

Report of the

Public Utilities Commission

OF UTAH

To THE GOVERNOR



FROM JANUARY 1, 1929, TO AND INCLUDING DECEMBER 31, 1929

COMMISSIONERS

ELMER E. CORFMAN, President

THOMAS E. McKAY

GEORGE F. McGONAGLE

FRANK L. OSTLER, Secretary.

Office State Capitol, Salt Lake City, Utah.

To His Excellency, George H. Dern,
Governor of the State of Utah.

Sir:—

Pursuant to Section 4780, Compiled Laws of Utah, 1917, the Public Utilities Commission of Utah herewith submits its Report, covering the year 1929.

STATISTICS

The following is a summary of the formal cases before the Commission:

Cases pending from 1925.....	1
Cases pending from 1926.....	1
Cases pending from 1927.....	4
Cases pending from 1928.....	35
Cases filed in 1929.....	70
TOTAL	<u>111</u>

Cases disposed of in 1929.....	94
Cases pending from 1928.....	3
Cases pending from 1929.....	14
TOTAL	<u>111</u>

The Commission also issued 224 Ex Parte Orders, 48 Special Dockets, 16 Grade Crossing Permits, 31 Certificates of Convenience and Necessity, and 4 Automobile Permits. A list of the foregoing will be found elsewhere in this report.

Very respectfully submitted,

(Signed) E. E. CORFMAN,
" THOS. E. McKAY,
" G. F. McGONAGLE,
Commissioners.

(Signed) F. L. OSTLER,
Secretary.

FINANCES OF THE COMMISSION

The following is a statement of the finances of the Commission from January 1, 1929, to and including December 31, 1929:

SALARIES:

Appropriations, Allowances and Receipts:

Unexpended Appropriation, January 1, 1929.....	\$ 11,556.21
Appropriation, July 1, 1929 to June 30, 1931.....	42,000.00
Receipts, January 1, 1929 to June 30, 1929.....	1,207.67
Receipts, July 1, 1929 to December 31, 1929.....	627.42
Total.....	\$ 55,391.30

Disbursements and Amounts Lapsed into General Fund:

Salaries, Commissioners, January 1, 1929 to December 31, 1929....	\$ 12,000.00
Salaries, Clerical, January 1, 1929 to December 31, 1929.....	11,065.52
Balance lapsed into General Fund, Period ending June 30, 1929....	462.10
Total.....	\$ 23,527.62
Available Balance Unexpended, December 31, 1929.....	31,863.68
	\$55,391.30

OFFICE EXPENSES:

Appropriations, Allowances and Receipts:

Unexpended Appropriation, January 1, 1929.....	\$ 706.73
Appropriation, July 1, 1929 to June 30, 1931.....	3,600.00
Deficit Appropriation, April, 1929.....	850.00
Total.....	\$ 5,156.73

Disbursements and Amounts Lapsed into General Fund:

Disbursements January 1, 1929 to December 31, 1929.....	\$ 1,913.02
Balance lapsed into General Fund, Period ending June 30, 1929....	61.62
Total.....	\$ 1,974.64
Available Balance Unexpended, December 31, 1929.....	3,182.09
	\$ 5,156.73

TRAVEL:

Appropriations, Allowances and Receipts:

Unexpended Appropriation, January 1, 1929.....	\$ 188.67
Appropriation, July 1, 1929 to June 30, 1931.....	2,000.00
Receipts, January 1, 1929 to December 31, 1929.....	50.00
Total.....	\$ 2,238.67

Disbursements and Amounts lapsed into General Fund:

Disbursements, January 1, 1929 to December 31, 1929.....	\$	728.94
Balance lapsed into General Fund, Period Ending June 30, 1929...		109.27
		<hr/>
Total.....	\$	838.21
Available Balance Unexpended, December 31, 1929.....		1,400.46
		<hr/>
	\$	2,238.67

EQUIPMENT:**Appropriations, Allowances and Receipts:**

Unexpended Appropriation, January 1, 1929.....	\$	191.97
Appropriation, July 1, 1929 to June 30, 1931.....		400.00
Receipts, January 1, 1929 to December 31, 1929..		10.00
		<hr/>
Total.....	\$	601.97

Disbursements and Amounts lapsed into General Fund:

Disbursements, January 1, 1929 to December 31, 1929.....	\$	196.82
Balance lapsed into General Fund, Period Ending June 30, 1929...		5.15
		<hr/>
Total.....	\$	201.97
Available Balance Unexpended, December 31, 1929.....		400.00
		<hr/>
	\$	601.97

AUTOMOBILES OPERATING FOR HIRE:**Appropriations, Allowances and Receipts:**

Unexpended Appropriation, January 1, 1929.....	\$	1,055.75
Appropriation, March 14, 1929 to June 30, 1929.....		1,493.15
Appropriation, July 1, 1929 to June 30, 1931.....		10,000.00
		<hr/>
Total.....	\$	12,548.90

Disbursements and Amounts lapsed into General Fund:

Disbursements, January 1, 1929 to March 14, 1929.....	\$	945.73
Disbursements, March 15, 1929 to June 30, 1929.....		1,458.92
Disbursements, July 1, 1929 to December 31, 1929.....		2,243.67
Balance lapsed into General Fund, Period Ending March 14, 1929		110.02
Balance lapsed into General Fund, Period Ending June 30, 1929...		34.23
		<hr/>
Total.....	\$	4,792.57
Available Balance Unexpended, December 31, 1929.....		7,756.33
		<hr/>
	\$	12,548.90

BEFORE THE PUBLIC UTILITIES COMMISSION OF
UTAH

In the Matter of the Application of W. E. }
HADLEY and C. M. PETERSON, for }
permission to operate an automobile stage } Case No. 478
line between Garland, Tremonton, and }
Deweyville, Utah. }

ORDER

In this case, the Commission having issued its order, on the 7th day of January, 1929, to W. E. Hadley and C. M. Peterson, holders of Certificate of Convenience and Necessity No. 128, citing them to appear before the Commission and show cause why said certificate should not be cancelled and annulled; and the holders thereof having, on the 11th day of January, 1929, appeared and produced evidence from which it appears that in the operation of the automobile route authorized by said Certificate 128, the management thereof has permitted drivers in charge of the automobiles to drive the same while under the influence of intoxicating liquor;

And it further appearing that the service over said route is well established and much needed;

And it further appearing that the holders of Certificate Number 128 have agreed with the Commission to remove said drivers, and not permit them or any other person to operate their cars while intoxicated, and that they will see to it that persons addicted to the use of intoxicating liquors are not further employed in connection with the operation of said automobile route;

Now, therefore, IT IS ORDERED, That Certificate of Convenience and Necessity No. 128 remain in good standing.

Dated at Salt Lake City, Utah, this 17th day of January, 1929.

(Signed) E. E. CORFMAN,
THOMAS E. McKAY,
G. F. McGONAGLE,
Commissioners.

(Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In Re Petition of Common Carriers by Railroad for an Increase in their Revenues, Ex Parte 87. } Case No. 816.

ORDER

IT IS ORDERED, That application herein of common carriers by railroad for an increase in their revenues, I. C. C. Ex Parte 87, in respect to the intrastate rates within the jurisdiction of the Public Utilities Commission of Utah, be and the same is hereby, dismissed without prejudice.

Dated at Salt Lake City, Utah, this 23rd day of December, A. D., 1929.

(Signed) E. E. CORFMAN,
" THOS. E. McKAY,
" C. F. McGONAGLE,
Commissioners.

(SEAL)
ATTEST:

(Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of the UTAH LIGHT & TRACTION COMPANY, for permission to discontinue service on the Davis County Line, north of the north boundary of Salt Lake City, and to remove all tracks, poles, wires and other equipment used in rendering said service. } Case No. 863.

In the Matter of the Application of the UTAH LIGHT & TRACTION COMPANY, for permission to discontinue operation of its automobile bus line between a point known as White's Hill, through Val Verda District to the State Highway in the City of Bountiful, Davis County, Utah. } Case No. 1063.

In the Matter of the Application of the
 UTAH LIGHT & TRACTION COM-
 PANY, for permission to discontinue a
 part of its street car service on Beck
 street to extend bus service in lieu
 thereof, and to revise schedules for bus
 service to Val Verda and Centerville,
 Utah. } Case No. 1075.

Submitted April 1, 1929.

Decided April 5, 1929.

Appearances:

John F. MacLane and George R. Corey, } For Applicant.
 Attorneys, of Salt Lake City, Utah. }

E. L. Hanson of Bountiful, Utah, and Mrs. } For Certain Pro-
 Jennie Stevens, of Woods Cross, Utah, } testing Residents

REPORT AND ORDER OF THE COMMISSION

By the Commission:

The above-entitled matters involve the transportation needs of the territory being served in part by the applicant, Utah Light & Traction Company, between Salt Lake City, Salt Lake County, and the Town of Centerville, in Davis County, Utah.

In Case No. 863, after hearing, the applicant was authorized, on the 13th day of September, 1926, by an order of the Commission duly made and entered, to discontinue street car service on its Davis County line, north of the boundary of Salt Lake City, and to remove all tracks, poles, wires, and other equipment used in rendering said service, provided if and when it discontinued street car service on its said street car line, that it should, by itself or through some subsidiary corporation, render automobile bus service over the public paved highways between North Salt Lake and Centerville, including intermediate points, of equal frequency and at the same fares as then and theretofore charged by the applicant for rail service, and that provision be made for auxiliary or supplemental service in the morning and evening to Val Verda, as necessity might be shown to require.

It was further ordered in said Case No. 863, that the Commission reserve jurisdiction as to the adequacy, frequency, and continued necessity of such service; and that the Commission would make no more definite order pending the trial of such schedules as might be offered by the applicant; that thereupon the applicant discontinued its street car serv-

ice between Salt Lake City and Centerville and removed all of its tracks, poles, wires, and other equipment used in rendering said street car service, and at the same time instituted over the public highways between said points bus service, including a line via Val Verda, in lieu thereof, which said automobile bus service has continued to the date hereof by the petitioner.

On the 16th day of August, 1928, the Utah Light & Traction Company filed with the Commission a petition (Case No. 1063) that the operation of its automobile bus line via Val Verda be discontinued, by an order of the Commission, for the reason that the same was creating an operating loss in excess of \$20.00 per day, and for the further reason that the highway was not being properly maintained, and that the continued service was neither required nor necessary.

A public hearing on this petition was held before the Commission, at its office in the State Capitol, Salt Lake City, Utah, on the 8th day of October, 1928, at which hearing a large number of citizens and property owners residing at Val Verda appeared and protested the discontinuance of the service on said line.

On the 14th day of November, 1928, the Utah Light and Traction Company filed with the commission a petition (Case No. 1075) for an order permitting it to discontinue a part of its street car service on north Beck Street, in Salt Lake City, and to substitute therefor and in lieu thereof, automobile bus service, and to revise its present schedules for bus service to Val Verda and Centerville. In this case the petitioner prayed that the Commission, under the jurisdiction heretofore reserved in Case No. 863, issue its order authorizing the petitioner to discontinue street car service between Warm Springs and Terminal, during the non-rush hours each day, that is to say, between Nine A. M. and Four P. M. and between Seven P. M. and Twelve P. M., and during such non-rush hours, to operate buses between Bountiful and Warm Springs, rendering service to Val Vrda, making at least five trips per day; also during such non-rush hours to discontinue bus service between Bountiful and centerville, except for one trip about noon each day, except Sundays and holidays; and further petitioned that its application in said Case No. 1063 be dismissed without prejudice.

At the hearing in Case No. 1063, after taking the testimony of interested parties, it was suggested by the Commission that the matters involved might be disposed of to the satisfaction of all concerned by meeting in conference and reporting to the Commission the result of any agreement ar-

rived at. Acting upon the suggestion, conferences were held between representatives of the people and the petitioner, on November 14, 1928, the result of which conference, and subsequent conferences, was that it would be satisfactory for the petitioner, Utah Light & Traction Company, to make changes in its street car and bus service in the territory under consideration, and to render service commencing April 8, 1929, as follows:

“Operate street cars to Terminal (the end of the line), three trips each morning and evening to carry peak loads, and during the balance of the day buses will connect with the street cars at Warm Springs, thus eliminating street car service between Warm Springs, and the end of the line, during the off-peak hours of each day. These buses will operate approximately every hour to Bountiful with eight round trips daily to Centerville, except on Sundays and holidays when no service will be maintained between Centerville and Bountiful.

“Val Verda bus service will remain unchanged.”

Now, therefore, in accordance with and by reason of said agreement and understanding reached between the petitioner and the people residing in the territory affected, including Bountiful, Centerville, and Val Verda;

IT IS HEREBY ORDERED, That the petitioner, Utah Light & Traction Company, be, and it is hereby, authorized and permitted to render street car and bus service in accordance with said agreement and understanding heretofore quoted and bus service, including as at present via Val Verda, over the highways and upon the following time schedules:

SOUTHBOUND		NORTHBOUND	
Bountiful	Centerville	North City Limits	Warm Springs
6:00 A.M.		6:18 A.M.	
6:40 "	6:30 A.M.	7:00 "	
7:40 "	7:30 "	8:00 "	
8:40 "	* 8:30 "		9:10 A.M.
9:40 "			10:10 "
11:20 "			11:50 "
12:40 P.M.	12:30 P.M.		1:10 P.M.
1:40 "			2:10 "
2:40 "			3:10 "
3:40 "		4:00 P.M.	
4:40 "	4:30 "	5:00 "	
5:40 "	5:30 "	6:00 "	
6:40 "	6:30 "		7:10 "
7:40 "			8:10 "
8:40 "			9:10 "
10:20 "	10:10 "		10:50 "
11:55 "			12:25 "

*School days only.

ORDERED FURTHER, That Case No. 1063 be, and the same is hereby, dismissed, without prejudice.

ORDERED FURTHER, That the Commission retain its jurisdiction over the street car and bus service herein involved, pending trial as to the adequacy of such services herein authorized, to meet the convenience and needs of the public.

ORDERED FURTHER, That this order become effective April 8, 1929.

(Signed) E. E. CORFMAN,
 THOMAS E. McKAY,
 G. F. McGONAGLE,
 Commissioners.

(SEAL)
 Attest:

(Signed) F. L. OSTLER,
 Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
 OF UTAH

In the Matter of the Application of the ALTA AUTO BUS & STAGE COM- PANY to transfer to ELBERT G. DES- PAIN all its right, title and interest in the auto passenger and freight line between Salt Lake City and Alta, Utah.	}	Case No. 867.
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ORDER

Elbert G. Despain, the owner and holder of Certificate of Convenience and Necessity No. 265, issued in the above-entitled case, June 17, 1926, having appeared before the Commission and made a showing that for a long time past he has been operating and rendering automobile passenger and freight service between Salt Lake City and Alta, Utah, that there is practically no freight or passenger business originating at the present time over said route; and that continued operation would result in confiscation of his property devoted to said service;

Now, therefore, by reason of the premises, IT IS HEREBY ORDERED, That the said Elbert G. Despain be, and he is hereby, permitted to discontinue rendering passenger and

freight automobile service over his said route, until such time as public interest shall require the resumption of the same.

Dated at Salt Lake City, Utah, this 2nd day of August, 1929.

(Signed) E. E. CORFMAN,
THOMAS E. McKAY,
G. F. McGONAGLE,
Commissioners.

(SEAL)

Attest:

(Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of CLARENCE T. MADSEN, for permission to operate an automobile freight line between Gunnison, Centerfield, and Gunnison Railroad Station, Utah. } Case No. 913.

SUPPLEMENTARY REPORT AND ORDER OF THE
COMMISSION

By the Commission:

Under date of October 9, 1926, the Public Utilities Commission of Utah issued Certificate of Convenience and Necessity No. 279 (Case No. 913), authorizing Clarence T. Madsen to operate an automobile freight line between Gunnison, Centerfield, and Gunnison Railroad Station, Utah.

The Commission now finds that owing to the failure of Clarence T. Madsen to comply with the provisions of Chapter 117, Laws of Utah, 1925, requiring the filing with the Commission of reports and payment of road taxes, Certificate of Convenience and Necessity No. 279 should be cancelled.

IT IS THEREFORE ORDERED, That Certificate of Convenience and Necessity No. 279, be and it is hereby, cancelled, and the right of Clarence T. Madsen to operate an automobile freight line between Gunnison, Centerfield, and Gunnison Railroad Station, Utah, be, and it is hereby, revoked.

Dated at Salt Lake City, Utah, this 23rd day of March, 1929.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
G. F. McGONAGLE,
Commissioners.

(SEAL)

Attest:

(Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

HENRY I. MOORE and D. P. ABER-
CROMBIE, Receivers for the SALT
LAKE & UTAH RAILROAD COM-
PANY,

Complainant,

vs.

UTAH IDAHO CENTRAL RAILROAD
COMPANY, P. H. MULCAHY, Receiv-
er for UTAH IDAHO CENTRAL RAIL-
ROAD COMPANY, THE UTAH IDA-
HO CENTRAL RAILROAD COM-
PANY, BAMBERGER ELECTRIC
RAILROAD COMPANY and UTAH
RAILWAY COMPANY,

Defendants.

Case No. 928.

Submitted: October 13, 1928.

Decided: January 5, 1929.

Appearances:

Henry I. Moore and F. M.
Orem, Salt Lake City,
Utah.

for Utah Idaho Central Rail-
road Company, P. H. Mul-
cahy, Receiver, and The
Utah Idaho Central Rail-
road Co.

for Receivers for the Salt
Lake & Utah Railroad Co.

DeVine, Howell, Stine, &
Gwilliam, Attorneys, Og-
den, Utah.

REPORT OF THE COMMISSION

By the Commission:

Under date of October 27, 1926, complaint was filed by Henry I. Moore and D. P. Abercrombie, Receivers for the Salt Lake & Utah Railroad Company, against Utah Idaho Central Railroad Company, P. H. Mulcahy, Receiver, Bam-berger Electric Railroad Company, and Utah Railway Com-pany. On May 31, 1928, an amended complaint was filed with the Commission, adding THE Utah Idaho Central Rail-road Company as a defendant.

The complaint as amended alleges that effective Septem-ber 1, 1921, through rates on coal were established from points on the Utah Terminal Railway to points on Utah Idaho Cen-tral Railroad via Utah Terminal Railway, Utah Railway to

Provo, Salt Lake & Utah Railroad to Salt Lake City, Bamberger Electric Railroad to Ogden, thence Utah Idaho Central Railroad to destination; that these rates and route were established by order of the Commission in Case No. 436.

Complainant also sets forth that large quantities of coal have been shipped since September 1, 1921, from Carbon County points to points on Utah Idaho Central Railroad via Salt Lake & Utah Railroad and Bamberger Electric Railroad; that freight charges for the combined haul or entire service have been collected by Utah Idaho Central Railroad and its Receiver, P. H. Mulcahy, and THE Utah Idaho Central Railroad Company, its successor; that said Railroad and its Receiver, and THE Utah Idaho Central Railroad Company, successor, retained an unreasonable proportion of said freight charges, and disregarded the many protests with respect to divisions made by the Receivers of the Salt Lake & Utah Railroad Company; that the revenues allowed Salt Lake & Utah Railroad by the former were inadequate and not compensatory and without agreement or concurrence on the part of Salt Lake & Utah Railroad and its Receivers.

Complainant asks that formal hearing be held and that the Commission issue an order, (1) fixing just, reasonable, equitable, and compensatory divisions of through freight rates applying on said shipments of coal moving between February 20, 1926, and six months prior to the receivership of Utah Idaho Central Railroad Company; (2) reparation on all shipments of coal which moved since February 20, 1926; and (3) fixing division basis for the future and such further relief as may be found to be just and reasonable.

A copy of said complaint was forwarded the defendants to satisfy or answer within ten days. In due time, an answer was made by the defendants, Utah Idaho Central Railroad Company, the Receiver, and THE Utah Idaho Central Railroad Company. Defendants, Bamberger Electric Railroad Company and The Utah Railway Company entered no appearances.

On the issues formed, the case came on regularly for hearing, June 17, 1928, in accordance with due notice given.

It appears from the evidence that the Peerless Coal Company, Spring Canyon Coal Company, and the Standard Coal Company, at the times said in the complaint, were the owners of and engaged in the active operation of certain coal mines or properties in Spring Canyon, Carbon County, Utah.

That on July 9, 1920, in P. U. C. U. Case No. 320, the

Commission issued Certificate of Convenience and Necessity No. 85, authorizing the construction and operation of a single track, standard gauge railroad by the Utah Terminal Railway Company, to connect Standardville, located in Spring Canyon, with Utah Railway, for the purpose of engaging in intrastate business, only.

That prior to the construction of the Utah Terminal Railway, through carload rates on coal had been established from Panther, Hiawatha, Mohrland, East Hiawatha, Wattis Junction, and Utah Railway Junction, all in Carbon County, to points on the Los Angeles & Salt Lake Railroad, Oregon Short Line Railroad, Bingham & Garfield Railway, Southern Pacific Company, Tooele Valley Railway, Union Pacific Railroad, Bamberger Electric Railroad, Denver & Rio Grande Western Railroad, Salt Lake & Utah Railroad, and Utah Idaho Central Railroad.

That there were at that time no joint through rates to the points referred to in the preceding paragraph from Peerless, Storrs, (Spring Canyon), and Standardville; that the combination rates over the junction point of the Utah Terminal Railway and the Utah Railway would be unreasonable if continued after the Fifteenth day of June, 1921; that complaint was thereupon filed by the Peerless Coal Company, Spring Canyon Coal Company, and Standard Coal Company, praying for the same rates on coal outbound and other commodities inbound from and to Peerless, Storrs, and Standardville as then applied from and to Wattis Junction, Hiawatha, and Mohrland; that after hearing Case No. 436, the Commission ordered through rates established via various routes, such rates not to exceed those from and to Hiawatha and Mohrland; that in said order the Commission stated:

“ORDERED FURTHER, That the Commission reserve unto itself the right to prescribe the method of operation of said Utah Terminal Railway, and to prescribe the manner in which said joint through rates shall be divided among the respective defendant carriers, in the event carriers are unable to make a satisfactory adjustment of such matters.”

Exhibits were introduced, including tariffs containing rates and routes, adoption notices, also statements showing cars of coal which moved via the Utah Railway, Salt Lake & Utah Railroad, Bamberger Electric Railroad, and Utah Idaho Central Railroad, from February 21, 1926, to and including March 17, 1928. These statements contain waybill references, numbers and initials of cars, kinds of coal, weights,

freight charges, division of revenue as settled and miles coal was transported by Salt Lake & Utah Railroad and Utah Idaho Central Railroad and its successors.

