Union Pacific Railroad Company at the unloading dock of the Garfield cobalt refinery of Calera Mining Company near Lake Point, Utah.
743	12-16-58	The Denver and Rio Grande Western Railroad Company and Union Pacific Railroad Company, Lessee, were authorized to deviate from Section 2 of General Order No. 66, relating to side clearances, in connection with service at Cudahy Packing Company plant in Davis County, Utah.
744	12- 3-58	Union Pacific Railroad Company was authorized to connect and tie into its train actuated signal circuit the traffic control signals at the intersection of 4th South and Third West Street in Salt Lake City.
745	1-27-59	Utah Power & Light Company was authorized to serve customers in a limited area in the upper Weber River Valley lying easterly from Oakley, Utah, and terminating in the vicinity of the Holladay Park-Alpine acres area, and a form of electric service agreement designed for such service was approved.
746	3- 6-59	Vitro Uranium Company was authorized to deviate from the provisions of Sections 1 and 2 of General Order No. 66, relating to overhead and side clearances, at a track shed at its plant at 600 West 33rd South in Salt Lake City served by The Denver and Rio Grande Western Railroad Company.
747	3- 6-59	Utah Lime and Stone Company was authorized to deviate from Part 1.1 of General Order No. 66, relating to overhead clearances, in connection with the operation of a conveyor on a tail track at its plant at Flux, Tooele County, served by Western Pacific Railroad Company.
748	4- 9-59	New rate schedule No. 6 of Telluride Power Company, entitled "General Service—one meter" was allowed to become effective for service covered by meter readings on and after May 8, 1959. The new schedule affords a reduction in rates and a simplification of the rate structure of Telluride Power Company.



## TABLE NO. 20

## INFORMAL DOCKETS

July 1, 1958 to June 30, 1959

(Continued)

Docket No.	Date of Order	NATURE OF ORDER
749	5-20-59	Union Pacific Railroad Company was granted authority to waive collection of \$145.30 freight charges from Columbia-Geneva Steel Division on one tank car of rejected fuel oil moved from Salt Lake City to Geneva.
750	6- 2-59	Deviation from Part 1.1 of General Order No. 66 was authorized in connection with the operation of a portable conveyor used for loading coal by United States Fuel Company from a coal storage pile near its mine at Hiawatha, Utah, served by Utah Railway Company.

## TABLE NO. 21

## INVESTIGATION DOCKETS

July 1, 1958 to June 30, 1959

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Docket No.	Date of Order	NATURE OF ORDER
71	11-14-58	Wendover Light & Power Company was authorized to publish a new schedule of rates for residential and commercial uses reflecting an increase of not more than one cent per kilowatt-hour in each block in said schedules, the new rates to be effective as to service rendered on and after December 1, 1958.
72	2- 6-59	Complaint of Barton Truck Line, Inc., for disciplinary action against Salt Lake Transfer Company and Ashworth Transfer, Inc. dismissed without prejudice.

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## TABLE NO. 22

## GENERAL ORDERS

July 1, 1958 to June 30, 1959

Order No.	Date of Order	NATURE OF ORDER
76	11-26-58	Revised uniform systems of accounts were prescribed for Class A, Class B, Class C, and Class D telephone utilities operating in Utah, effective January 1, 1959, superseding the systems of accounts prescribed by General Order No. 22, dated October 7, 1927, and by General Order No. 40 dated February 4, 1938.
77	11-28-58	Revised uniform systems of accounts were prescribed for class A, Class B, Class C, and Class D water utilities operating in Utah, effective January 1, 1959, superseding the system of accounts prescribed by General Order No. 14 dated August 12, 1924.