Complainant's witness testified at length, pointing out what it claimed to be unjust divisions which were being made and revenues received by the Salt Lake & Utah Railroad and Utah Idaho Central Railroad. As illustrative, some of the items to which the particular attention of the Commission was directed, are shown to be follows:

Salt Lake & Utah Railroad			Utah Idaho Central Railroad				
From	To	Miles	Rev- enue	per car Mile	Miles	Rev- enue	per car Mile
Peerless	Plain City ..	47.2	\$16.51	\$.35	10.5	\$33.67	\$2.75
Nat'l. Junct.	Farr West ..	47.2	14.47	.31	6.8	52.70	7.75
Standardville	Mendon	47.2	13.68	.30	50.8	47.96	.96
Panther	Logan	47.2	16.87	.35	67.8	59.12	.87
Standardville	N. Ogden	47.2	12.71	.27	5.9	46.30	7.67
King Mine	Wellsville	47.2	13.53	.30	56.3	47.44	.85
Wattis	Five Points	47.2	17.79	.38	2.7	24.30	9.00
Spring Canyon	Eden	47.2	21.87	.48	10.7	53.10	5.00
	Ironton	3.8	33.30				8.76
	Lakeview	1.7					19.60
	Curtis	3.4					9.80
	Payson	19.4	33.30				1.70
	Salt Lake	47.2	38.95				.82½
	Riverton	29.3					1.20

Witness for the complainant testified that although efforts have been made on the part of representatives of the Salt Lake & Utah Railroad Company and its Receivers since 1922, to arrive at some fair basis on which to divide revenues on coal shipments, no agreement had ever been made; that in the absence of an agreed division basis, Rule 48, Page 38, Railway Accounting Officers Association Synopsis 1921, should govern. Complainant suggested that a basis of division should be established by the Commission, allowing one mile for each mile on the Salt Lake & Utah Railroad to one and one-half miles for each mile on The Utah Idaho Central Railroad, or, as an alternative, allow one mile for each mile on the Salt Lake & Utah Railroad and one and one-fourth miles for each mile on The Utah Idaho Central Railroad, with a minimum of twenty-five per cent of the revenue earned north of Provo, in order to take care of terminal expenses such as reporting of waybills, accounting, collection, and incidental costs.

The record shows that the Salt Lake & Utah Railroad Company, Henry I. Moore and D. P. Abercrombie, Receivers, accepted monthly divisions from Utah Idaho Central Railroad Company and its successors, from September 1, 1921, to date.

The record further shows that coal from Carbon County points destined points on Utah Idaho Central Railroad may move as follows:

Denver & Rio Grande Western Railroad to Ogden, Utah Idaho Central Railroad.

Utah Railway to Provo, Denver & Rio Grande Western Railroad to Ogden, Utah Idaho Central Railroad.

Utah Railway to Provo, Salt Lake & Utah Railroad to Salt Lake City, Bamberger Electric Railroad to Ogden, Utah Idaho Central Railroad.

Denver & Rio Grande Western Railroad to Provo Los Angeles & Salt Lake Railroad to Salt Lake City, Oregon Short Line Railroad to Ogden, Utah Idaho Central Railroad.

Utah Railway to Provo, Los Angeles & Salt Lake Railroad to Salt Lake City, Oregon Short Line Railroad to Ogden, Utah, Utah Idaho Central Railroad, or

Any of the preceding routes with Oregon Short Line Railroad to destination from Ogden instead of Utah Idaho Central Railroad.

The record also shows that divisions on coal moving via the steam lines from Carbon County points to points on Utah Idaho Central Railroad were originally fixed about the year 1915 or 1916; that the rates via all routes were the same; that subsequent to the Commission's Order in Case No. 436, Utah Idaho Central Railroad concurred in publication of through rates on coal from Peerless, Storrs, and Standardville via the Utah Terminal Railway, Utah Railway, Provo, Salt Lake & Utah Railroad to Salt Lake City, Bamberger Electric Railroad to Ogden and Utah Idaho Central Railroad to destinations, provided the divisions remain the same as via the steam railroads, or in other words, provided Utah Idaho Central Railroad receives the same divisions of revenues whether shipments move via steam lines or in connection with electric railroads.

From the evidence the Commission further finds:

1. That complainant, Salt Lake & Utah Railroad Company, is a corporation, organized and existing under the laws of Maine, and as a foreign corporation is authorized to engage in business in Utah, with principal place of business at Salt Lake City, Utah; that it is now and has for several years been engaged in the operation of an electric railroad between

Salt Lake City and Payson and intermediate points, and Granger and Magna and intermediate points, transporting passengers, freight, and express in interstate and intrastate commerce; that on July 25, 1925, the road became insolvent and Henry I. Moore and D. P. Abercrombie were appointed Receivers of it by the United States District Court.

2. That Utah Idaho Central Railroad Company is a corporation, organized and existing under the laws of Utah, with its principal place of business in Ogden, Utah; that it and its successors operate an electric railroad for the transportation of passengers, freight, and express, in interstate and intrastate traffic, between Ogden, Utah, and Preston, Idaho, and certain branches; that on August 20, 1926, P. H. Mulcahy was appointed by the United States District Court to act as Receiver for Utah Idaho Central Railroad Company; that THE Utah Idaho Central Railroad Company, its successor, is a Delaware corporation, created November 1, 1926, and it is duly authorized to transact business in Utah; that said corporation was organized to purchase and take over and operate all of the property of the old Company, Utah Idaho Central Railroad Company.

3. That the Bamberger Electric Railroad Company is a Utah corporation, engaged in the business of transporting passengers, freight, and express between Salt Lake City and Ogden, Utah, and intermediate points, with its principal place of business at Salt Lake City.

4. That the Utah Railway Company is a corporation, operating a steam railroad between Provo and Mohrland, including various branches; that it has taken over and now operates lines which were formerly known as Utah Terminal Railway, which served Peerless, Storrs, and Standardville, and National Coal Railway, which in turn served Union, Consumers, National, Great Western, and Coal City, on Gordon Creek, all in Carbon County, Utah.

5. The Commission in said Case No. 436, upon complaint of Peerless Coal Company, Spring Canyon Coal Company, and Standard Coal Company, rendered its report and order requiring carriers to establish rates on coal outbound and other commodities inbound to and from all points on certain railroads involved, so as not to exceed the rates from and to Hiawatha and Mohrland, Utah.

6. That the Commission provided in its said order that it reserved unto itself for the future, the right to prescribe the method of operation of Utah Terminal Railway, and pre-

scribe the manner in which joint rates should be divided among participating carriers, in the event the carriers were unable to make a satisfactory adjustment or division of rates among themselves.

7. That rates and routes were published in accordance with the Commission's Report and Order in Case No. 436.

8. That there exists a custom, prevalent among railroad companies, that whenever an additional route is instituted, involving the addition of other lines over a portion of the haul, that the other lines accept the same proportion of revenue which has theretofore accrued to lines furnishing the service over such portion.

9. That defendants, Utah Idaho Central Railroad Company and its successors, collected freight charges on shipments of coal and made monthly settlements with the Salt Lake & Utah Railroad Company, and its Receivers, throughout the period of time complained of herein by complainant.

10. That defendant, Utah Idaho Central Railroad Company, and successors, in making these settlements with complainant, made remittances on the same bases as would have accrued to the steam lines between the same points, if shipments had moved via the steam lines.

11. That on September 2, 1925, the Utah Railway Company, through its representative, advised representatives of Utah Idaho Central Railroad Company, Bamberger Electric Railroad Company, and Salt Lake & Utah Railroad Company that there were other localities desiring representation in the tariff under consideration, and asked if said carriers would concur in division of through rates from all points on the National Coal Railway on the same bases as then applied to and from Kingmine, formerly Hiawatha.

12. That defendant, Utah Idaho Central Railroad Company, under date of September 3, 1925, forwarded its letter of concurrence providing "Utah Idaho Central is to receive the same revenue as per divisions now covering rates to and from Kingmine and will appreciate representation"; that a copy of this letter was also mailed to representatives of the Salt Lake & Utah Railroad Company and Bamberger Electric Railroad Company.

13. That complainant, Salt Lake & Utah Railroad Company, under date of September 4, 1925, forwarded its letter of concurrence, in which was stated:

*" * * * We request that these rates be published so as to apply via Salt Lake & Utah Railroad Company, rates to*

divide, allowing our line same revenue as has agreed to on this from Kingmine."

Copies of this letter were sent to representatives of Utah Idaho Central Railroad Company and Bamberger Electric Railroad Company.

14. That in accordance with these communications, rates on coal were published to become effective October 14, 1925, from Utah Railway Points to points on Utah Idaho Central Railroad, with routing via the so-called electric route.

15. That the effective date of the first tariff (Utah Railway No. 47, P. U. C. U. No. 16), publishing rates on coal via so-called electric route, was September 1, 1921; and although the Commission, in its Report and Order in Case No. 436, specifically provided that in case carriers were unable to agree upon a basis of divisions, the matters should be brought before the Commission which had retained jurisdiction; no complaint was made to the Commission until July 30, 1926; that it appears that although settlements were being made each month during this five year period now complained of by complainant, complainant had on numerous occasions requested a conference with defendant, for the purpose of agreeing on some basis of divisions, such requests had not met with success.

16. Defendants, Utah Idaho Central Railroad Company, and its successors, make herein the following objections to the relief sought for by the complainant herein:

That it affirmatively appears from the amended complaint that Utah Idaho Central Railroad Company is not now and has not been since August 20, 1926, nor has P. H. Mulcahy, Receiver thereof, since November 20, 1926, engaged in the business of operating a railroad in interstate or intrastate commerce within the State of Utah, or at all, and that even if the Commission had jurisdiction, power, and authority to make the divisions as prayed for in plaintiff's amended complaint, it has no jurisdiction, power, or authority to grant reparations because of any claimed inequality of division in the past, and that inasmuch as said Company is not now, and said Receiver is not now operating any line of railroad, the Commission has no jurisdiction, power, or authority to make any order other than an order for reparation.

That on August 20, 1926, in an action then pending in the District Court of the United States, for the District of Utah, Northern Division, wherein the Westinghouse Electric & Manufacturing Company was plaintiff and said Utah Idaho

Central Railroad Company was defendant, a receiver was appointed by said Court to take charge of and operate all of the properties of the said defendant, and no permission has been granted by said Court to institute these proceedings against said Company or against said Receiver; but, on the contrary, the plaintiffs and all others were enjoined by the order of said Court from instituting any proceedings against said defendant Company, and cannot institute any proceedings against this Receiver except by permission of said court.

Without waiving, but expressly relying upon these objections, the defendants object to the jurisdictional power and authority of the Commission to determine any divisions on the shipments of coal from any of the points of origin named in said amended complaint, except from the points named in the order made and entered by the above-named Commission, in Case No. 436, on the 26th day of July, 1921, effective September 1, 1921, to-wit, from Peerless, Storrs, and Standardville, Utah.

That THE Utah Idaho Central Railroad Company has only been engaged in the business of operating a railroad in interstate and intrastate commerce within the State of Utah, since November 20, 1926, and that even if the Commission had jurisdiction, power, and authority to make divisions as prayed for by plaintiffs, it has no jurisdiction, power, or authority to grant reparations because of any claimed inequality of division in the past, and that inasmuch as no complaint was filed against this defendant until the amended complaint was filed, the Commission has no jurisdiction, power, or authority to make any order against this defendant so far as divisions are concerned in the movement of coal prior to the entering of the order, other than an order for reparations.

Objection was also made by the defendants that the Commission has no jurisdiction over interstate traffic.

In considering the evidence, the Commission concludes that rulings on said objections are not now necessary in view of the manner in which this case must be decided.

The Commission concludes from the evidence that the physical condition of the lines of complainant and defendants, Utah Idaho Central Railroad Company and successors, is very much the same, with somewhat heavier grades and curvatures on the lines of said defendants; that both lines transport the same general commodities, with practically the same diversification of tonnage; that the major elements involved and the factors which should be given consideration

in formulating bases of divisions on this and similar cases are as follows:

(a) Originating carrier is required to furnish the equipment; pay the per diem charge on the cars; billing of freight; and handling to the junction point of connection with joint carrier.

(b) Intermediate carrier is required to interchange the waybill at the first junction and carry the car to the second junction; there the car is delivered to connection with interchange of waybill. If delivery is made on the same day the car is received, there is no per diem charge. Otherwise, the carrier would be required to pay an average per diem charge of five dollars per car.

(c) Destination carrier is required to provide track and station facilities, including team tracks and driveways. This carrier is required to pay per diem charges on all cars after the first forty-eight hours after the first seven A. M., with Sundays and holidays excepted, from the time the cars are received until delivered to connection. This carrier must provide adequate maintenance and station forces. It must provide facilities and employes to handle the accounting for bills collecting of freight charges reporting of bills to accounting department; reporting of bills in interline settlement; remittances of money to joint carriers, etc.

(d) Physical characteristics should be given much consideration in formulating division bases.

(e) Control of traffic or traffic relation with shippers and joint carriers. The carrier which is vital to through route is naturally in a position to insist on a large percentage of the total charges.

(f) Special train service is often necessary in giving service, and when rendered is a very important element in considering divisions.

(g) Financial needs of joint carriers, together with the probable financial effect on carriers of adopting division bases, must be considered.

While there may be additional elements which should be considered in arriving at fair bases of divisions, we believe we have pointed out the most important ones.

We believe it to be a custom generally recognized by carriers that the requirements of initial or terminal carriers in revenue, greatly exceed those of intermediate carriers.

The fact that complainant, Salt Lake & Utah Railroad, Henry I. Moore and D. P. Abercrombie, Receivers, did not

attack the bases of divisions of revenues accruing to the Utah Railway Company, indicates that the complainant recognized the value of the Utah Railway Company in originating this coal traffic.

On some shipments destined to points on line of Utah Idaho Central Railroad and its successors, the revenue per car mile accruing to said carrier has amounted to as much as \$9.00, while on the same shipments the per car mile revenue accruing to the Salt Lake & Utah Railroad was only \$.38. However, such instances are not comparable, because movements under the higher rate usually required the handling by special train crews and locomotives of the defendant, to make two round trips for delivery of loaded cars and return of empty cars.

The evidence shows that in some instances where coal was shipped to points on the Salt Lake & Utah Railroad, the revenue accruing to said Salt Lake & Utah Railroad Company and Receivers, has amounted to as much as \$19.60 per car mile. This is further proof that the destination carrier requires and is in a better position to receive or demand greater revenues than intermediate carriers.

A substantial portion of the tonnage transported by Utah Idaho Central Railroad is represented by the movement of coal; and said carrier has only recently passed out of receivership; and to disturb the present bases of divisions on coal would be an invitation to certain steam lines to adjust the bases of divisions on coal traffic moving via their lines, with serious financial loss to THE Utah Idaho Central Railroad Company, which might have the effect of disturbing the entire rate structure.

It should be remembered here that there are several routes by which these shipments could have moved and now can move, and the fact that for five months of the year 1928, the Salt Lake & Utah Railroad Company handled only 7.6 per cent of the coal tonnage destined points on THE Utah Idaho Central Railroad, indicates to us that the so-called electric route offers practically no additional service or privileges to the shipper except diversion.

The suggested bases for dividing the revenues as outlined by witnesses for complainant, would generally, and especially in instances where special train service is required, be grossly unfair.

In view of these facts and conclusions, we are of the opinion that the present bases of divisions on coal traffic

should not be disturbed and that the complaint of complainant herein should be dismissed.

An appropriate order will be issued.

(Signed) E. E. CORFMAN,
THOMAS E. McKAY,
G. F. McGONAGLE,

Commissioners.

Attest:

(Signed) F. L. OSTLER,
Secretary.

ORDER

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 5th day of January, 1929.

HENRY I. MOORE AND D. P. ABERCROMBIE, RECEIVERS FOR THE SALT LAKE & UTAH RAILROAD COMPANY,

Complainants,

—vs.—

UTAH IDAHO CENTRAL RAILROAD COMPANY, P. H. MULCAHY, RECEIVER FOR UTAH IDAHO CENTRAL RAILROAD COMPANY, THE UTAH IDAHO CENTRAL RAILROAD COMPANY, BAMBERGER ELECTRIC RAILROAD COMPANY, AND UTAH RAILWAY COMPANY,

Defendants,

Case No. 928.

This case being at issue upon complaint and answer on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the complaint herein be, and it is hereby, dismissed.

By the Commission.

(SEAL)

(Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Investigation of Railroad Rates on Grain and Grain Products }
Applicable to intrastate rates in Utah, in } Case No. 952.
relation to I. C. C. Docket 17,000, Part 7. }

ORDER

NOW THEREFORE, IT IS ORDERED, That the above entitled matter of the Investigation of railroad rates on grain and grain products applicable to intrastate rates in Utah, as relative to I. C. C. Docket 17,000, Part 7, Rate Structure Investigation, be and the same is hereby, dismissed without prejudice.

Dated at Salt Lake City, Utah, this 23rd day of December, 1929.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
G. F. MCGONAGLE,
Commissioners.

Attest:

(Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of THOMAS MASTROS, for permission to operate an automobile passenger stage line between Milford and Beaver, Utah. } Case No. 958.

SUPPLEMENTARY REPORT AND ORDER
OF THE COMMISSION

By the Commission:

Under date of May 25, 1927, the Public Utilities Commission of Utah issued Certificate of Convenience and Necessity No. 300 (Case No. 958), authorizing Thomas Mastros to operate an automobile passenger bus line between Milford and Beaver, Utah, and intermediate points.

The Commission now finds that owing to the failure of Thomas Mastros to comply with Section 4818-X, Session Laws of Utah, 1925, requiring the filing of insurance policies

and bonds, and Chapter 117, Session Laws of Utah, 1925, providing for certain tax reports to be made to the Commission by automobile bus lines, Certificate of Convenience and Necessity No. 300 should be cancelled.

IT IS THEREFORE ORDERED, That Certificate of Convenience and Necessity No. 300 be, and it is hereby, cancelled, and the right of Thomas Mastros to operate an automobile passenger bus line between Milford and Beaver, Utah, and intermediate points, be, and it is hereby, revoked.

Dated at Salt Lake City, Utah, this 16th day of January, 1929.

(Signed) E. E. CORFMAN,
 THOMAS E. MCKAY,
 G. F. MCGONAGLE,
 Commissioners.

(SEAL)

Attest:

(Signed) F. L. OSTLER,
 Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
 OF UTAH

In the Matter of the Application of the
 UTAH LIGHT & TRACTION COM-
 PANY, for permission to operate an auto-
 mobile bus line over certain streets in
 Salt Lake City, Utah. } Case No. 966.

Submitted January 28, 1929.

Decided February 14, 1929.

Appearances:

George R. Corey, Attorney, of Salt Lake City, Utah,	{	for Applicant.
Shirley P. Jones, City At- torney, of Salt Lake City, Utah.	{	for City of Salt Lake.
William Reger, Attorney, of Salt Lake City, Utah.	{	for Certain Citizens.
Herbert M. Schiller, Attorn- ey, of Salt Lake City, Utah.	{	for Ladies' Literary Club.
C. W. Collins, Attorney, of Salt Lake City, Utah.	{	for Eastern Star.
W. Clyde Price, of Salt Lake City, Utah.	{	for Second Church of Chris- tian Science.

REPORT OF THE COMMISSION

By the Commission :

On the 16th day of April, 1927, the Utah Light & Traction Company filed with the Public Utilities Commission of Utah its application herein, to establish, maintain, and operate an automobile bus line upon the streets of Salt Lake City :

Beginning on Fourth South and Main Streets; thence on Main to South Temple; thence on East South Temple to Federal Way; thence on Federal Way to Wolcott; thence on Wolcott to Perry Avenue, thence on Perry Avenue to Virginia; thence on Virginia to East South Temple; thence on East South Temple to Main Street; thence on Main Street to the intersection of Fourth South and Main Streets.

Buses to operate on such schedules as applicant may determine as best suited to the patrons of the proposed service; the fare to be charged to be Ten Cents for one continuous passage between the termini of said bus line.

This application was made upon the condition that the applicant be permitted to stop and discontinue rendering street car service over South Temple Street in Salt Lake City between "E" and Virginia Streets, and to remove the tracks and equipment used in rendering service thereon, as applied for by the applicant in P. U. C. U. Case No. 965.

Case No. 966 came on regularly for hearing before the Commission, at its office in the State Capitol, Salt Lake City, Utah, on the 4th day of May, 1927, in conjunction with said Case No. 965, the two cases being combined as one for hearing at the said time.

A number of civic organizations, as well as individual owners of real property on South Temple Street, appeared, some favoring and others opposing the granting of the applications as applied for in these cases.

After an extended public hearing, the application in Case 965, to discontinue street car service on South Temple Street between "E" Street and Virginia Street, was granted. However, in Case 966, insufficient facts had been developed in the hearings theretofore held to enable the Commission to determine whether public convenience and necessity requires the automobile service as applied for in said case, and, thereupon, the Commission issued an order continuing said Case No. 966 as an independent matter, for further investigation, hearing, and determination of all particulars that might have

any bearing on the applicant's proposed bus service, upon the expressed condition and agreement entered into by the applicant with the Commission that it would not withdraw its said application for bus service on the said streets, and that it would abide with all orders made by the Commission with respect thereto, subject, however, to its right to apply for modification of the same and to have the same reviewed by the courts, as by the Public Utilities Act or otherwise provided.

On the 11th day of January, 1929, the Ladies' Literary Club, and other civic and fraternal organizations, as well as individuals having property interests on South Temple Street, filed with the Commission a complaint that they were suffering serious inconvenience by reason of the discontinuance of street car service on South Temple Street, in the manner as granted in said Case 965, and petitioned that the Utah Light & Traction Company be required to install automobile bus service in lieu thereof, as applied for by the applicant in this case. Said petitioners further represented that they had joined with others in approving of the tearing up of the street railway tracks on South Temple Street with the understanding that bus service would be given by the applicant in lieu thereof and as applied for in said Case 966.

Thereupon, the Commission issued notice, assigning this case for further hearing at Salt Lake City, Utah, on the 28th day of January, 1929, at which time and place a further hearing and investigation was had, from which it appears:

1. That the applicant, Utah Light & Traction Company, is a corporation under the laws of the State of Utah, with its principal office and place of business in Salt Lake City, Utah; that it now owns and operates, and for many years last past has operated, an electric street and interurban railway system located in Salt Lake City and Salt Lake and Davis Counties, the value of its street car system being approximately \$9,500,000; that it also owns and operates a number of automobile bus lines connecting with and as a part of its transportation system.

2. That prior to 1927, the applicant owned and operated as a part of its street railway system, a street car line located on East South Temple Street, in Salt Lake City, extending from "E" Street to Virginia Street, commonly known as the "South Temple Line", which was constructed about the year 1907; that said South Temple Line, prior to 1927, had been lawfully maintained and operated under and pursuant to fran-

chises duly granted by Salt Lake City to the predecessors in interest of the applicant.

3. That in 1927, a substantial number of property owners and residents of South Temple Street petitioned the City Commission of Salt Lake, asking that street car service be discontinued from "E" Street to Virginia Street along South Temple; that the car tracks be removed; and that said street between said points be maintained as a boulevard; and that a bus line be substituted for the then existing street car line; that subsequently, in 1927, the City Commission of Salt Lake City duly passed a resolution, authorizing the applicant to remove its track from said South Temple Street from "E" Street, easterly, subject to authorization by the Public Utilities Commission of Utah, which authorization was granted by this Commission, June 10, 1927; that thereafter, the applicant, acting under the authorization of the City Commission of Salt Lake and the Public Utilities Commission, removed its tracks from said street and has since discontinued rendering street car service without providing any other transportation service upon said street between said points.

4. That at the time of the abandonment or discontinuance of said street car service by the applicant on East South Temple Line, the average operating revenue of said line was approximately \$153.00 per day, and the cost of operating said line, \$158.00 per day, taxes and expenses of ordinary maintenance included; that at the time of the abandonment of said street car service, it was contemplated that said street would be repaved by Salt Lake City, and the proportional cost of repaving to have been borne by the applicant would have been approximately \$70,225.00.

5. That on Third Avenue, 1262 feet distant, and on First South Street, a distance from South Temple of 792 feet, measured from center to center of the streets, the applicant owns and operates street car lines at the present time; that the service on these lines last mentioned is frequent and dependable, but that said lines are now and will likely continue to be somewhat overburdened with traffic.

6. That the applicant is privileged to and enjoys the exclusive right to render street car service in Salt Lake City.

7. That South Temple Street, from the point of its intersection with Main Street to Virginia Street and from thence around the loop through Federal Heights, a residential section, is for the most part one of the principal thoroughfares of Salt Lake City; that situated upon the automobile route proposed by the applicant herein are many residences,

apartment houses, the larger hotels of the City, principal business houses, the buildings or meeting places known as the Ladies' Literary Club, Masonic Temple, Elks' Club, Catholic Cathedral, Presbyterian Church, Christian Science Church, school buildings, and other business, public, and civic centers demanding transportation service.

That the applicant is able to and proposes to give the highest type of automobile bus service, and it proposes to operate on such schedules as may be best suited to the needs and convenience of its patrons on the said proposed route.

That the cost of rendering said automobile service would be approximately the cost of the street car service heretofore rendered by the applicant on said street; but said automobile service will be an improved service over that of the street cars.

From the foregoing facts, the Commission concludes and decides:

That the application herein made by the Utah Light & Traction Company, to render automobile bus service on South Temple Street, should be granted, and the route extended to Fifth South Street, on Main Street, instead of terminating on Fourth South Street; that the fares to be charged patrons of automobile service rendered by the applicant on said route should be as follows:

All patrons paying a ten cent fare on street cars, shall be entitled to transfer privileges to said automobile bus line without further charge. All holders of bus fares shall be entitled to the same transfer privileges over street car lines as holders of street car fares.

All patrons having purchased tokens or commutation tickets over street car lines of the applicant, shall be entitled to transfer privileges over said automobile route upon the payment of an additional sum of Two Cents; no transfer privileges from the street cars of the applicant to be allowed the holders of school tickets or weekly passes over the bus line of the applicant, nor should school tickets or weekly passes be honored on said bus line. The costs of such fares are far below the cost of bus service; besides, the holders of such fares may avail themselves of street car service on the applicant's street car lines paralleling South Temple Street, without serious inconvenience.

That the frequency of operation of buses over said route should be in accordance with the needs and convenience of the general public.

An appropriate order will follow.

(Signed) E. E. CORFMAN,
 THOMAS E. McKAY,
 G. F. McGONAGLE,
 Commissioners.

(SEAL)

Attest:

(Signed) F. L. OSTLER,
 Secretary.

ORDER

Certificate of Convenience and Necessity

No. 327.

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 14th day of February, 1929.

In the Matter of the Application of the UTAH LIGHT & TRACTION COMPANY, for permission to operate an automobile bus line over certain streets in Salt Lake City, Utah. } Case No. 966.

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its finding and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the applicant, Utah Light & Traction Company, be, and it is hereby, granted permission to establish, maintain, and operate an automobile bus line, for the transportation of passengers, over and along the following described route, in Salt Lake City, Utah:

Beginning on Fifth South and Main Streets, thence on Main to South Temple; thence on East South Temple to Federal Way; thence on Federal Way to Wolcott; thence on Wolcott to Perry Avenue; thence on Perry Avenue to Virginia; thence on Virginia to East South Temple; thence on East South Temple to Main Street; thence on Main Street to the intersection of Fifth South and Main Streets.

ORDERED FURTHER, That the fares to be charged patrons of automobile service rendered by the applicant on said route shall be as follows:

One automobile bus fare, Ten Cents. All holders of bus fares shall be entitled to the same transfer priv-

ileges over street car lines as holders of street car fares.

All patrons paying a ten cent fare on street cars, shall be entitled to transfer privileges to said automobile bus line without further charge.

All patrons having purchased tokens or commutation tickets over street car lines of the applicant, shall be entitled to transfer privileges over said automobile route upon the payment of an additional sum of Two Cents; no transfer privileges from the street cars of the applicant to be allowed the holders of school tickets or weekly passes over the bus line of the applicant, nor shall school tickets or weekly passes be honored on said bus line.

ORDERED FURTHER, That applicant, Utah Light & Traction Company, before beginning operation, shall file with the Commission such time schedule as will be best suited to the needs and convenience of its patrons on its said automobile route.

By the Commission.

(Signed) F. L. OSTLER,

(SEAL)

Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Investigation of Railroad Rates on Edible Livestock applicable to Intrastate rates in Utah, as related to I. C. C. Docket 17,000, Part 9, Rate Structure Investigation.

} Case No. 973.

ORDER

NOW THEREFORE, IT IS ORDERED, That the above entitled matter of the Investigation of railroad rates on edible livestock applicable to intrastate rates in Utah, as related to I. C. C. Docket 17,000, Part 9, Rate Structure Investigation, be and the same is hereby, dismissed without prejudice.

Dated at Salt Lake City, Utah, this 23rd day of December, 1929.

(Signed) E. E. CORFMAN,
 " THOS. E. McKAY,
 (SEAL) " G. F. McGONAGLE,
 Attest: Commissioners.
 (Signed) F. L. OSTLER,
 Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
 OF UTAH

In the Matter of the Application of THE
 MOUNTAIN STATES TELEPHONE
 AND TELEGRAPH COMPANY, for } Case No. 997.
 permission to adjust telephone rates at its
 Logan, Utah, Exchange. }

Submitted August 20, 1928. Decided March 20, 1929.

Appearances:

W. Q. Van Cott, of the firm }
 of Van Cott, Riter & } for Applicant.
 Farnsworth, Attorneys, of }
 Salt Lake City. }

Leon Fonesbeck, City At- }
 torney of Logan, Utah, } for Logan City.

E. S. Chambers, of Logan, }
 Utah, } for Logan Chamber of Com-
 merce. }

REPORT OF THE COMMISSION

By the Commission:

This matter came on regularly for hearing before the Public Utilities Commission of Utah, March 29, 1928, after due and legal notice given, at the County Court House, in Logan, Cache County, Utah, upon the application of The Mountain States Telephone & Telegraph Company for permission to adjust telephone rates at its Logan, Utah, Exchange.

The application of said Company respectfully shows:

1. That The Mountain States Telephone & Telegraph Company is a corporation, duly organized and existing under

the laws of the State of Colorado, and is authorized to do business in the State of Utah.

2. That it has for several years past conducted, and is now conducting, a general telephone business in the State of Utah, and particularly in the City of Logan; that the rates for telephone service now being charged by the applicant at its Logan Exchange are:

Business individual line	\$60.00	per annum.
Business two-party line	48.00	" "
Residence individual line	30.00	" "
Residence two-party line	27.00	" "
Residence four-party line.....	24.00	" "

and that the rates proposed to be charged at its said Logan Exchange are:

Business individual line	\$72.00	per annum.
Business two-party line	60.00	" "
Residence individual line	36.00	" "
Residence two-party line	30.00	" "
Residence four-party line	24.00	" "

3. That on December 31, 1915, there were 1,405 subscriber stations, and on June 30, 1927, there were 2,141 subscriber stations; that with this increase in the number of subscriber stations and with the increased demand for telephone service, there has been a consequent increase in the investment in plant and in the carrying charges and expenses necessary to render such telephone service.

4. That the rates now prayed for are not unreasonably high, and will not afford the applicant a return to which it is entitled, but will in some measure serve to adjust the unreasonable rates now in effect.

To this application Logan City, on behalf of itself and its citizens, filed a petition in intervention and protest, requesting that the said application be dismissed or that a full investigation be had by the Commission into other exchanges and cities comparable with Logan City, and that upon such investigation the rates in Logan City Exchange be reduced, if the same are found to be higher than the rates on other exchanges in the State of Utah comparable with the Logan City Exchange.

Logan City also denied that there were 2,141 subscriber stations as of June 30, 1927, or any number in excess of 1,800;

that a very large proportion of the telephones are dead-heads, P. B. X. stations, and pay station telephones, telephones of the Company's own employes, as well as four party line telephones, and rural telephones, which are not affected by the proposed increase, and which should therefore not be considered; that through mutual understanding and agreement between Logan City and the Telephone Company, a large portion of the pole lines of the City were jointly used and jointly maintained; that on information and belief, the Logan Exchange, under the rates now charged and in effect, is paying a higher rate or percentage of return, considering the value of the property invested, than any other exchange in the State; that the Logan Exchange has an unduly large share of rural lines which are not revenue producing, but which are maintained and operated by said applicant as a part of its telephone system in the State; that it is unjust and unfair to require users of telephones in Logan City to pay an increased rate to cover such non-productive property.

At the conclusion of the applicant's testimony at the hearing on March 29, 1928, the protestants introduced some evidence, and at their instance, the case was continued until the 24th day of May, 1928, at which time all parties completed the introduction of evidence and time was asked and granted for the filing of briefs.

From the evidence adduced at the hearing for and in behalf of the respective parties, and from the records filed in the case, it appears:

1. That the applicant is a corporation, duly organized and existing under the laws of the State of Colorado and is authorized to do business in the State of Utah; that a certified copy of its articles of incorporation has heretofore been filed with the Commission; that it is a public utility corporation, subject to the laws of the State of Utah relating to public utilities; that it has for several years past conducted and is now conducting a general telephone business in the State of Utah, and particularly in the City of Logan.

2. That on December 31, 1915, there were 1,405 subscriber stations in Logan City Exchange, and, on June 30, 1927, applicant's exhibit shows 2,141 subscriber stations, while protestants claim a number not in excess of 1,800.

3. That during the period from August 31, 1919, to De-

ember 31, 1926, a \$44,640.33 exchange plant was added to the Logan Exchange, which was at the rate of an average annual addition of \$6,087.30 per year; that such additions to the plant were not made necessary by abnormal conditions, but were the result of a steady growth in the community; that such additional outlay in plant and the consequent carrying charges entail additional expense and difficulty in rendering service on account of increased complexity, and the necessity of more expensive installation; that the value of the service has increased in the past and will increase in the future with growth.

4. That the value of the applicant's physical property as of August 31, 1919, was \$205,336.94, and that additions and betterments from August 31, 1919, to December 31, 1926, were \$44,640.33, and the Commission, in 1919, Case No. 206, established a basis for Interest During Construction, Going Value, and Working Capital. Applying this basis to the physical value at Logan, makes an addition of \$45,571.15 as of December 31, 1926; so that the total value for rate-making purposes as of December 31, 1926, of the Logan Exchange was \$295,548.42.

5. That for the year 1926, the results of operation at Logan City show a return of 2.37% of the average value of property; and that granting the rates prayed for, the annual return would be 4.86%.

6. That the increase in rates for service now prayed for, if granted, would afford to the applicant an annual increase in gross income of approximately \$7,657.00.

7. That since 1913, and taking 1913 values as a basis, telephone service in Logan has increased in cost to consumers less than 20%, as compared to an increase in cost of living of approximately 78%; that the addition in cost of rendering such service has been far in excess of 20%, and that the increased value of the service to the subscribers has also been far in excess of 20%.

8. With reference to jointly owned poles, the Commission is of the opinion, and so ruled at the hearing, that inasmuch as neither the applicant nor Logan City is asking relief from the contract governing the jointly owned poles, the subject is not material in this case.

The protestant's claim that the Logan Exchange has an unduly large number of rural lines, and that it would be better and more fair to all exchanges if said rural lines should,

for rate-making purposes, be considered as part of the entire telephone system of the applicant in this State; that the larger centers in the State served by the applicant are directly and materially benefitted by the rural lines by broadening the field and thereby increasing the usefulness of the applicant's telephone service in general, and that the rural lines do not pay, and should, therefore, at least partially, be carried by the central exchanges, is not without some merit. The rural lines are, however, an indispensable part of the exchange in which they center, and must be taken into account in fixing valuations and rates applicable to the city exchanges and the thickly populated centers that are benefitted by telephone connections.

The Commission is of the opinion from the foregoing findings, that the rates as prayed for should be granted.

An appropriate order will follow.

	(Signed) E. E. CORFMAN,
	" THOMAS E. McKAY,
(SEAL)	" C. F. McGONAGLE,
Attest:	Commissioners.
(Signed) F. L. OSTLER,	
Secretary.	

ORDER

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 20th day of March, 1929.

In the Matter of the Application of THE MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY, for permission to adjust telephone rates at its Logan, Utah, Exchange.	}	Case No. 997.
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This case being at issue upon application and protests on file, and having been duly heard and submitted by the parties and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application be, and it is hereby, granted; that The Mountain States Telephone and

Telegraph Company be, and it is hereby, authorized to charge and put in effect the following telephone rates at its Logan Exchange:

Business individual line	\$72.00	per annum.
Business two-party line	60.00	" "
Residence individual line	36.00	" "
Residence two-party line	30.00	" "
Residence four-party line	24.00	" "

ORDERED FURTHER, That this order shall become effective on and after April 1, 1929.

By the Commission.

(Signed) F. L. OSTLER,
Secretary.

(SEAL)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of THE MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY, for permission to adjust telephone rates at its Logan, Utah, Exchange. } Case No. 997.

ORDER

UPON APPLICATION FOR REHEARING.

By the Commission:

Application for rehearing of the above-entitled matter having been made and filed with the Public Utilities Commission of Utah, for and in behalf of Logan City, a municipal corporation, on the 1st day of April, 1929; and said application having been duly heard and considered by the Commission, and no just cause found therefor;

IT IS NOW ORDERED, That said application of Logan City for rehearing in the above-entitled matter be, and it is hereby, denied.

Dated at Salt Lake City, Utah, this 2nd day of May, 1929.

(Signed) E. E. CORFMAN,
" THOMAS E. MCKAY,
" G. F. MCGONAGLE,
Commissioners.

(SEAL)

Attest:

(Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of OR-
MAN W. EWING, for permission to con-
struct, maintain, and operate a pipe line
for the transportation and distribution of
natural gas to the City of Vernal, Utah. } Case No. 1007.

ORDER

Upon Motion of the Applicant :

IT IS HEREBY ORDERED, That the application here-
in, of Orman W. Ewing, for permission to construct, main-
tain, and operate a pipe line for the transportation and dis-
tribution of natural gas to the City of Vernal, Utah, be and the
same is, hereby dismissed, without prejudice.

Dated at Salt Lake City, Utah, this 16th day of December,
1929.

(Signed) E. E. CORFMAN,
" THOS. E. McKAY,
(SEAL) " G. F. McGONAGLE,
Attest: Commissioners.

(Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the
STATE ROAD COMMISSION OF
UTAH, for permission to abandon certain
grade crossings over the main line tracks
of the Union Pacific Railroad Company
near Uintah Station, in Weber County,
Utah. } Case No. 1011.

Submitted January 22, 1929.

Decided January 29, 1929.

Appearances:

Byron D. Anderson, Assistant Attorney General,	} for State of Utah.
J. V. Lyle, Attorney, of Salt Lake City, Utah,	} for Union Pacific Railroad Company.
David J. Wilson, Attorney, of Ogden, Utah,	} for Protecting Citizens of Uintah.
DeVine, Howell, Stine & Gwilliam, Attorneys, of Ogden, Utah, by Mr. Howell,	} for Ogden Chamber of Commerce.

REPORT OF THE COMMISSION

By the Commission:

This case came on regularly for hearing before the Public Utilities Commission of Utah, at the County Court House of Weber County, in Ogden, Utah, on the 16th day of February, 1928, on the application of the State Road Commission of Utah for authority to construct certain underpasses under the main line tracks of the Union Pacific Railroad near Uintah Utah, and to abolish certain grade crossings at Mile Posts 984.18 and 984.77, on the eastbound track, and 984.30 and 984.65, on the westbound track of the said railroad at said place.

After hearing the evidence of all interested parties, the Commission duly made its findings and conclusions, and thereupon entered its order, on the 25th day of November, 1928. Thereafter, on December 13, 1928, before the effective date of the Commission's order, a number of residents and interested parties of Uintah precinct filed an application, December 13, 1928, for rehearing of the matters involved in said case, which was granted by the Commission.

On the 14th day of January, 1929, after due notice given, the Commission again sat at Ogden, Utah, for the purpose of taking further testimony bearing upon the questions involved, at which time and place the interested parties entered into a stipulation with regard to the construction of said highway, of the establishment of underpasses, and the abandonment of crossings at grade in a manner hereinafter set forth in the Commission's findings.

From the evidence adduced for and in behalf of the respective parties, the Commission finds the following to be the facts:

1. The State Road Commission of Utah and the County Commission of Weber County have heretofore begun construction of a new State highway, originating at Ogden, thence running easterly via Uintah and the mouth of Weber Canyon to the Morgan County line.

2. That on the 28th day of July, 1927, the State Road Commission of Utah and the County Commission of Weber County entered into a contract with the Union Pacific Railroad, by which said railroad Company grants to the State and County easements for said public highway upon and across the portions of the Railroad Company's rights-of-way necessary for the construction of the highway. This contract also provides that the Railroad Company shall, at the joint expense of the parties thereto, perform the work of constructing two subways for said highway; that the State shall perform all work in connection with the construction of said highway across said rights-of-way and through said subways, and all other incidental work, such as paving or other wearing surface thereon; that the Railroad Company shall contribute as its proportion of the expense of the construction of each of said subways, the sum of \$10,329.00, or a total of \$20,658.00 for the two subways to be constructed, said sum being equal to one-half of the estimated cost of two subways extending under said main tracks at right-angles to the center lines of said main tracks; it being understood, however, that the subways to be constructed may be of the skew type, in order that the center lines thereof may coincide with the center line of said highways.

That the interested parties herein, with respect to the construction of said highway, including subways under the tracks of the Union Pacific Railroad, and the abandonment of certain crossings at grade, have stipulated and agreed as follows:

“It is stipulated between all the parties to this proceeding, to-wit: First, the State Road Commission of Utah, the Board of County Commissioners of Weber County, and the protestants represented by Mr. Wilson, to-wit, A. J. Webb, R. Oren Bybee, R.

Oscar Bybee, Claude E. Steward, Norman Anderson, John Gale, B. L. Bybee, Peter Borg, W. R. Stoddard, A. L. Roberts, Timothy Kendall, George E. Kendall, and Fred W. Kendall, being all the protestants named in the petition for rehearing in this matter, that the Commission, by consent of all the parties named who are interested, may make an order in these proceedings closing Crossing "A", Crossing "B", Crossing "D", as designated in the application filed in these proceedings by the State Road Commission; it being understood that as a part of that order, and as a condition to its granting, that the State Highway Commission will provide that portion of the connecting road which is designated in this map to the new highway so far as they are within the right of way of the new road; and that the County Commissioners will construct the remainder of the proposed connecting roads and will maintain them as county roads, said connecting roads to be as follows: A proposed connecting road leading from that road designated on the map as leading from several homes east of the new highway, said connecting road being designated as No. 1 upon the map, and having a "Y" connection with the new highway about two hundred feet northwest of the underpass designated "B". Also a road connecting the present County Road leading from the church and school in Uintah with the new highway, said connecting road being designated as No. 2, and running in a southeasterly direction from the present road on the west side of the new highway, and running into the new highway with a "Y" connection as shown on the map in red. Also a connecting road designated on the map as No. 3 from the top of the old dugway north of the house of A. J. Webb, and projecting due easterly to the new highway with a "Y" connection at the point of connection with the new highway. The said connecting roads outside of the right of way of the new highway to be constructed and maintained by the Board of County Commissioners of Weber County as county roads in common with other like roads.

"It is further stipulated between the interested

parties, that this map shall be introduced in evidence and designated as Utah State Road Commission's sketch, and designated as applicant's Exhibit "X".

"It is further stipulated that all of the parties who are protestants here and who have been named, waive any and all rights to any damages or other remedies resulting from the closing of the old road and the closing of the crossings agreed to be closed as a result of this stipulation upon the conditions heretofore stated.

"It is further stipulated between the parties hereto that the conditions set forth in this stipulation and the agreements shall be reduced to writing in the form of an agreement and signed by the respective parties, it being understood and agreed that the Board of County Commissioners agree to pay A. J. Webb the sum of \$1500.00 as damages to his property by reason of the abandonment of the old road and the substitution of the new highway, said damages to be in full settlement of any and all claims of whatsoever character he may have against Weber County, or the said Highway Commission of the State of Utah, and that all other damages and claims of whatsoever nature are waived by the other parties who are protestants here.

"It is further stipulated that consent is given by all of the interested parties to these proceedings to the substitution of the closing of the Crossing "D" instead of Crossing "C", and that the report may be amended accordingly, it being understood further that this stipulation is subject to authority being obtained by the attorneys for the Union Pacific Railroad Company to substitute the closing of the Crossing "D" instead of Crossing "C".

"It is further stipulated that upon this stipulation being transcribed and signed, it shall constitute a contract between the parties."

The Commission further finds that it will be for the public interest to construct the subways under the tracks of the Union Pacific Railroad and to abolish the crossings at grade, at the points and in the manner agreed upon by the interested parties, as set forth in the stipulation and agree-

ment entered into by them. The Commission further finds that the apportionment of the costs of the construction of the subways as agreed upon by the Union Pacific Railroad Company and the State Road Commission, is a just and reasonable apportionment to be borne by the respective parties.

Therefore, the Commission now concludes and decides that the subways under the railroad tracks of the Union Pacific Railroad at Uintah, in the County of Weber, State of Utah, should be, in the interest of public safety and convenience, constructed and that the costs of such construction and the maintenance thereof should be met and borne by the respective parties in accordance with their stipulation herein. Further, that in the interest of public safety, the hazards that now exist and would continue to exist by the further maintenance of crossings at grade, at Uintah, designated as Crossing "A", Crossing "B", and Crossing "D" on the sketch or Exhibit "X" of the Utah State Road Commission herein, should be abolished upon the construction of connecting highways for the convenience of residents and property owners at Uintah and as in said stipulation agreed upon by the interested parties, and as indicated by said Exhibit "X" of the Utah State Road Commission.

This report shall be and stand in lieu of the report of the Commission heretofore made and entered in this case, November 23, 1928.

An appropriate order will follow.

	(Signed) E. E. CORFMAN,
	" THOMAS E. MCKAY,
(SEAL)	" G. F. MCGONAGLE,
Attest:	Commissioners.
(Signed) F. L. OSTLER,	
Secretary.	