## TABLE NO. 23

## INVESTIGATION AND SUSPENSION DOCKETS

July 1, 1958 to June 30, 1959

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I & S	Docket Date of	NATURE OF ORDER
No.	Order	
115	12-29-58	Charter Coach Tariff No. 12, filed by Lewis Brothers Stages and charter Tariff No. 1-B filed by Lake Shore Motor Coach Lines, Inc., were permitted to become effective on January 1, 1959, and American Buslines, Inc., et al. were authorized to file and make effective on January 1, 1959, charter coach rates in accordance with proposal contained in their petition filed in Case No. 4690.
116	4-23-59	Revised page 16 of Intermountain Tariff Bureau, Inc., Local Cartage Tariff No. 8, P.S.C.U. No. 3, Item 135, applicable only to the account of Martian Delivery Service, was permitted to become effective May 1, 1959.

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TABLE NO. 24

## STATEMENT OF COMMISSION FINANCES

July 1, 1958 to June 30, 1959

	Public Service General	Motor Transport	Total
Appropriations — 1957-1959:			
Unexpended balance — July 1, 1958 .....	\$100,376.06	\$ 22,500.00	\$122,876.06
Departmental collections — 7-1-58 to 6-30-59 .....	3,725.55	.....	3,725.55
Total .....	<u>\$104,101.61</u>	<u>\$ 22,500.00</u>	<u>\$126,601.61</u>
Expenditures:			
Personal services .....	\$ 84,493.96	\$ 17,442.45	\$101,936.41
Travel .....	1,886.59	3,986.64	5,873.23
Current expenses .....	16,535.37	894.22	17,429.59
Capital outlay .....	839.80	176.69	1,016.49
Total .....	<u>\$103,755.72</u>	<u>\$ 22,500.00</u>	<u>\$126,255.72</u>
Unexpended balance — June 30, 1959 .....	\$ 345.89	\$ .....	\$ 345.89

NOTE: The above expenditures include \$22,685.20 representing the prorata share of the Central Administration costs of the Department of Business Regulation provided by the Public Service Commission.

TABLE NO. 25  
 FATALITIES AND INJURIES ON RAILROADS OPERATING IN UTAH  
 January 1, 1958 to December 31, 1958

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	2
Carbon County Railway Company	0	0	0	0	0	0
Denver & Rio Grande Western Railroad Co., The	0	2	0	0	0	14
Ogden Union Railway & Depot Co., The	0	0	0	0	0	8
Salt Lake, Garfield & Western Railway Co.	0	0	0	0	0	0
Salt Lake City Union Depot & Railroad Co.	0	0	0	0	0	0
Southern Pacific Company	0	0	0	0	0	8
Tooele Valley Railway Company	0	0	0	0	0	0
Union Pacific Railroad Company	0	2	0	4	0	7
Utah Railway Company	0	0	0	0	0	0
Western Pacific Railroad Company, The	0	0	0	1	0	1
Total	0	4	0	5	0	40

  

Name of Carrier	Trespassers		Non-Trespassers		Grand Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Bamberger Railroad Company	0	0	0	1	0	3
Carbon County Railway Company	0	0	0	0	0	0
Denver & Rio Grande Western Railroad Co., The	1	1	1	5	2	22
Ogden Union Railway & Depot Co., The	0	2	0	7	0	17
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	1	2	0	0	1	10
Tooele Valley Railway Company	0	0	0	0	0	0
Union Pacific Railroad Company	1	1	2	5	3	19
Utah Railway Company	0	0	0	0	0	0
Western Pacific Railroad Company, The	0	1	0	0	0	3
Total	3	7	3	18	6	74

TABLE NO. 26

PUBLIC UTILITIES OPERATING UNDER  
JURISDICTION OF COMMISSION

June 30, 1959

Class of Utility	Number
Electric light and power companies .....	6
Express company .....	1
Ferry barge .....	1
Motor carriers holding intrastate authority .....	277
Motor carriers holding interstate authority only	182
Natural gas companies .....	3
Railroads — Class I .....	4
Railroads — Class II .....	3
Railroads — interurban .....	1
Railroads — lessor company .....	1
Sewage company .....	1
Sleeping car company .....	1
Telegraph company	1
Telephone companies .....	17
Terminal companies .....	2
Transit companies .....	4
Water companies	16
Total	521