ORDER

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 29th day of January, 1929.

In the Matter of the Application of the
 STATE ROAD COMMISSION OF
 UTAH, for permission to abandon cer-
 tain grade crossings over the main line
 tracks of the Union Pacific Railroad Com-
 pany near Uintah Station, in Weber
 County, Utah. } Case No. 1011.

This case being at issue upon application and protests on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the applicant, State Road Commission of Utah, be, and it is hereby, authorized to construct two subways under the tracks of the Union Pacific Railroad at Uintah, in the County of Weber, State of Utah, at the points designated "Proposed Underpass M. P. 984.18" and "Proposed Underpass M. P. 984.05" on the applicant's sketch or Exhibit "X" herein.

ORDERED FURTHER, That crossings at grade marked on said sketch or Exhibit "X" as Crossing "A", Crossing "B", and Crossing "D", be, and the same are hereby, abolished, upon the construction of connecting highways for the convenience of residents and property owners at Uintah, and as in the stipulation made and entered into by and between the interested parties in this matter.

ORDERED FURTHER, That the cost of construction and maintenance of the said underpasses be borne by the respective parties, in accordance with the agreement and stipulation entered into between them and filed herein.

(SEAL) By the Commission.

(Signed) F. L. OSTLER,
 Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the
STATE ROAD COMMISSION OF
UTAH, for permission to abandon cer-
tain grade crossings over the main line
tracks of the Union Pacific Railroad
Company near Uintah Station, in Weber
County, Utah. } Case No. 1011.

SUPPLEMENTAL ORDER OF THE COMMISSION

By the Commission:

It appearing that on the 29th day of January, 1929, the Public Utilities Commission of Utah made and filed its Report and Order herein, directing that certain crossings at grade be abolished, and designating the same as "Crossing A", "Crossing B", and "Crossing D" on the sketch or Exhibit "X" of the State Road Commission of Utah, herein, without referring to, designating, and specifically mentioning the mile post of the Union Pacific Railroad, as indicated on said Exhibit "X";

NOW, THEREFORE, for greater certainty and identity, said crossings are hereby referred to and designated as Crossing "A", Mile Post 984.77; Crossing "B", Mile Post 984.18; and Crossing "D", Mile Post 984.65, as marked, designated, and shown by and on that certain exhibit offered, received, admitted, and marked by order of the Commission, "Exhibit X" in this case, and further designated on the face of said Exhibit "X" as "Utah State Road Commission Sketch Reduced from U. P. R. R. 100' Map, Showing Location of Proposed New Highway, Railroad, Fences, Houses, and Existing Roads Near Uintah, Weber County, Utah, January 12, 1929, Scale 1"—200, Drawing 2, 134".

IT IS FURTHER ORDERED, That the effective date of the Commission's order herein, as amended, be March 1, 1929.

Dated at Salt Lake City, Utah, this 5th day of February, 1929.

(Signed) E. E. CORFMAN,
" THOMAS E. McKAY,
(SEAL) " G. F. McGONAGLE,
Attest: Commissioners.
(Signed) F. L. OSTLER,
Secretary.

E. H. SHULL, JR.,	Complainant,	} Case No. 1017.
—vs—		
DIXIE POWER COMPANY, a corpora- tion,	Defendant.	

ORDER

Upon motion of the Complainant, and with the consent of the Commission :

IT IS ORDERED, That the complaint herein of E. H. Shull, Jr., vs. the Dixie Power Company, a Corporation, be, and it is hereby, dismissed, for want of prosecution.

Dated at Salt Lake City, Utah, this 3rd day of May, 1929.

	(Signed)	E. E. CORFMAN,
	"	THOMAS E. McKAY,
(SEAL)	"	G. F. McGONAGLE,
Attest:		Commissioners.
(Signed)	F. L. OSTLER,	
	Secretary.	

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the STERLING TRANSPORTATION COMPANY, for permission to operate an automobile freight line between Salt Lake City and Park City, Utah, and in- termediate points.	} Case No. 1020.

ORDER

IT IS NOW ORDERED, That the application herein, of the Sterling Transportation Company, for permission to operate an automobile freight line between Salt Lake City and Park City, Utah, and intermediate points, be and the same is hereby, dismissed without prejudice, for want of prosecution.

Dated at Salt Lake City, Utah, this 21st day of December, 1929.

	(Signed)	E. E. CORFMAN,
	"	THOS. E. McKAY,
(SEAL)	"	G. F. McGONAGLE,
Attest:		Commissioners.
(Signed)	F. L. OSTLER,	
	Secretary.	

50 REPORT OF PUBLIC UTILITIES COMMISSION
BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

- In the Matter of the Application of F. A. MILLER, for permission to operate an automobile passenger line between Salt Lake City and Marysvale, Utah. } Case No. 1021.
- In the Matter of the Application of the UTAH CENTRAL TRUCK LINE, for permission to extend operation of its automobile freight and express line between Salt Lake City and Provo, Utah, to include Marysvale, Utah, and intermediate points south of Santaquin. } Case No. 1026.
- In the Matter of the Application of PICKWICK STAGE LINES, INCORPORATED, for permission to operate an automobile passenger bus line between Nephi and Cove Fort, Utah, and intermediate points. } Case No. 1030.
- In the Matter of the Application of GREAT WESTERN MOTORWAYS, INCORPORATED, for permission to operate an automobile passenger bus line between Nephi and Cove Fort, Utah, and intermediate points. } Case No. 1032.
- In the Matter of the Application of VERN GARDNER and DELBERT RIGGS, for permission to operate an automobile freight line between Salt Lake City and Kanab, Utah, and certain intermediate points. } Case No. 1034.
- In the Matter of the Application of HAROLD I. BOWMAN, for permission to operate an automobile freight and passenger line between Marysvale and Kanab, Utah, and intermediate points. } Case No. 1047.
- In the Matter of the Application of P. B. STEELE and C. D. JUDD, for permission to operate an automobile freight line between Marysvale and Kanab, Utah, under the name of Mercantile Truck Line Service. } Case No. 1057.

In the Matter of the Application of P. B. STEELE, C. D. JUDD, and IRA C. CRAWFORD, for permission to operate an automobile passenger bus line between Marysvale, Kanab, and the Utah Arizona State Line, and intermediate points. } Case No. 1058.

In the Matter of the Application of the CONSOLIDATED TRUCK LINES, a Corporation, for permission to operate an automobile freight and express line between Salt Lake City and Marysvale, Utah, and intermediate points excluding intermediate points between Salt Lake City and Payson, Utah. } Case No. 1065.

In the Matter of the Application of THE DENVER & RIO GRANDE WESTERN RAIROAD COMPANY, for permission to curtail and change certain train service on its Marysvale Branch. } Case No. 1073.

In the Matter of the Application of the RIO GRANDE MOTORWAY OF UTAH, INCORPORATED, for permission to operate an automobile passenger and freight line between Salt Lake City and Marysvale, Utah, and certain intermediate points, and between Manti and Marysvale, Utah, and intermediate points. } Case No. 1074.

Submitted: September 21, 1929. Decided: October 26, 1929.

Appearances:

Dan B. Shields, Attorney, Salt Lake City, Utah,	} for Applicants and Protestants, F. A. Miller, and Gardner & Riggs.
E. W. Schneider, Salt Lake City, Utah,	} " Applicant and Protestant, Utah Central Truck Line.
George F. Wasson, Attorn- ey, Salt Lake City, Utah,	} " Applicant and Protestant, Pickwick Stage Lines, Inc.
Woolley & Holther, Attorn- eys, Ogden, Utah,	} " Applicant and Protestant, Harold I. Bowman.

52 REPORT OF PUBLIC UTILITIES COMMISSION
 BEFORE THE PUBLIC UTILITIES COMMISSION
 OF UTAH

Ray Van Cott, Attorney, Salt Lake City, Utah,	}	" Applicants and Protestants, P. B. Steele, C. D. Judd, and Ira C. Crawford.
Irvine, Skeen & Thurman, Att'y's, Salt Lake City, Utah,	}	" Applicant and Protestant, Consolidated Truck Line.
Van Cott, Riter & Farnsworth, Atty's., Salt Lake City, Utah,	}	" Applicants and Protestants, The D. & R. G. W. R. R. Co., and Rio Grande Motorway of Utah.
W. Hal Farr, and C. A. Root, Atty's., Salt Lake City, Utah,	}	" Union Pacific System, and Utah Parks Company.
F. M. Orem, Attorney, Salt Lake City, Utah,	}	" Protestant, Salt Lake & Utah Railroad Co.
E. H. Hite, Salt Lake City, Utah,	}	" Protestant, American Ry. Express Company.
L. L. Robinson, Salt Lake City, Utah.	}	" Great Western Motorways, Inc.

REPORT OF THE COMMISSION

By the Commission :

These cases came on regularly for hearing before the Public Utilities Commission of Utah, after due notice given as required by law.

The issue involved in all these cases, except Case No. 1073, is whether public convenience and necessity requires the operation of additional automobile passenger buses and freight trucks over the state highways, between Salt Lake City on the north, and Cove Fort, Marysville, and Kanab on the south.

Cases Nos. 1021, 1030, and 1032 were heard and submitted at a hearing held in Richfield, Utah, July 10, 1928. Some testimony was also taken on September 19th to 21st 1928, in Cases Nos. 1026, 1034, 1047, and 1065. Hearings were resumed in Cases Nos. 1026, 1034, 1047, 1057, 1058, 1073, and 1074 at Richfield, on December 3, 1928, continued

at Richfield until December 7, 1928, and further continued at Salt Lake City from December 10, 1928 to December 20, 1928.

Case No. 1021 is the application of F. A. Miller, for permission to operate an automobile passenger bus line between Salt Lake City and Marysvale, Utah, serving intermediate points south of Payson. Applicant desires to take on and discharge passengers in the territory between Salt Lake City and Payson, originating in or to be discharged outside of such territory.

Case No. 1026 is the application of the Utah Central Truck Line for permission to extend its automobile freight truck operations from Provo to Marysvale, and intermediate points south of Santaquin. At the present time, applicant is operating under Certificate of Convenience and Necessity No. 216, between Salt Lake City and Provo, Utah, and now seeks to extend its operations.

Case No. 1030 is the application of the Pickwick Stage Lines, Incorporated, for permission to operate an automobile bus line between Cove Fort and Nephi, Utah, and intermediate points through the Sanpete and Sevier Valleys, carrying passengers and express intrastate, from a connection with applicant's established interstate line between Salt Lake City, Utah, the Utah Arizona State Line, and Los Angeles, California, via the Arrowhead Trail, United States Highway No. 91.

Case No. 1032 is the application of Great Western Motorways, Incorporated, for permission to operate an automobile passenger bus line, carrying passengers and express intrastate, between Cove Fort and Nephi, and intermediate points, in connection with its established intrastate line between Salt Lake City, the Utah Arizona State Line, and Los Angeles, California.

Case No. 1034 is the application of Gardner and Riggs, for permission to operate an automobile freight truck service between Salt Lake City and Kanab, Utah, beginning distribution southbound at Junction and serving Junction, Circleville, Panguitch, Hatch, Glendale, Orderville, Mt. Carmel, and Kanab, and receiving freight northbound for transportation from intermediate points between Kanab and Junction, destined to Salt Lake City, Utah.

Case No. 1047 is the application of Harold I. Bowman, for permission to operate an automobile freight and passenger line between Marysville and Kanab, Utah, making the first point of freight distribution at Junction, and serving the towns of Junction, Circleville, Panguitch, Hatch, Glendale, Orderville, Mt. Carmel, and Kanab, Utah.

Case No. 1057 is the application of P. B. Steele and C. D. Judd, for permission to operate an automobile freight truck service between Marysville and Kanab, Utah, and intermediate points.

Case No. 1058 is the application of P. B. Steele, C. D. Judd, and Ira C. Crawford, for permission to operate an automobile passenger bus line between Marysville, Kanab, and the Utah Arizona State Line, and intermediate points.

Case No. 1065 is the application of the Consolidated Truck Lines, a Corporation, for permission to operate an automobile freight and express service between Salt Lake City and Marysville, Utah, and intermediate points, excluding intermediate points between Salt Lake City and Payson, Utah.

Case No. 1073 is the application of The Denver & Rio Grande Western Railroad Company, for permission to discontinue operation of its passenger trains Nos. 511 and 512 south of Manti, Utah, if the application of the Rio Grande Motorway of Utah, Inc., Case No. 1074, is granted.

Case No. 1074 is the application of the Rio Grande Motorway of Utah, Inc., for permission to operate an automobile passenger bus, also handling light package freight, baggage, mail, and newspapers between Salt Lake City and Marysville, Utah, and intermediate points, including Monroe; to operate automobile freight truck service between Salt Lake City and Marysville, Utah, and intermediate points, including Spring City, Mt. Pleasant, and Monroe, and in case the application of The Denver & Rio Grande Western Railroad Company, Case No. 1073, to curtail passenger service at Manti, is granted, to operate automobile freight truck service for the transportation of baggage, express, and mail, between Manti and Marysville, and intermediate points, including Monroe.

All of these cases in some way involve either automobile bus or truck service or both, in the territory between

Salt Lake City on the north, and Kanab on the south, served by United States Highway No. 91 between Salt Lake City and Nephi, by United States Highway No. 189 between Nephi and Pigeon Hollow Junction, via Fountain Green, Moroni, and Chester, Utah, and by United States Highway No. 89 between Pigeon Hollow Junction and Kanab, via Gunnison, Salina, Richfield, Marysvale, and Junction, Utah. The territory between Nephi and Manti is also served by the Sanpete Valley Branch of The Denver & Rio Grande Western Railroad, and the territory between Mt. Pleasant, Ephraim, and Marysvale is served by the Marysvale Branch of The Denver & Rio Grande Western Railroad. All of these cases were heard by the Commission in a connected series of hearings. The Commission therefore, for convenience and brevity, renders its report upon all of these cases together because they involve in whole or in part the same territory, the same applicants and protestants, and the same problems of transportation and public convenience and necessity.

At the hearing held in Richfield, September 19th to 21st, 1928. Cases Nos. 1021, 1026, 1030, 1032, 1034, 1047, 1057, 1058, and 1065 were combined by order of the Commission and with the consent of the parties, to be heard and determined as one case, but upon their individual merits, all the evidence adduced at the hearing to be considered so far as applicable, in all the Combined cases, and the questions involved to be determined by the Commission accordingly. At the continued hearing at Richfield on December 3, 1928, Cases Nos. 1073 and 1074 were combined with Cases Nos. 1026, 1034, and 1065, by order of the Commission and with the consent of the parties, to be heard and determined as one case, and upon their individual merits, all the evidence adduced at the hearing to be considered, so far as applicable, in all the combined cases and the questions involved to be determined by the Commission accordingly.

From the evidence adduced at the several hearings, the Commission finds:

1. That the applicant, F. A. Miller, Case No. 1021, is a resident of Salt Lake City, Utah; that he has had more than fifteen years experience as an automobile mechanic, and for more than ten years has been actively engaged in automobile stage line work; that he is financially able to supply

all the automobile equipment needed to furnish the service herein proposed; that applicant proposes, if granted a certificate of public convenience and necessity permitting him so to do, to operate an automobile passenger bus line over the public highway between Salt Lake City and Marysville, Utah, except that he does not desire to operate locally between Salt Lake City and Payson, Utah.

2. That applicant, Pickwick Stage Lines, Incorporated, is a corporation of Nevada, duly qualified to do business in Utah, with authority to render automobile stage service in Utah, as a common carrier; that for some time past, applicant has been and now is engaged in transporting passengers and light express interstate over the public highway between Salt Lake City, Utah, and Los Angeles, California, via St. George, Utah, and is also operating intrastate in Utah, under certificate of convenience and Necessity No. 319, issued by this Commission, except that it is not permitted to operate locally between Cedar City and Paragonah, nor between Fillmore and Salt Lake City; that the St. George-Cedar City bus line, formerly operated by Chester A. Whitehead, has been acquired by the Pickwick Stage Lines, Incorporated, since the concluding session of these cases, and that said Pickwick Stage Lines, Incorporated, now seeks permission to operate an automobile bus service for the transportation of passengers, baggage, and express between Cove Fort and Nephi, through the Sevier and Sanpete Valleys, from Cove Fort via Sevier to the main state road, United States Highway No. 89, serving the towns of Sevier, Sanpete, and Juab Counties, between Sevier and Nephi, via Levan, from its connections at those points with its now authorized service between Salt Lake City and the Utah Arizona State Line; and that it is financially able to provide all equipment necessary to render efficient service to the public.

3. That the applicant, Great Western Motorways, Incorporated, is a corporation of Utah, with authority to operate automobile passenger buses over the highways of Utah, and other states; that for some time prior to and at the time of the hearing, applicant was engaged in transporting passengers and express interstate over the public highway between Salt Lake City, Utah, and Los Angeles, California, via St. George, Utah, and was also operating intrastate in Utah, under Certificate of Convenience and Necessity No.

318, issued by this Commission, except that it was not permitted to operate locally between St. George and Paragonah, nor between Fillmore and Salt Lake City, Utah; that by its application, said Great Western Motorways, Incorporated, sought permission to operate an automobile bus service for the transportation of passengers, baggage, and express between Cove Fort and Nephi, from connections at those points through the Sevier and Sanpete Valleys from Cove Fort, via Sevier, to the main state road, United States Highway No. 89, serving the towns of Sevier, Sanpete, and Juab Counties, between Sevier and Nephi, via Levan, with its now authorized service between Salt Lake City and the Utah Arizona State Line; and that since the concluding hearing in these cases, applicant, Great Western Motorways, Incorporated, has ceased to operate as a public utility.

4. That the applicant, Utah Central Truck Line, is a corporation of Utah, authorized to operate automobile freight trucks as a common carrier in Utah, and now engaged in operating a freight truck line between Salt Lake City and Provo, under Certificate of Convenience and Necessity No. 216, issued by this Commission; that it proposes, if permitted to do so, to operate in connection with the automobile freight truck service rendered under said Certificate No. 216, a daily truck service between Provo and Marysvale, and all intermediate points south of Santaquin, running two trucks each way daily, between Provo and Marysvale, but not serving the territory between Provo and Santaquin; that applicant is financially able to provide necessary equipment to render such service.

5. That the applicant, Consolidated Truck Lines, is a corporation of Utah, duly authorized to act as a common carrier by automobile, of freight and express; that it proposes if permitted to do so, to operate a daily automobile freight and express truck service between Salt Lake City and Marysvale, Utah, but not operating locally between Salt Lake City and Payson; that applicant is financially able to provide necessary equipment to render such service.

6. That the applicant, Rio Grande Motorway of Utah, Incorporated, is a corporation of Colorado, duly authorized to transact business in Utah; that it is a subsidiary of The Denver & Rio Grande Western Railroad Company; that it is authorized by its articles of incorporation, to operate auto-

mobile passenger buses and freight trucks for hire in Utah, as a common carrier of freight and passengers; that it proposes, if permitted to do so, to operate daily automobile passenger bus service between Salt Lake City and Marysvale, Utah, and intermediate points, including Monroe, but not including local operations between Salt Lake City and Nephi; also handling light package freight, baggage, mail, and newspapers, also to operate daily except Sunday, automobile truck service between the same points as above mentioned for bus service, and with the same exceptions and also including Mt. Pleasant and Spring City, and also to operate daily automobile truck service between Manti and Marysvale and all intermediate points on the state road south of Manti, for the transportation of baggage, express, and mail, connecting with The Denver & Rio Grande Western Railroad passenger trains northbound and southbound at Manti, all of said automobile service to be coordinated with the rail service of The Denver & Rio Grande Western Railroad Company; that applicant is financially able to provide all equipment necessary to render the service proposed.

7. That the applicant, The Denver & Rio Grande Western Railroad Company, is a corporation of Delaware, duly authorized to do business in Utah; that for many years past, it has operated an interstate line of steam railroad between Ogden, Utah, and Denver, Colorado, via Salt Lake City, with a number of branch lines, among which is its Marysvale Branch, between Thistle and Marysvale, via Manti, Utah; that for several years past passenger traffic between Salt Lake City and Marysvale, via said Marysvale Branch, has steadily decreased from year to year, and has now reached a point where it is operated at a heavy loss; that in order to prevent such loss, applicant proposes to discontinue the operation of its Marysvale Branch passenger trains Nos. 511 and 512 at Manti, if the Rio Grande Motorway of Utah, Incorporated, under its application No. 1074, is permitted to operate automobile truck service carrying baggage, express, and mail between Manti and Marysvale, Utah, as a substitute for said passenger trains; that applicant proposes to coordinate arrival at, and departure from Manti, of said trains Nos. 511 and 512, with the arrival and departure, respectively, of the passenger bus service proposed by the Rio Grande Motorway of Utah, Incorporated, in Case No.

1074, so that passengers between Salt Lake City and Marysville may travel either via the Rio Grande Motorway of Utah, Incorporated, passenger bus line between such points, or by railroad train between Salt Lake City and Manti, and by said Rio Grande Motorway's passenger bus line between Manti and Marysville, and that no objections to the granting of application No. 1073 have been made or filed.

8. That the applicants, Vern Gardner and Delbert Riggs, are citizens of Utah, residing respectively in Salt Lake County and Kane County; that they propose, if permitted to do so, to operate automobile freight truck service out of Salt Lake City and Kanab, Utah, under the name of Gardner and Riggs, serving, however, only the territory between Junction and Kanab, Utah; that applicants are financially able to provide the equipment necessary to render the service proposed.

9. That the applicant, Harold I. Bowman, is a citizen of Utah, and resides at Kanab, Kane County, Utah; that he proposes to operate automobile freight and passenger service between Marysville and Kanab, Utah; that applicant has had many years of experience in the automobile transportation business, that he has at the present time, the contract to deliver the mail between Marysville and Kanab, and intermediate points; and that he is financially able to provide the equipment necessary to render the additional service.

10. That the applicants, P. B. Steele and C. D. Judd, are citizens of Utah, residing respectively in Panguitch, Garfield County, Utah, and Kanab, Kane County, Utah; that they have had experience for several years past in operating automobile freight trucks; that they propose, if permitted to do so, to operate automobile freight trucks between Marysville and Kanab, under the name of the Mercantile Truck Line Service.

11. That the applicants, P. B. Steele, C. D. Judd, and Ira C. Crawford, are citizens of Utah, and are residents, respectively, of Panguitch, Kanab, and Salt Lake City, Utah; that they propose to operate an automobile passenger bus line over the state highways between Marysville, Utah, and the Utah Arizona State Line, via Kanab, Utah.

12. That the protestant, American Railway Express Company, is a corporation rendering efficient and depend-

able express service via The Denver & Rio Grande Western Railroad between Salt Lake City and Marysvale, Utah, via Thistle, and serving all intermediate points.

13. That the protestant, Salt Lake & Utah Railroad Company, is a railroad corporation, operating an electric railroad line between Salt Lake City and Payson, Utah, carrying passengers, express, and freight; that it operates eight passenger trains each way daily, between said last mentioned points, and affords commodious, dependable passenger train service, and efficient freight service between said points.

14. That the Utah Parks Company is an automobile corporation of Utah, substantially owned by the Los Angeles & Salt Lake Railroad Company, now mainly engaged in transporting tourists to and from the scenic attractions in southern Utah, reached via the rail lines of the Union Pacific System.

15. That the protestant, Los Angeles & Salt Lake Railroad Company, a part of the Union Pacific System, is a railroad corporation operating a steam railroad carrying passengers, express, and freight between Salt Lake City and Nephi, Utah, and intermediate points, and thence southwesterly to Los Angeles, California.

16. That the territory here involved lies between Salt Lake City on the north, and Kanab and the Utah Arizona State Line on the south; and south of Nephi consists generally of the territory along the Marysvale Branch of The Denver & Rio Grande Western Railroad in Sanpete, Sevier, and Piute Counties, and thence southward along the public highways through Piute, Garfield, and Kane Counties. This territory is served by the Marysvale Branch of The Denver & Rio Grande Western Railroad Company from Mt. Pleasant as far south as Marysvale, and between Manti and Nephi, it is also served by the Sanpete Valley Branch of the same railroad.

From Salt Lake City to Kanab, is a distance of approximately 329 miles. The territory between Salt Lake City and Nephi is served by United States Highway 91 for a distance of 89 miles, all of which is hard surfaced road. The territory between Nephi and Pigeon Hollow Junction is served by United States Highway 189, a distance of 30 miles.

The territory between Pigeon Hollow Junction and Kanab is served by United States Highway 89, a distance of about 210 miles. The distance from Salt Lake City to Marysvale is approximately 210 miles, and the distance from Marysvale to Kanab is approximately 119 miles.

The population of the territory from Nephi to Marysvale, served by the public highways and the railroad as above mentioned, is estimated at 20,000 people. The territory between Marysvale and Kanab along the highway mentioned is more sparsely settled, probably largely due to lack of transportation facilities, and the population is estimated at from 4,000 to 5,000 people.

There are no licensed buses or trucks serving the territory involved in these cases, south of Nephi via Pigeon Hollow Junction on United States Highway 189, and from Pigeon Hollow Junction to Kanab, via Junction on United States Highway 89.

Marysvale is the transportation gateway to the territory between that point and Kanab, and most of its supplies for such territory are now hauled over the rails of The Denver & Rio Grande Western Railroad Company as far as Marysvale and thence by private trucks to their destinations.

The bus and truck service here proposed between Salt Lake City and Marysvale practically parallels the rail line of The Denver & Rio Grande Western Railroad. The Rio Grande Motorway of Utah, Incorporated, the automobile subsidiary of the Railroad Company has offered to meet the popular demand for automobile service by providing such service supplementary to and coordinated with the rail service of The Denver & Rio Grande Western Railroad Company.

The evidence shows that there is not sufficient passenger traffic between the communities in the Sanpete and Sevier Valleys on the one hand, and points on United States Highway 91 beyond Cove Fort south on the other hand, to justify the establishment of bus service through the Sanpete and Sevier Valleys for this purpose only, and that there is not enough local business and traffic between points in Piute, Sevier, and Sanpete Counties and Salt Lake City to justify more than one certificate for the operation of passenger bus service.

It appears from the evidence that a considerable amount of the freight destined south of Marysvale is being hauled at the present time largely by the merchants themselves, and the evidence also shows that the applicants to serve south of Marysvale have for several years operated freight truck lines for hire, but have not made monthly reports, or paid the road tax as provided by statute. The Commission will not reward those who knowingly disregard the law, with certificates of convenience and necessity.

The paramount duty of the Commission is to obtain the best transportation service for the public, with due and proper regard to existing facilities. The Marysvale and Sanpete Branches of The Denver & Rio Grande Western Railroad Company were built approximately forty years ago, and since that time have given the territory served by them, all the rail service it has had, except that Nephi has been served by the predecessors of the Union-Pacific System about ten years longer. During the time that this territory has been served by The Denver & Rio Grande Western Railroad, the population has greatly increased. Such a development could not have taken place without railroad transportation facilities, and this territory like other growing sections of the state, is dependent upon the services of a railroad to bring in its bulky supplies, such as coal and building materials, and to take out its products, such as cattle, sheep, beets, and grain.

The Denver & Rio Grande Western Railroad System represents an investment of approximately \$216,000,000.00, and the Marysvale Branch represents an investment of approximately \$4,000,000.00. The entire system employs about 12,000 men, and is one of the largest taxpayers in the State, and is probably the largest taxpayer in the counties traversed by its Marysvale Branch.

The fact that an applicant for his own private ends, desires to render service, must yield to public interest. The public is a party to all proceedings before this Commission and its interests are paramount to those of applicants. The great preponderance of testimony given at these hearings was favorable to the granting of a certificate of convenience and necessity to the now existing carrier, The Denver & Rio Grande Western Railroad Company.

From the foregoing facts, the Commission concludes and decides:

That the application of F. A. Miller, (Case No. 1021), for permission to operate an automobile passenger bus line over the public highway between Salt Lake City and Marysvale, Utah, should be denied.

That the application of the Utah Central Truck Line, (Case No. 1026), for permission to extend operation of its automobile freight and express line between Salt Lake City and Provo, Utah, to include Marysvale, Utah, and intermediate points south of Santaquin, Utah, should be denied.

That the application of Pickwick Stage Lines, Incorporated, (Case No. 1030), for permission to operate an automobile passenger bus line between Nephi and Cove Fort, Utah, and intermediate points, should be denied.

That the application of Great Western Motorways, Incorporated, (Case No. 1032), for permission to operate an automobile bus line between Nephi and Cove Fort, Utah, and intermediate points should be denied.

That the application of Vern Gardner and Delbert Riggs, (Case No. 1034), for permission to operate an automobile freight line between Salt Lake City and Kanab, Utah, and certain intermediate points, should be denied.

That the application of Harold I. Bowman, (Case No. 1047), for permission to operate an automobile freight and passenger line between Marysvale and Kanab, Utah, and intermediate points, should be denied.

That the application of P. B. Steele and C. D. Judd, (Case No. 1057), for permission to operate an automobile freight line between Marysvale and Kanab, Utah, should be denied.

That the application of P. B. Steele, C. D. Judd, and Ira C. Crawford, (Case No. 1058), for permission to operate an automobile passenger line between Marysvale, Kanab, and the Utah Arizona State Line, and intermediate points, should be denied.

That the application of the Consolidated Truck Lines, (Case No. 1065), for permission to operate an automobile freight and express line between Salt Lake City and Marysvale, and certain intermediate points, should be denied.

That the application of The Denver & Rio Grande Western Railroad Company (Case No. 1073), for permission to discontinue the operation of its trains Nos. 511 and 512, south of Manti, Utah, should be granted.

That the application of the Rio Grande Motorway of Utah, Incorporated, (Case No. 1074), for permission to operate an automobile passenger bus line between Salt Lake City and Marysvale, Utah, and intermediate points including Monroe; to operate automobile freight truck line between Salt Lake City and Marysvale and intermediate points including Spring City, Mt. Pleasant, and Nephi; and to operate motor freight service between Manti and Marysvale and intermediate points, including Monroe, Utah, should be granted, except that the applicant shall not be permitted to operate locally in the territory between Salt Lake City and Nephi, but shall be permitted to take on freight and passengers destined to Nephi and points south of Nephi, at any point north of Nephi, and to discharge north of Nephi, passengers and freight originating at Nephi and points south of Nephi.

An appropriate order will follow.

(Signed) E. E. CORFMAN,
 " THOS. E. McKAY,
 (SEAL) " G. F. McGONAGLE,
 Attest: Commissioners.
 (Signed) F. L. OSTLER,
 Secretary.

ORDER

Certificate of Convenience and Necessity No. 352.

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 26th day of October, A. D., 1929.

In the Matter of the Application of F. A. MILLER, for permission to operate an automobile passenger line between Salt Lake City and Marysvale, Utah. } Case No. 1021.

In the Matter of the Application of the UTAH CENTRAL TRUCK LINE, for permission to extend operation of its automobile freight and express line between Salt Lake City and Provo, Utah, to include Marysvale, Utah, and intermediate points south of Santaquin. } Case No. 1026.

In the Matter of the Application of PICKWICK STAGE LINES, INCORPORATED, for permission to operate an automobile passenger bus line between Nephi and Cove Fort, Utah, and intermediate points. } Case No. 1030.

In the Matter of the Application of GREAT WESTERN MOTORWAYS, INCORPORATED, for permission to operate an automobile passenger bus line between Nephi and Cove Fort, Utah, and intermediate points. } Case No. 1032.

In the Matter of the Application of VERN GARDNER and DELBERT RIGGS, for permission to operate an automobile freight line between Salt Lake City and Kanab, Utah, and certain intermediate points. } Case No. 1034.

In the Matter of the Application of HAROLD I. BOWMAN, for permission to operate an automobile freight and passenger line between Marysvale and Kanab, Utah, and intermediate points. } Case No. 1047.

In the Matter of the Application of P. B. STEELE, and C. D. JUDD, for permission to operate an automobile freight line between Marysvale and Kanab, Utah, under the name of Mercantile Truck Line Service. } Case No. 1057.

In the Matter of the Application of P. B. STEELE, C. D. JUDD, and IRA C. CRAWFORD, for permission to operate an automobile passenger bus line between Marysvale, Kanab, and the Utah Arizona State Line, and intermediate points. } Case No. 1058.

In the Matter of the Application of the CONSOLIDATED TRUCK LINES, a Corporation, for permission to operate an automobile freight and express line between Salt Lake City and Marysvale, Utah, and intermediate points excluding intermediate points between Salt Lake City and Payson, Utah. } Case No. 1065.

In the Matter of the Application of THE DENVER & RIO GRANDE WESTERN RAILROAD COMPANY, for permission to curtail and change certain train service on its Marysvale Branch. } Case No. 1073.

In the Matter of the Application of the RIO GRANDE MOTORWAY OF UTAH, INCORPORATED, for permission to operate an automobile passenger and freight line between Salt Lake City and Marysvale, Utah, and certain intermediate points, and between Manti and Marysvale, Utah, and intermediate points. } Case No. 1074.

These cases being at issue upon applications and protests on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein, of F. A. Miller (Case No. 1021), for permission to operate an automobile passenger bus line over the public highway between Salt Lake City and Marysvale, Utah, be and it is hereby, denied.

ORDERED FURTHER, That the application of the Utah Central Truck Line, (Case No. 1026), for permission to extend operation of its automobile freight and express line between Salt Lake City and Provo, Utah, to include Marysville, and intermediate points south of Santaquin, Utah, be and it is hereby, denied.

ORDERED FURTHER, That the application of Pickwick Stage Lines, Incorporated, (Case No. 1030), for permission to operate an automobile passenger bus line between Nephi and Cove Fort, Utah, and intermediate points, be and it is hereby, denied.

ORDERED FURTHER, That the application of Great Western Motorways, Incorporated, (Case No. 1032), for permission to operate an automobile bus line between Nephi and Cove Fort, Utah, and intermediate points, be and it is hereby, denied.

ORDERED FURTHER, That the application of Vern Gardner and Delbert Riggs, (Case No. 1034), for permission to operate an automobile freight line between Salt Lake City and Kanab, Utah, and certain intermediate points, be and it is hereby, denied.

ORDERED FURTHER, That the application of Harold I. Bowman, (Case No. 1047), for permission to operate an automobile freight and passenger line between Marysville and Kanab, Utah, and intermediate points, be and it is hereby, denied.

ORDERED FURTHER, That the application of P. B. Steele and C. D. Judd, (Case No. 1057), for permission to operate an automobile freight line between Marysville and Kanab, Utah, be and it is hereby, denied.

ORDERED FURTHER, That the application of P. B. Steele, C. D. Judd, and Ira C. Crawford, (Case No. 1058), for permission to operate an automobile passenger line between Marysville, Kanab, and the Utah Arizona State Line, and intermediate points, be and it is hereby, denied.

ORDERED FURTHER, That the application of the Consolidated Truck Lines (Case No. 1065), for permission to operate an automobile freight and express line between Salt Lake City and Marysville, and certain intermediate points, be and it is hereby, denied.

ORDERED FURTHER, That the application of The Denver & Rio Grande Western Railroad Company, (Case No. 1073), for permission to discontinue the operations of its trains Nos. 511 and 512, south of Manti, Utah, be and it is hereby, granted.

ORDERED FURTHER, That the Rio Grande Motorway of Utah, Incorporated, be and it is hereby, granted Certificate of Convenience and Necessity No. 352, authorizing and permitting it to operate an automobile passenger bus line between Salt Lake City and Marysvale, Utah, and intermediate points including Monroe; to operate automobile freight truck line between Salt Lake City and Marysvale and intermediate points including Spring City,, Mt. Pleasant, and Nephi; and to operate motor freight service between Manti and Marysvale and intermediate points, including Monroe, Utah, except that the applicant shall not be permitted to operate locally in the territory between Salt Lake City and Nephi, but shall be permitted to take on freight and passengers destined to Nephi and points south of Nephi, at any point north of Nephi, and to discharge north of Nephi, passengers and freight originating at Nephi, and points south of Nephi.

ORDERED FURTHER, That the applicant, Rio Grande Motorway of Utah, Incorporated, before beginning operation, shall file with the Commission and post at each station on its route, a schedule as provided by law and the Commission's Tariff Circular No. 4, naming rates and fares and showing arriving and leaving time in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of automobile bus lines.

By the Commission.

(SEAL)

(Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of JESSE
L. BARTHOLOMEW, for permission to
operate an automobile passenger bus line
between Centerfield and Ephraim, Utah,
and intermediate points. } Case No. 1022.

Submitted October 20, 1928. Decided January 23, 1929.

Appearances:

B. M. Edwards, Attorney, of Gunnison, Utah,	} for Applicant.
Geo. F. Wasson, Attorney, of Salt Lake City, Utah, and F. B. Austin,	} " Pickwick Stage Lines, Inc., Protestant.
B. R. Howell, Attorney, of Firm of Van Cott, Riter & Farnsworth, of Salt Lake City, Utah,	} " Denver & Rio Grande Western Railroad Co., Protestant.
Dan B. Shields, Attorney, of Salt Lake City, Utah,	} " F. A. Miller, Protestant
L. L. Robinson, of Salt Lake City, Utah,	} " Great Western Motor- ways, Inc., Protestant.

REPORT OF THE COMMISSION.

By the Commission:

This matter came on regularly for hearing, before the Public Utilities Commission of Utah, at Richfield, Utah, upon the application of Jesse L. Bartholomew for a certificate of public convenience and necessity, authorizing and permitting him to operate an automobile passenger bus line over the public highways between Centerfield, Utah, and Ephraim, Utah, and intermediate points. The hearing and investigation of this case was had in connection with Case No. 1021, application of F. A. Miller, for permission to operate an automobile passenger bus line between Salt Lake City and Marysvale, Utah; Case No. 1030, application of Pickwick Stage Lines, Incorporated, for permission to operate an automobile passenger bus line between Nephi and Cove Fort, Utah, and intermediate points; and Case No. 1032, application of Great Western Motorways, Incorporated, for permission to operate an automobile passenger bus line between Nephi and Cove Fort, Utah, and intermediate points, at which hearing it was stipulated and ordered that the evidence so far as same might be applicable to each case should be considered by the Commission.

It appearing from the evidence that the proposed service as offered by the applicant, Jesse L. Bartholomew, would be distinct from that offered or proposed by the other appli-

cants, the Commission now renders its report with respect thereto as an independent matter and without prejudice to any of the other above-named applications still pending and undecided.

From the evidence it appears that the applicant, Jesse L. Bartholomew, is a resident of Gunnison, Utah; and that for several years last past he has been engaged in rendering efficient and dependable automobile service, for hire, over the public highway between Centerfield and Gunnison, Utah; that he owns and controls the necessary automobile equipment which would be required in giving service between Centerfield and Ephraim, Utah, and intermediate points; and that he has had sufficient experience to operate such a route and give dependable service to the public; that the route herein applied for starts at Centerfield, thence to Gunnison, thence to Mayfield, thence to Sterling, thence to Manti, thence to Ephraim.

That the distance between Centerfield and Ephraim, via Mayfield, is approximately twenty-nine miles, and via Gunnison, twenty-four miles; that Centerfield has a population of approximately 800 people; Gunnison, 1200; Mayfield, 800; Sterling, 300; Ephraim, 2550; Manti, the County seat of Sanpete County, approximately 2460 people.

That many students from the points sought to be served by this applicant, attend the High School at Manti and Snow College at Ephraim, Utah; that many people from all parts of the territory sought to be served, go to Manti to attend court and transact public business, by reason of said point being a county seat; that a large number of people go from the points sought to be served by the applicant in this territory, to Manti for church service and work at the Mormon Temple situated there; that no other transportation agency serving the territory sought to be served by the applicant, now operates on a schedule, nor is any other means of transportation offered for the future which will afford to this territory adequate service for the needs and convenience of the public; that the applicant proposes to formulate a schedule over the route proposed to be served by him that will meet the needs and convenience of the public at all times, and to make a charge of about $3\frac{1}{2}$ cents per passenger mile.

From the foregoing facts, the Commission concludes that the transportation service proposed by the applicant, Jesse L. Bartholomew should be permitted and that his application

herein should be granted; and that the applicant should file with the Commission a time and rate schedule in accordance therewith.

An appropriate order will be issued.

(Signed) E. E. CORFMAN,
 (SEAL) " G. F. McGONAGLE,
 Attest: Commissioners.
 (Signed) F. L. OSTLER,
 Secretary.

ORDER

Certificate of Convenience and Necessity

No. 326

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 23rd day of January, 1929.

In the Matter of the Application of JESSE L. BARTHOLOMEW, for permission to operate an automobile passenger bus line between Centerfield and Ephraim, Utah, and intermediate points. } Case No. 1022.

This case being at issue upon application and protests on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application be, and it is hereby, granted, that Jesse L. Bartholomew be, and he is hereby, authorized to operate an automobile passenger bus line between Centerfield and Ephraim, Utah, and intermediate points.

ORDERED FURTHER, That applicant, Jesse L. Bartholomew, before beginning operation, shall file with the Commission and post at each station on his route, a schedule as provided by law and the Commission's Tariff Circular No. 4, naming rates and fares and showing arriving and leaving time from each station on his line; and shall at all times operate in accordance with the Statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of automobile stage lines.

By the Commission.

(SEAL) (Signed) F. L. OSTLER,
 Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of L. G. CHARLES, for permission to operate an automobile passenger bus line between Payson and Richfield, Utah, and intermediate points. } Case No. 1023.

ORDER

IT IS HEREBY ORDERED, That the application herein of L. G. Charles, for permission to operate an automobile passenger bus line between Payson and Richfield, Utah, and intermediate points, be and it is hereby, dismissed without prejudice, for want of prosecution.

Dated at Salt Lake City, Utah, this 9th day of December, 1929.

(Signed) E. E. CORFMAN,
" THOS. E. McKAY,
" G. F. McGONAGLE,
Commissioners,

(SEAL)
Attest:

(Signed) F. L. OSTLER,
Secretary.

In the Matter of the Application of the UTAH CENTRAL TRUCK LINE, for permission to extend operation of its automobile freight and express line between Salt Lake City and Provo, to include Marysville and intermediate points South of Santaquin, Utah. } Case No. 1026
SEE CASE NO. 1021.

In the Matter of the Application of THE DENVER & RIO GRANDE WESTERN RAILROAD COMPANY, for permission to close its station agency at Spring City, Utah. } Case No. 1027
PENDING

In the Matter of the Application of PICKWICK STAGE LINES, INCORPORATED, for permission to operate an automobile passenger bus line between Nephi and Cove Fort, Utah, and intermediate points. } Case No. 1030

SEE CASE NO. 1021.

In the Matter of the Application of the GREAT WESTERN MOTORWAYS, INC., for permission to operate an automobile passenger bus line between Nephi and Cove Fort, Utah, and intermediate points. } Case No. 1032

SEE CASE NO. 1021.

In the Matter of the Application of VERN GARDNER and DELBERT RIGGS, for permission to operate an automobile freight line between Salt Lake City and Kanab, Utah, and certain intermediate points. } Case No. 1034

SEE CASE NO. 1021.

In the Matter of the Application of PICKWICK STAGE LINES, INCORPORATED, for permission to operate an automobile bus line, for the transportation of passengers, baggage and express, over the Victory Highway between Salt Lake City and the Utah Nevada State Line, and over United States Highway No. 91, between Salt Lake City and Ogden, and over United States Highway No. 30 between Ogden and the Utah Wyoming State Line, serving said termini and all intermediate points. } Case No. 1035.

PENDING.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of LLOYD
M. DeBERRY and DALE C. DeBERRY }
for permission to operate an electric } Case No. 1040.
lighting system at Bicknell, Utah. }

Decided March 15, 1929.

Appearances:

Lloyd M. DeBerry and Dale }
C. DeBerry, of Bicknell, } Applicants.
Utah, }

REPORT OF THE COMMISSION.

McKAY, Commissioner:

Under date of May 31, 1928, application was filed with the Commission by Lloyd M. and Dale C. DeBerry, for permission to operate a public electric lighting system at Bicknell, Utah.

The application sets forth that there is no electric light service in the Town of Bicknell, Utah, that the residents are desirous of obtaining electric light service, and that applicants have machinery and the necessary equipment for furnishing electric service at Bicknell, Utah.

Hearing was arranged and held at Richfield, Utah, on Wednesday, June 20, 1928, in accordance with the notice issued by the Commission.

No protests, either written or verbal, were filed with the Commission.

The applicants testified that the Town of Bicknell is in Wayne County, Utah; that the residents of Bicknell are without electric light service, and that public convenience and necessity requires the installation and operation of such a system; that applicants own machinery consisting of Twin Delco engines and other necessary equipment to furnish electric light service, the total cost of said generators and distributing system being \$2500.00.

Applicants require a deposit of \$18.00 for each meter, and propose a schedule of 25 cents per kilowatt hour, with a minimum charge of \$1.00 per month, or \$12.00 per year. About 75% of the forty-five families in Bicknell have already subscribed for service and prospects are very good for getting the others to subscribe.

From the evidence adduced, the Commission concludes that a certificate of convenience and necessity should be issued to Lloyd M. and Dale C. DeBerry to operate an electric lighting system at Bicknell, Utah.

An appropriate order will be issued.

(Signed) THOMAS E. MCKAY,
Commissioner.

We concur:

(Signed) E. E. CORFMAN,
" G. F. MCGONAGLE,
Commissioners.

(SEAL)

Attest:

(Signed) F. L. OSTLER,
Secretary.

ORDER

Certificate of Convenience and Necessity

No. 331.

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 15th day of March, 1929.

In the Matter of the Application of }
LLOYD M. DeBERRY and DALE C. } Case No. 1040.
DeBERRY, for permission to operate an }
electric lighting system at Bicknell, Utah. }

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application be, and it is hereby, granted; that Lloyd M. DeBerry and Dale C. DeBerry be, and they are hereby, authorized to operate an electric lighting system at Bicknell, Utah.

ORDERED FURTHER, That in the operation of said electric lighting system, said Lloyd M. DeBerry and Dale C. DeBerry shall conform to the rules and regulations heretofore issued by the Commission and the laws of the State of Utah.

By the Commission.

(Signed) F. L. OSTLER,
Secretary.

In the Matter of the Application of HAR-
OLD I. BOWMAN, for permission to
operate an automobile freight and pass-
enger line between Marysvale and Kanab,
Utah, and intermediate points. } Case No. 1047.
SEE CASE NO. 1021. }

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of VIR-
GIL L. FERRIN to withdraw from and
WALACE M. WHITE to assume oper-
ation of automobile freight line between
Ogden and Kamas, Utah, via Weber
Canyon and Echo, Utah, with Willis P.
White, under the firm name of the
WHITE TRUCKING COMPANY. } Case No. 1052.

SUPPLEMENTARY REPORT AND ORDER OF THE
COMMISSION.

By the Commission:

Under date of August 1, 1928, the Public Utilities Com-
mission of Utah issued Certificate of Convenience and Ne-
cessity No. 323 (Case No. 1052), authorizing Wallace M.
White and Willis E. White to operate an automobile freight
line between Ogden and Kamas, Utah, via Weber Canyon
and Echo, Utah, under the firm name of White Trucking
Company.

The Commission now finds that owing to the failure of
Wallace M. White and Willis P. White to comply with the
provisions of Section 4818 X of the Public Utilities Act of
Utah, requiring the filing of bond with the Commission, Cer-
tificate of Convenience and Necessity No. 323 should be
cancelled.

IT IS THEREFORE ORDERED, That Certificate of
Convenience and Necessity No. 323, be, and it is hereby, can-
celled, and the right of Wallace M. White and Willis P.
White to operate an automobile freight line between Ogden

and Kamas, Utah, via Weber Canyon and Echo, Utah, be, and it is hereby, revoked.

Dated at Salt Lake City, Utah, this 23rd day of March, 1929.

(Signed) E. E. CORFMAN,
 " THOS. E. McKAY,
 " G. F. McGONAGLE,
 Commissioners.

(SEAL)

Attest:

(Signed) F. L. OSTLER,
 Secretary.

In the Matter of the Application of the
 GREAT WESTERN MOTORWAYS,
 INC., for permission to operate an auto-
 mobile bus line, for the transportation of
 passengers, baggage, and express over the
 Victory Highway between Salt Lake City
 and the Utah Nevada State Line, and
 over United States Highway No. 91 be-
 tween Salt Lake City and Ogden, and
 over United States Highway No. 30 be-
 tween Ogden and Utah Wyoming State
 Line, and all intermediate points.

Case No. 1053

PENDING.

BEFORE THE PUBLIC UTILITIES COMMISSION
 OF UTAH

In the Matter of the Application of the
 DIXIE POWER COMPANY, for per-
 mission to construct an hydro-electric
 generating plant on the Virgin River near
 the Town of LaVerkin, in Washington
 County, State of Utah.

Case No. 1054.

Submitted January 15, 1929.

Decided March 28, 1929.

Appearances:

D. H. Morris, Attorney, of } for Applicant.
 St. George, Utah, }

Eugene Christensen, Mayor }
 of Cedar City, Utah }

REPORT OF THE COMMISSION

By the Commission:

This matter came on regularly for hearing before the Public Utilities Commission of Utah, at Cedar City, Utah, on the 15th day of January, 1929.

The application sets forth, in brief, that applicant, Dixie Power Company, is a corporation, engaged in the business of generating and transmitting electric energy in the Counties of Washington and Iron, in the State of Utah, for sale to consumers.

From the evidence adduced for and in behalf of the applicant at the hearing, it appears:

1. That the applicant, Dixie Power Company, is a corporation existing under and by virtue of the laws of the State of Utah, and that it is lawfully engaged in the State of Utah in the business of generating, transmitting, producing, and distributing electric energy in the Counties of Washington and Iron, State of Utah, with its principal office or place of business at Cedar City, Utah.

2. That the applicant, Dixie Power Company, owns and operates three hydro-electric generating plants, each of a capacity of approximately 800 K. W. and located on the Santa Clara River northwesterly from St. George, Utah; that from said generating plants Dixie Power Company furnishes electric energy for lighting, heating and power purposes, in the Cities and Towns of St. George, Hurricane, Washington, LaVerkin, Santa Clara, Toquerville, Rockville, Springdale, and Enterprise, and intermediate territory in Washington County, State of Utah, and in the Cities and Towns of Kanarrville, Hamilton's Fort, Cedar City, Enoch, and intermediate territory in Iron County, State of Utah, and furnishes power for pumping for irrigation purposes in Eastern Iron County and for mining iron ore in Eastern Iron County.

3. That the demand for electric energy in the territory served by the Dixie Power Company is constantly increasing, and that public convenience and necessity require that a fourth hydro-electric generating plant of 800 K. W. capacity be constructed on the Virgin River, in the southwest quarter of the northeast quarter of Section 26, Township 41 South, Range 13 West, Salt Lake Meridian, at an estimated cost of \$90,000.00.

4. That to insure proper control and supervision of plant operation, a telephone line should be constructed on

applicant's transmission line poles, connecting proposed plant Number Four with its St. George office, and its present plant Number Two with its Cedar City office.

An appropriate order will issue.

(Signed) E. E. CORFMAN,
" THOMAS E. McKAY,

(SEAL) " G. F. McGONAGLE,
Attest: Commissioners.

(Signed) F. L. OSTLER,
Secretary.

ORDER.

Certificate of Convenience and Necessity
No. 332.

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 28th day of March, 1929.

In the Matter of the Application of the DIXIE POWER COMPANY, for permission to construct an hydro-electric generating plant on the Virgin River near the Town of LaVerkin, in Washington County, State of Utah.	}	Case No. 1054.
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This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application be, and it is hereby, granted; that the Dixie Power Company be, and it is hereby, authorized to construct, maintain, and operate an hydro-electric generating plant on the Virgin River near the Town of LaVerkin, in Washington County, State of Utah, in the Southwest quarter of the northeast quarter of Section 26, Township 41 South, Range 13 West, Salt Lake Meridian.

ORDERED FURTHER, That the said Dixie Power Company be, and it is hereby, authorized to construct a telephone line on its transmission line poles, connecting pro-

posed plant Number Four, near LaVerkin, with its St. George office, and its present plant Number Two with its Cedar City office.

ORDERED FURTHER, That in the construction of such hydro-electric generating plant and telephone line, applicant, Dixie Power Company, shall conform to the rules and regulations heretofore issued by the Commission governing such construction.

By the Commission.

(SEAL)

(Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the
GREAT WESTERN MOTORWAYS,
INC., for permission to combine the serv-
ice now rendered by the SOUTHERN
UTAH STAGE LINE COMPANY be-
tween St. George and Cedar City, Utah,
with the service rendered by Great West-
ern Motorways, Inc., between Salt Lake
City and St. George, and certain interme-
diate points. } Case No. 1055.

Submitted: July 8, 1929.

Decided: July 13, 1929.

Appearances:

Thomas L. Mitchell, Attorney for Applicant.

REPORT OF THE COMMISSION.

By the Commission:

This matter was brought on regularly for hearing before the Public Utilities Commission of Utah, at its office in the State Capitol in Salt Lake City, Utah, on the 7th day of May, 1929, and thereafter continued for further hearing until the 10th day of June, 1929. No protests were filed on the part of any interested party, to the granting of the application as prayed for by the applicant.

From the evidence, it appears:

That the applicant, Great Western Motorways, Inc., is an "automobile corporation" duly organized and existing

under the laws of the State of Utah, with its principal office or place of business in Salt Lake City, Utah :

That the Pioneer Stages, Inc., is a corporation duly organized and existing under and by virtue of the laws of the State of Nevada, and as such is legally empowered under Certificate of Convenience and Necessity No. 328, issued by this Commission, to operate as an automobile corporation over the public highways between St. George and Cedar City, Utah, and elsewhere in the State of Utah; that as such automobile corporation, it has succeeded to all the property and equipment of the applicant, Great Western Motorways, Inc., and is now actively engaged in rendering the automobile service heretofore rendered between Cedar City and St. George by said Great Western Motorways, Inc., through its subsidiary, Southern Utah Stage Line Company, a Utah automobile corporation :

That public convenience and necessity requires the operation of an automobile passenger line for hire between said points, Cedar City and St. George; that by reason of the fact that Pioneer Stages, Inc. has succeeded to the operation of such automobile line between Cedar City and St. George, it seeks herein to combine the said service by according to the public, the use of its interstate operated automobiles over said highway at greatly reduced rates; that by combining said service, the travelling public will be afforded not only greatly reduced rates, but greater frequency and more commodious service than has heretofore been rendered by the Great Western Motorways, Inc., through its said subsidiary, Southern Utah Stage Line.

That the applicant, Pioneer Stages, Inc., as successor to Great Western Motorways, Inc., is financially and otherwise able to render the said service between Cedar City and St. George, by reason of long experience in the operation of automobiles for hire over public highways of the State of Utah, and other states.

By reason of the premises the Commission concludes that the application herein as applied for, should be granted.

An appropriate order will follow :

	(Signed) E. E. CORFMAN,
	" THOS. E. McKAY,
(SEAL)	" G. F. McGONAGLE,
Attest :	Commissioners.
(Signed) F. L. OSTLER,	
Secretary.	

ORDER.

**Certificate of Convenience and Necessity No. 342
Cancels**

**Certificate of Convenience and Necessity
No. 317.**

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 13th day of July, A. D. 1929.

In the Matter of the Application of the GREAT WESTERN MOTORWAYS, INC., for permission to combine the service now rendered by the SOUTHERN UTAH STAGE LINE COMPANY, between St. George and Cedar City, Utah, with the service rendered by Great Western Motorways, Inc., between Salt Lake City and St. George, and certain intermediate points. } Case No. 1055.

This case being at issue upon application on file and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application be, and it is hereby, granted, and that the Pioneer Stages, Inc., as successor to the applicant herein, Great Western Motorways, Inc., is hereby permitted and authorized to operate in connection with its interstate automobile service over the public highway under Certificate of Convenience and Necessity No. 342), the automobile passenger service as has heretofore been rendered by the Southern Utah Stage Line Company, a subsidiary of the Great Western Motorways, Inc., between Cedar City and St. George, Utah, and intermediate points, operating under Certificate of Convenience and Necessity No. 317, which is hereby cancelled and annulled.

ORDERED FURTHER, That the Pioneer Stages, Inc. shall render the said passenger service between Cedar City and St. George, Utah, at the same rates, and with the same frequency of service as is now or may hereafter be rendered by it, in its interstate service between said points, and shall file with the Commission and post at all stations on said

route, a schedule as provided by law and the Commission's Tariff Circular No. 4, naming rates and fares and showing arriving and leaving time from each station on said line; and shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission, governing the operation of automobile bus lines.

By the Commission.

(SEAL) (Signed) F. L. OSTLER,
Secretary.

In the Matter of the Application of P. B. STEELE and C. D. JUDD, for permission to operate an automobile freight line between Marysville and Kanab, Utah, under the name of the Mercantile Truck Line Service. } Case No. 1057.

SEE CASE NO. 1021.

In the Matter of the Application of P. B. STEELE, C. D. JUDD, and IRA C. CRAWFORD, for permission to operate an automobile passenger bus line between Marysville, Kanab, and Utah-Arizona State Line, and intermediate points. } Case No. 1058.

SEE CASE NO. 1021.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the MOAB GARAGE COMPANY, for permission to publish rates in accordance with uniform classification. } Case No. 1059.

Submitted March 25, 1929.

Decided April 12, 1929.

Appearance:

E. W. Schneider, of Salt }
Lake City, Utah, } for Applicant.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

It appearing that the Moab Garage Company, on the 17th day of July, 1928, filed in the office of the Public Util-

ities Commission of Utah its supplemental tariff and freight classification, and, after a public hearing, it appears that the rates therein are just and reasonable and that said classification is a proper one;

Now, therefore, IT IS HEREBY ORDERED, That the said tariff and freight classification be, and they are hereby, approved and allowed.

(Signed) E. E. CORFMAN,
 " THOMAS E. McKAY,
 " G. F. McGONAGLE,
 Commissioners.

(SEAL)
 Attest:

(Signed) F. L. OSTLER,
 Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
 OF UTAH
 ORDER

Certificate of Convenience and Necessity
 No. 343.

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 31st day of July, 1929.

In the Matter of the Application of the
 OGDEN GAS COMPANY, a Corporation,
 for permission to serve gas for all
 purposes in the Counties of Weber and
 Davis and the Cities of Bountiful, Farm-
 ington, and Kaysville, and the Towns of
 Layton, Centerville, and Clearfield, all
 in the State of Utah, and to construct,
 maintain, and operate the necessary
 mains and service pipes and lines.

} Case No. 1060

In the Matter of the Application of JOHN
 McFADYEN and L. B. DENNING, for
 permission to construct, maintain, and
 operate gas distributing plants or sys-
 tems, for the purpose of supplying gas
 for light heat, power and other pur-
 poses, to the Counties of Salt Lake,
 Tooele, Davis and Weber, in the State of
 Utah, to the Cities of Ogden, Kaysville,
 Farmington, Bountiful, Murray, and
 Tooele, and the Towns of Layton, Clear-
 field, and Centerville, in the State of
 Utah, and the inhabitants thereof.

} Case No. 1061.

In the Matter of the Application of JOHN McFADYEN and L. B. DENNING, for permission to construct, maintain, and operate gas distributing plants or systems, for the purpose of supplying gas for light, heat, power and other purposes, to Salt Lake City, Midvale City, Summit County and Daggett County, in the State of Utah, and to the inhabitants thereof. } Case No. 1066.

These cases having been brought to issue upon the several applications and the protests filed thereto, and, for convenience, having been combined and heard as one case, and full investigation of the matters and things involved having been had, and the Commission having, on the 31st day of December, 1928, made and filed a report, containing its findings and conclusions, which said report is hereby referred to and made a part hereof, and from which report it appears that the applications herein of L. B. Denning and John McFadyen were made in a representative capacity and with the understanding that any and all rights that might be granted them thereunder were to be assigned and transferred to such corporations as they and the interests represented by them might thereafter form or designate; and such corporations having now been formed, created, and empowered to do business in the State of Utah, and having been duly designated by the applicants in their said representative capacity by proper assignments and transfers, which, together with the certified copies of the articles of incorporation, are filed in the office of this Commission:

Now, therefore, in accordance with the premises and the report of the Commission aforesaid, and subject to the provisions and conditions therein imposed;

IT IS ORDERED, That the applications of L. B. Denning and John McFadyen, in their representative capacity, in Cases Nos. 1061 and 1066 herein, be, and the same are hereby, granted.

ORDERED FURTHER, in accordance with the assignments and transfers of the said L. B. Denning and John McFadyen, in their own behalf and the interests they represent, that the Wasatch Gas Company, a corporation, organized under and by virtue of the laws of the State of Utah, and duly qualified and authorized to do business in the State of Utah, be, and the same is hereby, authorized and empowered to construct, operate, and maintain gas plants and

gas distributing systems for the purpose of furnishing and supplying gas for all useful purposes, to the Counties of Salt Lake, Tooele, Davis, and Weber, and to the Cities and Towns, and the inhabitants thereof, of Ogden, Bountiful, Centerville, Farmington, Layton, Kaysville, Clearfield, Murray, Sandy, Midvale, Garfield, Magna, and Tooele, all in the State of Utah; that in accordance with the assignments and transfers of L. B. Denning and John McFadyen, in their own behalf and the interests they represent, that the Utah Gas & Coke Company, a corporation, under and by virtue of the laws of the State of Utah, and duly qualified and authorized to do business in the State of Utah, be, and the same is hereby, authorized and empowered to construct, operate, and maintain gas plants and gas distributing systems for the purpose of furnishing and supplying gas for all useful purposes, to the municipality of Salt Lake City, Utah, and the inhabitants thereof.

ORDERED FURTHER, That natural gas, when served to the consumer by the said Wasatch Gas Company and the Utah Gas & Coke Company, respectively hereunder, shall be of a quality of not less than 900 British Thermal Units, under standard conditions of pressure temperature, and at the following rates:

DOMESTIC RATES

First 400 c.f. or part thereof—	90c.
Next 600 c.f.....	15 c per 100 c.f.
Next 1,000 c.f.....	12 c per 100 c.f.
Next 1,000 c.f.....	7½c per 100 c.f.
Next 2,000 c.f.....	6 c per 100 c.f.
All over 5,000 c.f.....	5 c per 100 c.f.
Minimum Bill	90 c.

INDUSTRIAL RATES

CLASS I—Gas used for fuel in gas engines:

First 100,000 c.f. per mo.	50c per M. c.f.
Next 100,000 c.f. per mo.	35c per M. c.f.
Next 200,000 c.f. per mo.	30c per M. c.f.
All over 400,000 c.f. per mo.	25c per M. c.f.
Minimum Bill,	\$50.00 per month.

CLASS II.—Gas used for the application of heat in manufacturing processes as in bakeries, tailor shops and cleaning and pressing plants, steam and hot water boilers, used in garages. Brick bake ovens, brick and pottery kilns, glass furnaces, refinery stills, foundries, metal melting and steel works, manufactories of candy, ice cream, potato chips, confections, cans, boxes, fabrics, cartons and paper bags, plating

and galvanizing, dairies, cheese and creameries, creosoting and asphalt, machine shops and manufactories of mechanical devices, enamel ovens, assayers laboratories, coffee and peanut roasters, sausage factories and meat packers and job printing establishments (in plants operating during daytime only) :

First	100,000 c.f. per mo.	50c per M. c.f.
Next	100,000 c.f. per mo.	35c per M. c.f.
Next	200,000 c.f. per mo.	30c per M. c.f.
All over	400,000 c.f. per mo.	25c per M. c.f.
Minimum Bill, \$60.00 per month.		

CLASS III.—Gas used in manufacturing and industrial processes for heating purposes, in or under steam and hot water boilers, brick bake ovens, brick and pottery kilns, cement kilns, glass furnaces, refinery stills, iron foundries and steel works, (in plants operating during daytime only) :

First	100,000 c.f. per mo.	50c per M. c.f.
Next	100,000 c.f. per mo.	30c per M. c.f.
All over	200,000 c.f. per mo.	25c per M. c.f.
Minimum Bill, \$100.00 per month.		

CLASS IV.—Gas used as fuel under boilers in central steam or hot water heating plants for heating office buildings, apartment buildings, factories, stores, churches, hospitals, schools, theatres, auditoriums, hotels and public buildings :

First	100,000 c.f. per mo.	50c per M. c.f.
Next	200,000 c.f. per mo.	26c per M. c.f.
Next	200,000 c.f. per mo.	25c per M. c.f.
Next	500,000 c.f. per mo.	22c per M. c.f.
All over	1,000,000 c.f. per mo.	21c per M. c.f.
Minimum Bill, \$150.00 per month.		

CLASS V.—Gas used for fuel, heating and power purposes in manufacturing and industrial processes, in or under steam and hot water boilers, brick bake ovens, brick and pottery kilns, cement kilns, glass furnaces, refinery stills, iron foundries, and steel works, smelters, mills, and mines (in plants regularly operated during daytime and night twelve months per year) :

First	100,000 c.f. per mo.	50c per M. c.f.
Next	900,000 c.f. per mo.	20c per M. c.f.
Next	4,000,000 c.f. per mo.	18c per M. c.f.
Next	5,000,000 c.f. per mo.	16c per M. c.f.
Next	10,000,000 c.f. per mo.	15c per M. c.f.
Next	180,000,000 c.f. per mo.	14c per M. c.f.
All over	200,000,000 c.f. per mo.	13½c " M. c.f.
Minimum Bill \$200.00 per month.		

Effective date, when natural gas is served to the user.

By the Commission.

(SEAL)

(Signed) F. L. OSTLER,
Secretary.

In the Matter of the Application of JOHN McFADYEN and L. B. DENNING, for permission to construct, maintain, and operate gas distributing plants or systems, for the purpose of supplying gas for light, heat, power, and other purposes, to the Counties of Salt Lake, Tooele, Davis, and Weber, in the State of Utah, to the Cities of Ogden, Kaysville, Farmington, Bountiful, Murray, and Tooele, and the Towns of Layton, Clearfield, and Centerville, in the State of Utah, and the inhabitants thereof.

} Case No. 1061.

SEE CASE NO. 1060.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the MILFORD & BEAVER TRANSPORTATION COMPANY, for permission to revise its rates.

} Case No. 1062.

Submitted March 25, 1929.

Decided April 12, 1929.

Appearance:

R. C. Murdock, Manager, of }
Beaver, Utah, } for Applicant.

REPORT AND ORDER OF THE COMMISSION.

By the Commission:

It appearing that on the 13th day of August, 1928, the Milford & Beaver Transportation Company filed in the office of the Public Utilities Commission of Utah a supplemental tariff and classification (P. U. C. U. No. 2, cancelling its P. U. C. U. No. 1), and that after a public hearing, held in Salt Lake City, on the 25th day of March, 1929, it appearing that the rates therein are just and reasonable and said classification is a proper one;

Now, therefore, IT IS HEREBY ORDERED, That the said tariff and freight classification be, and the same are hereby, approved and allowed.

(Signed) E. E. CORFMAN,
" THOMAS E. McKAY,

(SEAL)

"

G. F. McGONAGLE,

Attest:

Commissioners.

(Signed) F. L. OSTLER,
Secretary.

In the Matter of the Application of the UTAH LIGHT & TRACTION COMPANY, for permission to discontinue operation of its automobile bus line between a point known as White's Hill, through Val Verda District to the State Highway in the City of Bountiful, Davis County, Utah. } Case No. 1063.
 SEE CASE NO. 863.

In the Matter of the Application of the MILLVILLE WATER WORKS COMPANY, for permission to revise certain rates. } Case No. 1064.
 Special Permission No. 1229, issued January 24, 1929.

In the Matter of the Application of the CONSOLIDATED TRUCK LINES, a Corporation, for permission to operate an automobile freight and express line between Salt Lake City and Marysvale, Utah, and intermediate points, excluding intermediate points between Salt Lake City and Payson, Utah. } Case No. 1065.
 SEE CASE NO. 1021.

In the Matter of the Application of JOHN McFAYDEN and L. B. DENNING, for permission to construct, maintain, and operate gas distributing plants or systems, for the purpose of supplying gas for light, heat, power, and other purposes, to Salt Lake City, Midvale City, Summit County, and Daggett County, in the State of Utah, and the inhabitants thereof. } Case No. 1066.
 SEE CASE NO. 1060.

BEFORE THE PUBLIC UTILITIES COMMISSION
 OF UTAH

In the Matter of the Application of JOE FARNSWORTH, B. E. FARNSWORTH, and MAESER DALLEY, co-partners, for permission to operate an automobile passenger and express line between Cedar City, Utah, and the Utah-Arizona State Line, serving intermediate points in Kane County, Utah. } Case No. 1067.

Submitted: July 8, 1929.

Decided: December 18, 1929.

Appearance:

J. M. Foster, Attorney, Ce- }
 dar City, Utah, } for Applicants.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

This matter came on for hearing at Cedar City, Utah, on the 15th day of January, 1929.

The application, as filed with the Commission, asked that a Certificate of Convenience and Necessity issue covering the transportation of passengers and express between Cedar City and the Utah-Arizona State Line, serving the towns of Alton, Mt. Carmel, Glendale, Orderville, and Kanab, all in Kane County, Utah. At the hearing, the application was amended, the amended application asking for authority to operate between Cedar City and the Utah-Arizona State Line, via Zion National Park, Mt. Carmel, and Kanab, serving no intermediate points between Cedar City and Kanab, Utah.

From the record in this case, the Commission finds as follows:

That the applicants propose to operate between Cedar City and the Utah-Arizona State Line, as a part of an interstate operation between Cedar City and Flagstaff, Arizona, via Lee's Ferry, Arizona, a distance of 315 miles.

That the distance from Cedar City to the Utah-Arizona State Line, is approximately 103 miles, Kanab being situated about three miles north of said state line.

That public convenience and necessity does not now require the operation of an intrastate passenger bus line between Cedar City and Kanab, Utah, and that the application should be denied.

IT IS THEREFORE ORDERED, That the application herein, of Joe Farnsworth, B. E. Farnsworth, and Maeser Dally, co-partners, for permission to operate an automobile passenger and express line between Cedar City, Utah, and the Utah-Arizona State Line, as applied for and amended, be and the same is hereby, denied.

(Signed) E. E. CORFMAN,

" THOS. E. MCKAY,

" G. F. MCGONAGLE,

Commissioners.

(SEAL)

Attest:

(Signed) F. L. OSTLER,
 Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of E. W. SCHNEIDER, for permission to operate an automobile passenger, freight, and express bus line between Fish Lake, Utah, on the one hand, and points between Salt Lake City and Fish Lake, Utah, on the other hand (including Richfield, Utah), and side trips into Wayne County, Utah. } Case No. 1068.

ORDER

Upon motion of the applicant, and with the consent of the Commission:

IT IS ORDERED, That the above-entitled application of E. W. Schneider be, and it is hereby, dismissed, without prejudice.

Dated at Salt Lake City, Utah, this 19th day of July, 1929.

(Signed) E. E. CORFMAN,
" THOMAS E. McKAY,
(SEAL) " G. F. McGONAGLE,
Attest: Commissioners.
(Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of WIL- LARD BARKER, for permission to operate an automobile freight and express line between Marysvale, Piute County, Utah, and Escalante, Garfield County, Utah, and intermediate points. } Case No. 1069.

Submitted January 22, 1929. Decided March 5, 1929.
Appearances:

J. H. Erickson and J. V. }
Erickson, Attorneys, of } for Applicant.
Richfield, Utah,

Henry E. Beal, Attorney, of } " Escalante Wool Grow-
Richfield, Utah, } ers Association, Pro-
testant.

REPORT OF THE COMMISSION

THOMAS E. McKAY, Commissioner:

This matter came on regularly for hearing, before the Public Utilities Commission of Utah, at Marysvale, Utah, on the 26th day of October, 1928.

A few days following the hearing, a request was received from Mr. Gilbert R. Beebe, an attorney at Junction, Utah, representing Mr. George Davies, of Junction, and a number of merchants of Escalante, asking that action upon this application be deferred for one week, for the reason that said merchants did not know of the hearing in time to appear and enter protest.

This request was followed by a petition for rehearing, from the Escalante Wool Growers Association, a voluntary association, with its principal place of business at Escalante, Garfield County, Utah, which petition also represented that no notice of the time and place of the hearing of the said application was brought to the attention of the agents and officers of their association until after the hearing had been held; that the notice of the time and place of hearing was published in the "Piute County News", a weekly newspaper of Junction, Piute County, Utah; that this paper does not have a general circulation in Escalante, but is received by only a few individuals in that town.

The petition for rehearing was granted, and the case came before the Commission for further hearing at Richfield, Utah, January 22, 1929, at 3:30 P.M.

The application, which was amended at the first hearing to include Mr. LeRoy E. Cowles as one of the applicants, in brief sets forth that public convenience and necessity require the operation of an automobile freight line between Marysvale and Escalante, Utah, and intermediate points; that there are large quantities of freight and express destined to these towns, which are loaded at the Marysvale station; that there are also large quantities of farm products and wool produced within said territory for transportation to market over the railroad serving Marysvale.

From the evidence adduced at the hearings, for and in behalf of the respective parties, it appears:

1. That the applicants, Willard Barker and LeRoy E. Cowles, are residents of Escalante, Garfield County, Utah; that said applicants propose to operate an automobile freight and express line over the public highway between Marysvale,

in Piute County, Utah, and Escalante, Garfield County, Utah, serving Marysvale, Junction, Kingston, Antimony, Widtsoe, and Escalante; and to provide a bi-weekly service for all kinds and classes of freight and express available within said territory for transportation, upon the basis and schedule of rates as follows:

Leave Escalante on Tuesdays and Fridays, returning Wednesdays and Saturdays.

First Class and Perishable Freight:

From Marysvale to Kingston	\$.40 per cwt.
Antimony	.65 per cwt.
Widtsoe	.85 per cwt.
Escalante	1.25 per cwt.

Explosives, 25 per cent higher.

Heavy freight, Non-Perishable and Non-Explosives:

Kingston	\$.30 per cwt.
Antimony	.50 per cwt.
Widtsoe	.75 per cwt.
Escalante	1.00 per cwt.

2. That the territory proposed to be served is not now being served by any common carrier for hire over the public highway.

3. That large quantities of merchandise, gas, oil, etc., destined to said towns named in the application, have to be moved over the public highway; that at the present time there is no automobile truck service available except such as is being given by Mr. George Davies, of Junction, who carries the mail, and by persons owning trucks not operated regularly for hire; that some farm products, and a considerable amount of wool, are shipped from said points by railroad from time to time, and that shippers have no regular, dependable service for their accommodation.

4. That applicants are equipped with two trucks at the present time, and can obtain sufficient capital to provide all necessary conveniences for handling of said freight and express.

5. That the protestant, Escalante Wool Growers Association, transports and causes to be transported to Marysvale, a large proportion of the commodities produced at Escalante; these commodities consisting of an annual average production of 400,000 pounds of wool and 10,000 lambs; and, in addition to the above commodities, a large amount of merchandise and equipment is handled from Marysvale.

6. That in the autumn, merchants in Escalante usually lay in their winter supply of goods, for the reason that during severe winters the road over the mountain becomes impass-

able, and it requires not one but several freighters to haul said supplies; that this is also true in the spring, when it requires every available truck to move the crop of wool so that it can be shipped from Marysvale in bulk.

From the foregoing facts, and from the petition of protest signed by nearly all of the merchants of the territory to be served, the Commission concludes and decides that the application of Willard Barker and LeRoy E. Cowles, for permission to operate an automobile freight and express line between Marysvale and Escalante, Utah, and intermediate points, should be denied.

An appropriate order will be issued.

(Signed) THOMAS E. McKAY,
Commissioner.

We concur:

(Signed) E. E. CORFMAN,
" G. F. McGONAGLE,
Commissioners.

(SEAL)

Attest:

(Signed) F. L. OSTLER,
Secretary.

ORDER

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 5th day of March, 1929.

In the Matter of the Application of WIL-
LARD BARKER, for permission to oper-
ate an automobile freight and express line
between Marysvale, Piute County, Utah,
and Escalante, Garfield County, Utah, and
intermediate points. } Case No. 1069.

This case being at issue upon application and protests on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Willard Barker and LeRoy E. Cowles, for permission to operate an automobile freight and express line between Marysvale and

Escalante, Utah, and intermediate points, be, and the same is hereby, denied.

By the Commission.

(Signed) F. L. OSTLER,
Secretary.

(SEAL)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of THE DENVER & RIO GRANDE WESTERN RAILROAD COMPANY, to discontinue operation of passenger trains Nos. 409 and 410, between Springville and Silver City, Utah. } Case No. 1071.

In the Matter of the Application of RIO GRANDE MOTORWAY OF UTAH, INC., for permission to operate an automobile passenger and freight line between Springville and Silver City, Utah, and intermediate points. } Case No. 1072.

Submitted January 24, 1929.

Decided March 1, 1929.

Appearances:

B. R. Howell, of the firm of Van Cott, Riter & Farnsworth, Attorneys, of Salt Lake City, Utah. } for Applicants.

F. M. Orem, Attorney, of Salt Lake City, Utah. } " Protestant, Salt Lake & Utah Railroad Co.

E. W. Schneider, of Salt Lake City, Utah, } " Protestant, Utah Central Transfer Co.

Dan B. Shields, Attorney, of Salt Lake City, Utah, } " Protestant, Thomas W. Boyer, Trustee.

REPORT OF THE COMMISSION.

By the Commission:

These cases came on regularly for hearing before the Public Utilities Commission of Utah, at Payson, Utah, on the 24th day of January, 1929.

By its application in Case No. 1071, The Denver & Rio Grande Western Railroad Company seeks permisison to dis-

continue operation of passenger trains Nos. 409 and 410, between Springville and Silver City, Utah.

The Rio Grande Motor Way of Utah, Incorporated, in Case No. 1072, seeks a certificate of public convenience and necessity, authorizing it to operate a combined passenger and freight automobile line over the public highways between Provo and Silver City, Utah, as a substitute and in lieu of the train service heretofore rendered by the applicant in Case No. 1071 between Springville and Silver City, Utah.

Protests were made to the application in Case No. 1072 for and in behalf of the Salt Lake & Utah Railroad Company, the Utah Central Truck Line and Utah Central Transfer Company, and for and in behalf of Thomas W. Boyer, Trustee.

By common consent of the interested parties, and by order of the Commission, the two cases were combined as one for hearing and determination.

After hearing and due investigation, the Commission finds the following facts:

1. That the applicant in Case 1071, The Denver & Rio Grande Western Railroad Company, is a corporation, organized and existing under the laws of the State of Delaware, duly authorized to and is engaged in doing business in Utah as a railroad corporation; that it owns and operates a main line of steam railroad between Ogden, Utah, and Denver, Colorado, with numerous branch lines, among which is a branch line commonly known and designated as its "Tintic Branch", extending from its main line at Springville to Silver City, Utah, carrying passengers, freight, and express; that at the present time it is rendering daily passenger, mail, and express service each direction between Salt Lake City and Silver City, Utah, via applicant's main line from Salt Lake City to Springville, and thence over its Tintic Branch Line from Springville to Silver City, Utah, upon the following schedule:

Train No. 410.

Leaving Salt Lake City at 3:30 P.M.

Arriving at Springville at 5:05 P.M.

Arriving at Silver City at 7:30 P.M.

Train No. 409.

Leaving Silver City at 6:20 A.M.

Arriving at Springville at 8:35 A.M.

Arriving at Salt Lake City 10:30 A.M.

2. That the applicant in Case No. 1072, Rio Grande Motor Way of Utah, Inc., is an "automobile corporation",

organized under the laws of the State of Colorado and authorized to do business in Utah; that it is financed by and is a subsidiary of the applicant, Denver & Rio Grande Western Railroad Company. It was organized for the purpose, among other things, of operating a combination motor bus and truck service over the public highway between Provo, on the main line, and Silver City, a terminal of the Tintic Branch Line of the Denver & Rio Grande Western Railroad, and to perform the same service as now and heretofore rendered by passenger trains Nos. 409 and 410, operated between Provo over the Denver & Rio Grande Western main line to Springville, and from thence over its Tintic Branch Line to Silver City, Utah.

That the proposed route of the applicant, Rio Grande Motor Way of Utah, Inc., between Provo and Silver City, would pass through and serve the Towns of Springville, Spanish Fork, Salem, Payson, Santaquin, Goshen, Elberta, and Dividend, all of which are now being served by trains Nos. 409 and 410, except Salem, Santaquin, Elberta, and Dividend, which are some distance from the railroad but are in the same territory served thereby.

3. That the protestant, Salt Lake & Utah Railroad Company, is a railroad corporation, organized and existing under the laws of the State of Maine, and for many years last past has been operating in Utah an electric railroad between Salt Lake City and Payson, Utah; that it carries passengers, freight and express, and operates three trains daily, except Sunday, for the purpose of carrying less-than-carload shipments of freight from Salt Lake City, Utah, to Payson, Utah, and intermediate points. That it has a pick-up-and-delivery service at Salt Lake City, Magna, Lehi, American Fork, Pleasant Grove, Provo, Springville, Spanish Fork, and Payson, Utah. That it furnishes round-trip express service twice daily, in connection with the American Railway Express Company, between Salt Lake City and Payson, Utah, and all intermediate points. That it operates sixteen passenger trains daily, eight round-trips, between Salt Lake City and Payson, Utah, and all intermediate points.

4. That the protestant, Utah Central Truck Line, is a corporation, organized and doing business under the laws of the State of Utah as an "automobile corporation", and is now, and for many years last past has been, operating a motor truck line, under Certificate of Public Convenience and Necessity No. 216, between Salt Lake City and Provo, Utah, and intermediate points.

5. That the protestant, Utah Central Transfer Company, is a corporation, organized under the laws of the State of Utah, and authorized to and is operating as an "automobile corporation" under Certificate of Public Convenience and Necessity No. 290, transporting freight between Provo and Eureka, Utah, and intermediate points.

6. That the protestant, Thomas W. Boyer, Trustee, is the owner of, and for several years last past has been and is now operating an automobile passenger bus line over the public highway between Payson and Eureka City, under Certificate of Public Convenience and Necessity No. 283, making two round-trips between terminal points each day.

7. That the proposed route of the applicant, Rio Grande Motor Way of Utah, Inc., would serve practically the same territory as is now being served by passenger trains Nos. 409 and 410 and freight trains as well, now being operated over the Tintic Branch of the Denver & Rio Grande Western Railroad, the territory now being served by the Salt Lake & Utah Railroad between Provo and Payson, the territory now being served by protestant, Utah Central Transfer Company, from Provo to Eureka, and the territory served by Thomas W. Boyer, Trustee, from Payson to Eureka, Utah.

8. Trains Nos. 409 and 410 of the Denver & Rio Grande Western Railroad are now and for a long time have been operated at a material loss; that the average monthly operating revenue derived from said trains for the months of June, July, August, and September, 1928, was but \$1411.12; that the average cost of the operation of said trains for a period covering September, 1927, to August, 1928, was \$3,039.16 per month.

From the foregoing facts, the Commission concludes and decides that the application of The Denver & Rio Grande Western Railroad Company to discontinue its service now being rendered by trains Nos. 409 and 410, should be granted.

That traffic originating on and destined to and from points in the territory served by the main line and Tintic Branch Line of The Denver & Rio Grande Western Railroad, can be handled with much less cost and far greater convenience by the operation of a combined motor bus and truck service between Provo and Silver City, Utah, serving intermediate points, and, therefore, the application of the Rio Grande Motor Way of Utah, Inc., should be granted as applied for herein; provided, however, that the combined rail service

of The Denver & Rio Grande Western Railroad and the motor bus and truck service of the Rio Grande Motor Way of Utah be confined to the following time schedule, only :

SOUTHBOUND

Leave Salt Lake City,	Train No. 2	4:30 P.M.
Arrive Provo	Train No. 2	5:45 P.M.
Leave Provo	Motor Bus	5:50 P.M.
Arrive Silver City	Motor Bus	8:20 P.M.

NORTHBOUND

Leave Silver City	Motor Bus	6:55 A.M.
Arrive Provo	Motor Bus	9:45 A.M.
Leave Provo	Train No. 1	9:50 A.M.
Arrive Salt Lake City	Train No. 1	11:15 A.M.

An appropriate order will follow.

(Signed) E. E. CORFMAN,
 " THOMAS E. McKAY,
 (SEAL) " G. F. McGONAGLE,
 Attest: Commissioners.
 (Signed) F. L. OSTLER,
 Secretary.

ORDER

Certificate of Convenience and Necessity
 No. 329.

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 1st day of March, 1929.

In the Matter of the Application of THE DENVER & RIO GRANDE WESTERN RAILROAD COMPANY, to discontinue operation of passenger trains Nos. 409 and 410, between Springville and Silver City, Utah. } Case No. 1071.

In the Matter of the Application of RIO GRANDE MOTOR WAY OF UTAH, INC., for permission to operate an automobile passenger and freight line between Springville and Silver City, Utah, and intermediate points. } Case No. 1072.

These cases being at issue upon applications and protests on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things in-

volved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the applicant, The Denver & Rio Grande Western Railroad Company, be, and it is hereby, granted permission to discontinue operation of passenger trains Nos. 409 and 410, between Springville and Silver City, Utah.

ORDERED FURTHER, That applicant, Rio Grande Motor Way of Utah, Inc., be, and it is hereby, authorized to operate a combined passenger, freight, and express automobile line over the public highway between Provo and Silver City, Utah, and intermediate points, upon the following time schedule, only:

SOUTHBOUND

Leave Provo5:50 P. M.
 Arrive Silver City8:20 P. M.

NORTHBOUND

Leave Silver City6:55 A. M.
 Arrive at Provo9:45 A. M.

ORDERED FURTHER, That applicant, Rio Grande Motor Way of Utah, Inc., before beginning operation, shall file with the Commission and post at each station on its route, a schedule as provided by law and the Commission's Tariff Circular No. 4, naming rates and fares and showing arriving and leaving time from each station on its line; and shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of automobile bus lines.

ORDERED FURTHER, That this order shall be effective March 20, 1929.

By the Commission.

(Signed) F. L. OSTLER,
 Secretary.

(SEAL)

In the Matter of the Application of RIO
 GRANDE MOTOR WAY OF UTAH,
 INC., for permission to operate an auto-
 mobile passenger and freight line between
 Springville and Silver City, Utah, and
 intermediate points. } Case No. 1072.

SEE CASE NO. 1071. }

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of THE DENVER & RIO GRANDE WESTERN RAILROAD COMPANY, for permission to curtail and change certain train service on its Marysvale Branch. } Case No. 1073.
Petition to Amend Order.

In the Matter of the Application of the RIO GRANDE MOTOR WAY OF UTAH, INC., for permission to operate an automobile passenger and freight line between Salt Lake City and Marysvale, Utah, and certain intermediate points, and between Manti and Marysvale, Utah, and intermediate points. } Case No. 1074.
Petition to Amend Order and to Extend Time in Which to Begin Operation.

ORDER

Upon Motion of the Applicants:

IT IS HEREBY ORDERED, That the applications herein, of The Denver & Rio Grande Western Railroad Company and the Rio Grande Motorway of Utah, Inc., to amend the Order of the Commission made and entered upon the 26th day of October, 1929, be and the same is hereby dismissed, without prejudice.

ORDERED FURTHER, That the said applicant, Rio Grande Motorway of Utah, Inc., qualify and commence operations and render the service authorized in the Order of the Commission made and entered herein on the 26th day of October, 1929, on the 2nd day of January, 1930.

By order of the Commission.

Dated at Salt Lake City, Utah, this 11th day of December, 1929.

(Signed) L. LAWRENCE,
(SEAL) Acting Secretary.

In the Matter of the Application of THE DENVER & RIO GRANDE WESTERN RAILROAD COMPANY, to curtail and change certain train service on its Marysvale Branch. } Case No. 1073.
See Case No. 1021.

In the Matter of the Application of RIO GRANDE MOTOR WAY OF UTAH, INC., for permission to operate automobile passenger and freight line between Salt Lake City and Marysvale, Utah, and certain intermediate points, and between Manti and Marysvale, and intermediate points. } Case No. 1074.

See Cases Nos. 1021 and 1073.

In the Matter of the Application of the UTAH LIGHT & TRACTION COMPANY, for permission to discontinue a part of its street car service on Beck Street, to extend bus service in lieu thereof, and to revise schedules for bus service to Val Verda and Centerville. } Case No. 1075.

See Case No. 863.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of WELLS R. STREEPER, for permission to publish freight rates. } Case No. 1077.

Submitted March 25, 1929.

Decided April 12, 1929.

Appearance:

Wells R. Streeper, of Ogden, } Applicant.
Utah.

REPORT AND ORDER OF THE COMMISSION.

By the Commission:

It appearing that on the 9th day of July, 1928, Wells R. Streeper filed in the office of the Public Utilities Commission of Utah a supplemental tariff (P. U. C. U. No. 2, cancelling P. U. C. U. No. 1) including Freight Classification No. 1, in compliance with General Order No. 23 of the Public Utilities Commission of Utah; and it further appearing that said tariff is just and reasonable and that said classification is a proper one;

Now, therefore, IT IS HEREBY ORDERED, That the

said tariff and freight classification be, and the same are hereby, approved and allowed.

(Signed) E. E. CORFMAN,
 " THOMAS E. McKAY,
 (SEAL) " G. F. McGONAGLE,
 Attest: Commissioners
 (Signed) F. L. OSTLER,
 Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
 OF UTAH

In the Matter of the Application of ROY
 N. DUNDAS and J. M. GOETHE, for
 permission to operate an automobile
 freight and express line between Salt Lake
 City and Park City, Utah. } Case No. 1078.

Submitted May 17, 1929.

Decided June 8, 1929.

Appearances:

Roy N. Dundas, of Salt Lake City, Utah,	} for Applicants.
B. R. Howell, Attorney, of firm of Van Cott, Riter & Farnsworth, of Salt Lake City, Utah,	} " Denver & Rio Grande Western Railroad Co., Protestant.
Dan B. Shields, Attorney, of Salt Lake City, Utah,	} " Howard Hout, Protest- ant.
J. T. Hammond, Jr., Attorn- ey, of Salt Lake City, Utah,	} " Union Pacific Railroad Co. and Oregon Short Line Railroad Co., Pro- testants.
L. E. Gehan, Agent, of Salt Lake City, Utah,	} " Railway Express Agen- cy, Protestant.

REPORT OF THE COMMISSION.

By the Commission:

On the 10th day of December, 1928, Roy N. Dundas and J. M. Goethe filed with the Public Utilities Commission of Utah an application for a certificate of public convenience and necessity permitting them to operate an automobile truck freight and express service over the public highway between Salt Lake City and Park City, Utah. This application was

formally protested by the Denver & Rio Grande Western Railroad Company, the Railway Express Agency, Oregon Short Line Railroad Company, Union Pacific Railroad Company, Howard Hout, Glenn S. Ridge as Mayor of Park City, and John Simmons, et al., City Councilmen of Park City.

The matter came on regularly for hearing before the Commission, after due notice given, at its office in the State Capitol, Salt Lake City, Utah, on the 7th day of May, 1929. From the evidence adduced for and in behalf of the parties at said hearing, the Commission finds:

1. That the applicants, Roy N. Dundas and J. M. Goethe, are residents of Salt Lake City, Utah; and that they propose, if granted a certificate of public convenience and necessity authorizing and permitting them so to do, to operate and maintain an automobile freight and express service over the public highway between Salt Lake City and Park City, Utah, as the Lake-Park Transportation Company, a corporation to be hereafter formed under the laws of the State of Utah; that the applicants propose to manage said corporation; that they have had many years of experience in giving trucking service over the highways of the State of Utah; that they have available at the present time two International, Model 54, pneumatic equipped trucks, having a capacity each of 2½ tons; one Reo three ton, pneumatic equipped truck; one Mohrland, 3½ ton truck; and one International one ton truck, all of which are in good operating condition; that the applicants are prepared and are financially able to furnish other equipment, if the same be necessary in the performance of the truck service proposed by them; that they propose to make between Salt Lake City and Park City two round-trips daily, and upon the following schedule:

Leave Salt Lake City		Arrive Park City	
No. 1	6:30 A.M.		8:15 A.M.
No. 2	10:00 A.M.		12:00 Noon
Leave Park City		Arrive Salt Lake City	
No. 1	10:00 A.M.		12:00 Noon
No. 2	2:00 P.M.		4:00 P.M.

and at the following rates:

1st Class	50c per 100 lbs.
2nd Class	45c per 100 lbs.
3rd Class	35c per 100 lbs.
4th Class	30c per 100 lbs.

under the same classification as prescribed by this Commission, in its General Order No. 23, applicable to automobile truck service, effective March 22, 1928.

2. That the protestants Oregon Short Line and Union Pacific Railroad Companies are railroad corporations, forming a part of the Union Pacific Railroad System, operating steam railroads from Salt Lake City to Ogden and from Ogden to Park City, carrying freight and express, giving daily service each way each day, except Sundays; affording refrigerator service twice each week between Ogden and Park City both winter and summer; that they give package service daily out of Salt Lake City via Ogden to Park City, and they are prepared and do make out their said service deliveries at Park City at about 11 o'clock A. M. on the succeeding day.

3. That the protestant Denver & Rio Grande Western Railroad Company operates a standard gauge, steam railroad out of Ogden to Salt Lake City and a branch line from Salt Lake City to Park City, Utah; that between Park City and Salt Lake City, Utah, it operates a freight and express train once each way each day, and in said operation gives practically the same service as the railroads of the Union Pacific System serving Park City; that the protestant Railway Express Agency is a corporation, carrying express over the lines of the Denver & Rio Grande Western Railroad Company and the railroads of the Union Pacific System, serving Park City out of Salt Lake City and Ogden once each way each day; that the protestant Howard Hout operates an automobile passenger bus line between Salt Lake City and Park City, carrying passengers and emergency express, within certain limitations, and making four round-trips daily between said points.

4. That at the present time, Walter S. Young is operating an automobile freight and express line between Woodland, Park City and Salt Lake City, under Certificate of Convenience and Necessity No. 337, making one trip each way each week, and carrying all freight prescribed, within the limitations of his said certificate.

5. That Park City is a mining town, with a population of approximately 3500 people, and is dependent almost wholly upon the production of its mines in adjacent territory, which, without the service of the protesting railroads, could not operate.

From the foregoing facts, the Commission concludes and decides that public convenience and necessity does not require automobile truck service between Salt Lake City and Park City, and that the application herein of Roy N. Dundas and J. M. Goethe should be denied.

Applications before the Commission for similar service, have been repeatedly denied heretofore, for the reason that

the people of Park City, generally speaking, and including its city officials, are satisfied with the service of existing carriers. They say that they do not desire to weaken nor impair the service now being rendered by established freight and express lines, railroad or automobile; they say the present service is satisfactory and all that is needed for the public welfare. Moreover, the established carriers are financially able to provide any additional automobile or train service when needed or required, and stand ready and willing to render it.

An appropriate order will follow.

(Signed) E. E. CORFMAN,
 " THOMAS E. McKAY,
 (SEAL) " G. F. McGONAGLE,
 Attest: Commissioners.
 (Signed) F. L. OSTLER,
 Secretary.

ORDER

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 8th day of June, 1929.

In the Matter of the Application of ROY N. DUNDAS and J. M. GOETHE, for permission to operate an automobile freight and express line between Salt Lake City and Park City, Utah. } Case No. 1078.

This case being at issue upon application and protests on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Roy N. Dundas and J. M. Goethe be, and it is hereby, denied.

By the Commission.

(Signed) F. L. OSTLER,
 (SEAL) Secretary.

In the Matter of the Application of the DIXIE POWER COMPANY, for permission to adjust its rates. } Case No. 1079.

Special Permission No. 1233, issued January 30, 1929.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of WALTER S. YOUNG, for permission to operate an automobile freight and express line from Woodland, Summit County, Utah, or from any point between Peoa and Woodland, to Salt Lake City, Utah. } Case No. 1080.

Submitted April 12, 1929.

Decided April 27, 1929.

Appearances:

Walter S. Young, of Oakley, Utah, } Applicant.

LeRoy Nelson, Attorney, of Ogden, Utah, } for Protestant, Ira E. Mecham.

REPORT OF THE COMMISSION.

By the Commission:

This matter came on regularly for hearing before the Public Utilities Commission of Utah, at its office in the State Capitol, Salt Lake City, Utah, on the 12th day of April, 1929, after due notice given, as required by law.

The application was protested for and in behalf of Ira E. Mecham, applicant in Case No. 1099, and Charles E. Tribe, F. N. Brown, and Andrew Child, Co-partners, applicants in Case No. 1100, for permission to operate automobile freight lines between Ogden and Kamas, Utah, and intermediate points.

Walter S. Young, the applicant herein, seeks a certificate of public convenience and necessity to operate an automobile freight and express line over the public highway between Park City and Kamas, Utah, serving intermediate points, and between Woodland and Salt Lake City, Utah, and intermediate points.

From the evidence in the case, the Commission finds:

That the applicant, Walter S. Young, is a resident of Oakley, Wasatch County, Utah; that he has been familiar with the operation of automobiles over the public highways for about twelve years last past; that if granted a certificate of public convenience and necessity, he would serve the towns or communities of Kamas, Woodland, Oakley, and Peoa, which are now without transportation service, rail or automobile truck; that the route he proposes to serve commences at Oakley,

from there to Kamas, from Kamas to Woodland, returning via Peoa, and from there to Park City; that on the route between these points, including Park City to Salt Lake City, he would not carry freight originating at Park City and destined to Salt Lake City and intermediate points, nor out of Salt Lake City, on his return trip, freight destined to Park City.

That farm products produced in the territory sought to be served by the applicant, are largely dependent upon Park City for a market; that at times the market at Park City is over-supplied, and then it becomes necessary to carry said products to Salt Lake City or Ogden; that out of Park City the Union Pacific Railroad operates a railroad carrying freight and express between Park City and Ogden; that the Denver & Rio Grande Western Railroad Company operates a railroad between Park City and Salt Lake City; that the applicant resides in the territory sought to be served and is familiar with the needs of the shipping public; that if granted a certificate, he proposes to make a round-trip between Park City and the territory proposed to be served by him, twice each week, and from Woodland to Salt Lake City, once each week; that his proposed schedules of rates on file with the Commission are found to be just and reasonable; that the applicant is financially able to give the service proposed by him, and that public convenience and necessity requires the same.

From the foregoing findings, the Commission concludes and decides that this application should be granted.

An appropriate order will follow:

	(Signed) E. E. CORFMAN,
	" THOMAS E. McKAY,
(SEAL)	" G. F. McGONAGLE,
Attest:	Commissioners.

(Signed) F. L. OSTLER,
Secretary.

ORDER

Certificate of Convenience and Necessity

No. 337.

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 27th day of April, 1929.

In the Matter of the Application of WALTER S. YOUNG, for permission to operate an automobile freight and express line from Woodland, Summit County, Utah, or from any point between Peoa and Woodland, to Salt Lake City, Utah.	} Case No. 1080.

This case being at issue upon application and protests on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the applicant herein, Walter S. Young, be, and he is hereby, authorized to operate an automobile freight and express line over the public highway between Park City and Kamas, Utah, serving intermediate points, and between Woodland and Salt Lake City, Utah, and intermediate points; provided, however, that said Walter S. Young shall not transport freight originating at Park City and destined to Salt Lake City and intermediate points, nor out of Salt Lake City, on his return trip, freight destined to Park City, or intermediate points between Salt Lake City and Park City, Utah.

ORDERED FURTHER, That applicant, Walter S. Young, before beginning operation, shall file with the Commission and post at each station on his route, a schedule as provided by law and the Commission's Tariff Circular No. 4, naming rates and fares and showing arriving and leaving time from each station on his line; and shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of automobile bus lines.

By the Commission.

(SEAL) (Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
● OF UTAH

In the Matter of the Application of the
EASTERN UTAH TRANSPORTATION }
COMPANY, for permission to publish } Case No. 1081.
rates. }

Submitted: June 22, 1929.

Decided: July 10, 1929.

Appearance:

E. W. Schneider, for Applicant.

REPORT OF THE COMMISSION

McGONAGLE, Commissioner:

This case came on for hearing at Vernal, Utah, May 22, 1929, at 10:00 A. M. Notice of the hearing was given to all interested parties. No protests either verbal or written were made.

The record shows that the Eastern Utah Transportation Company is a corporation operating under Certificate of Convenience and Necessity No. 273;

That said company operates an automobile freight line between Price, Utah, and Vernal, Utah, and intermediate points, including Duchesne, Utah;

That it operates under the Inter Mountain Motor Vehicle Classification No. 1, which has been approved by this Commission;

That rates via the Eastern Utah Transportation Company line are not in line with the rates for similar distances via the Sterling Transportation Company line, which operates a similar line under similar conditions under the same classification between Salt Lake City, Utah, and Vernal, Utah, and certain intermediate points;

That applicant desires to publish and make effective, rates which will be on a parity with those of Sterling Transportation Company for similar distances;

That the application, if granted, would have the affect of reducing some of the first, second, and third class rates, and increasing all of the fourth class rates;

Exhibits were introduced which purport to show comparative rates and distances of the Eastern Utah Transportation Company with the Sterling Transportation Company and the Denver & Rio Grande Western Railroad Company; also total tonnage and charges received by applicant under present rates and charges which would accrue under proposed rates;

The record shows also that applicant had a gross operating loss for the year ended December 31, 1928, of \$7,855.48;

After giving due consideration to all of the material facts, the Commission finds that the proposed rates will provide an estimated increase in revenue of three hundred dollars per year;

That there appears to be too great a spread between the first and fourth class rates between some points;

That the rates of the Eastern Utah Transportation Company should be adjusted so that they will be on a parity with those of the Sterling Transportation Company for similar distances;

That the application should be granted.

An appropriate order will be issued.

(Signed) G. F. McGONAGLE,
Commissioner.

We concur:

(Signed) E. E. CORFMAN,
" THOS. E. MCKAY,
Commissioners.

(SEAL)

Attest:

(Signed) F. L. OSTLER,
Secretary.

ORDER

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 10th day of July, A. D., 1929.

In the Matter of the Application of the
EASTERN UTAH TRANSPORTATION COMPANY, for permission to
publish rates. } Case No. 1081.

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the applicant, Eastern Utah Transportation Company, be, and it is hereby, authorized to adjust its rates as shown in application, so that they will be on a parity with those of the Sterling Transportation Company for similar distances under similar conditions.

ORDERED FURTHER, That applicant, Eastern Utah Transportation Company, shall file with the commission and post at each station on its route, a new schedule as provided by law and the Commission's Tariff Circular No. 4, naming rates and fares and showing arriving and leaving time from each station on its route.

By the Commission.

(SEAL)

(Signed) F. L. OSTLER,
Secretary.

In the Matter of the Application of J. AUSTIN COPE, for permission to operate an automobile freight line between Marysville and Henrieville, Utah, via Bryce Canyon, Tropic, and Cannonville, Utah. } Case No. 1082.

PENDING.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of JOHN M. UREN and ELIAS E. THOMAS, for permission to operate shift buses from Payson, Santaquin, and Goshen, Utah, to Dividend, Utah, and surrounding mines. } Case No. 1083.

Submitted February 15, 1929.

Decided March 7, 1929.

Appearances:

John M. Uren and Elias E. }
Thomas, of Spanish Fork, } Applicants.
Utah.

REPORT OF THE COMMISSION

McKAY, Commissioner:

The above entitled case came on regularly for hearing, before the Commission, at Spanish Fork, Utah, February 15, 1929, after due notice had been given.

Upon request of Messrs. Uren and Thomas, the applicants, the application was amended to include the Towns of Spanish Fork, Benjamin, and Lake Shore, so that the application would read: Spanish Fork, Benjamin, Lake Shore, Payson, Santaquin, and Goshen.

It appears from the application that John M. Uren and Elias E. Thomas are citizens of Spanish Fork, Utah, and seek authority to operate an automobile passenger bus line for the accommodation of the men who are working at Dividend and surrounding mines, but who live at Spanish Fork and Goshen and intermediate towns.

The applicants testified that there are from 150 to 200 men living at these towns and working at the Dividend mines; that they ride to and from work each day, and at present have no regular or dependable means of transportation; that

the mine owners and a vast majority of the workmen favor the application and agree to support a regular, dependable, authorized bus line, as is proposed to be established. A number of witnesses now employed at the mines also testified to that effect.

That applicants further testified that they are experienced operators of automobiles, and that they are financially able to purchase the necessary equipment to furnish an attractive and dependable service.

There were no protests submitted, in writing or otherwise.

It appears from all the circumstances and facts developed at the hearing, that there is now and will continue to be a necessity for this service, and the application should accordingly be granted.

An appropriate order will follow.

(Signed) THOMAS E. MCKAY,
Commissioner.

We concur:

(Signed) E. E. CORFMAN,
" G. F. MCGONAGLE,
Commissioners.

(SEAL)
Attest:

(Signed) F. L. OSTLER,
Secretary.

ORDER

Certificate of Convenience and Necessity
No. 330.

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 7th day of March, 1929.

In the Matter of the Application of JOHN M. UREN and ELIAS E. THOMAS, for permission to operate shift buses from Payson, Santaquin, and Goshen, Utah, to Dividend, Utah, and surrounding mines. } Case No. 1083.

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein be, and it is hereby, granted; that John M. Uren and Elias E. Thomas be, and they are hereby, granted permission to operate an automobile bus line, from Spanish Fork, Benjamin, Lake Shore, Payson, Santaquin, and Goshen, Utah, to Dividend, Utah, and surrounding mines, for the transportation of men who are working at Dividend and surrounding mines.

ORDERED FURTHER, That applicants, John M. Uren and Elias E. Thomas, before beginning operation, shall file with the Commission and post at each station on their route, a schedule as provided by law and the Commission's Tariff Circular No. 4, naming rates and fares and showing arriving and leaving time from each station on their line; and shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of automobile bus lines.

By the Commission.

(SEAL) (Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of T. W. BOYER, Trustee, for permission to operate an automobile passenger bus line between Payson and Salt Lake City, Utah, to connect with automobile bus line operating between Payson and Eureka, Utah. } Case No. 1084

ORDER

Upon motion of the applicant:

IT IS ORDERED, That the application herein of T. W. Boyer, Trustee, for permission to operate an automobile passenger bus line between Payson and Salt Lake City, Utah, to connect with automobile bus line operating between Payson and Eureka, Utah, be, and it is hereby, dismissed without prejudice.

Dated at Salt Lake City, Utah, this 16th day of October, 1929.

(Signed) E. E. CORFMAN,
" THOS. E. MCKAY,
(SEAL) " G. F. MCGONAGLE,
Attest: Commissioners.

(Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the
UTAH POWER & LIGHT COMPANY,
for permission to exercise the rights and
privileges conferred by franchise granted
by Wellington City, Carbon County,
Utah. } Case No. 1085.

Submitted April 12, 1929.

Decided April 13, 1929.

Appearance:

George R. Corey, Attorney, }
of Salt Lake City, Utah. } for Applicant.

REPORT OF THE COMMISSION

By the Commission:

Under date of January 19, 1929, the Utah Power & Light Company filed an application with the Public Utilities Commission of Utah, for a certificate of convenience and necessity to exercise the rights and privileges conferred by franchise granted by the City of Wellington, Carbon County, Utah.

Said franchise grants the "Utah Power & Light Company, its successors and assigns (herein called the 'Grantee'), the right, privilege, or franchise, until December 10, 1978, to construct, maintain and operate in the present and future streets, alleys, and public places, in Wellington, Utah, and its successors, electric light and power lines, together with all the necessary or desirable appurtenances (including underground conduits, poles, towers, wires, transmission lines and telegraph and telephone lines for its own use), for the purpose of supplying electricity to said Town, the inhabitants thereof, and persons and corporations beyond the limits thereof, for light, heat, power and other purposes."

After giving full consideration to this application, the Commission finds that a certificate of convenience and necessity should be issued to the Utah Power & Light Company to exercise the rights and privileges as conferred by franchise granted by the City of Wellington, Utah.

An appropriate order will be issued.

(Signed) E. E. CORFMAN,
" THOMAS E. MCKAY,
" G. F. MCGONAGLE,
Commissioners.

(SEAL)

Attest:

(Signed) F. L. OSTLER,
Secretary.

ORDER

Certificate of Convenience and Necessity

No. 334.

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 13th day of April, 1929.

In the Matter of the Application of the UTAH POWER & LIGHT COMPANY, for permission to exercise the rights and privileges conferred by franchise granted by Wellington City, Carbon County, Utah.	}	Case No. 1085
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This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application be, and it is hereby, granted, that the Utah Power & Light Company be, and it is hereby authorized to construct, maintain, and operate in the present and future streets, alleys and public places in the City of Wellington, Utah, electric light and power lines, together with all the necessary or desirable appurtenances (including underground conduits, poles, towers, wires, transmission lines and telegraph and telephone lines for its own use), for the purpose of supplying electricity to said Town, the inhabitants thereof, and persons and corporations beyond the limits thereof, for light, heat, power and other purposes.

ORDERED FURTHER, That in the construction of such transmission and distribution lines, applicant, Utah Power & Light Company, shall conform to the rules and regulations heretofore issued by the Commission governing such construction.

By the Commission.

(SEAL)

(Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the
SALT LAKE & UTAH RAILROAD
COMPANY, HENRY I. MOORE and
D. P. ABERCROMBIE, RECEIVERS,
for permission to construct, maintain, and
operate a standard gauge railroad spur
track on Center Street and Third West
Street, in Provo, Utah. } Case No. 1086.

Submitted October 31, 1928.

Decided February 2, 1929.

Appearances:

Henry I. Moore, F. M. Orem }
and Wm. Storey, Jr., At- }
torneys, of Salt Lake City, } for Applicant,
Utah, }

J. W. Robinson and J. Rob- } " Certain Protesting Citi-
ert Robinson, Attorneys, } zens.
of Provo, Utah, }

A. L. Booth, Attorney, of } " Certain Protesting Citi-
Provo, Utah, }

REPORT AND ORDER OF THE COMMISSION

By the Commission:

On the 4th day of October, 1928, Henry I. Moore and D. P. Abercrombie, Receivers for the Salt Lake & Utah Railroad Company, filed with the Public Utilities Commission of Utah a petition for the Salt Lake & Utah Railroad Company, representing, among other things, that the City Commission of Provo, Utah, had granted to the applicants a franchise to construct, operate, and maintain a spur track at grade, from its main line on Center Street, at Provo, Utah, and sought permission of the Public Utilities Commission of Utah to construct and operate the same.

On the 5th day of October, 1928, the Commission made and entered its order, Grade Crossing Permit No. 132, authorizing the construction, operation, and maintenance of said spur track. Thereafter, on the 19th day of October, 1928, certain citizens, residents, and real estate owners of Provo City, filed with the Public Utilities Commission a protest against the order of the Commission as made, representing that the construction, maintenance, and operation of said spur

would be against the public interest and create an unnecessary hazard upon the streets of Provo City.

Thereupon, on the 20th day of October, 1928, the Public Utilities Commission made and entered its order, vacating, annulling, and setting aside, without prejudice to the applicants, its order theretofore granting permission for such spur, and further ordered that the said application be assigned for public hearing, at Provo, Utah, on the 27th day of October, 1928, at which time and place an extended hearing was held, from which the Commission finds the following facts:

1. That the Salt Lake & Utah Railroad Company is a railroad corporation, organized and existing under the laws of the State of Maine, with its principal place of business in Salt Lake City, Utah; that it operates an electric line of railroad, carrying passengers, freight, and express, for hire, extending from Salt Lake City, in Salt Lake County, to Payson, in Utah County, Utah.

2. That at Provo City, a city with a population of approximately 15,000 people, its main line is double tracked upon Center Street, the main business street of said City, and it proposes hereafter to construct, maintain, and operate a single spur track railroad, at grade, from its southbound main track, as follows:

“Beginning at a point in the center line of the southbound main track of the Salt Lake & Utah Railroad Company; said point being 129.0 feet east and 6.35 feet south from the intersection of Center Street and Third West Street, Provo, Utah; thence from said point of beginning southwesterly, along the line of a 200 foot radius curve to the left 50.0 feet; thence southwesterly, along the line of a 125.0 foot radius curve to the left 160.0 feet crossing the south line of Center Street at a point 24.0 feet west from the east line of 3rd West Street, thence south 11.0 feet; thence southeasterly, along the line of a 125.0 foot radius curve to the left 120.0 feet to a point in the east line of 3rd West Street, said point being 180.0 feet south from the northwest corner of Block 64, Plat “A”, Provo City Survey.”

3. That the City Commission of said City, on the 1st day of October, 1928, granted the applicant, by ordinance duly passed, a franchise so to do.

4. That said spur, if constructed and operated by the applicant, would primarily serve a warehouse situated at the

rear of the building owned and used for conducting a furniture business by the Dixon, Taylor, Russell Company, on said Center Street; that no use of said spur will be made by the applicant in serving said warehouse, except between the hours of One and Seven A. M.

5. That the construction of said spur, as proposed by the applicant, would enter 3rd West Street at the junction of said street with Center Street, and would be maintained on said 3rd West Street in front of the principal high school building of Provo City; that its maintenance and operation in the serving of the business of Dixon, Taylor, Russell Company, would create an unnecessary hazard upon 3rd West Street, without any corresponding benefits to the general public.

Citizens from various walks of life appeared at this hearing before the Commission, and, in their testimony, vigorously opposed the use of Center Street by the applicant for such purpose as proposed in this application. They claim that the principal business street of the City of Provo should not be made a railroad switchyard for serving warehouses owned by private interests.

It very clearly appears that this is a case in which the applicant is seeking to serve individual or private interests as distinguished from that of the general public, and against the will and to the material detriment of the latter.

IT IS THEREFORE ORDERED, That the application herein be, and it is hereby, denied.

	(Signed) E. E. CORFMAN,
	" THOMAS E. McKAY,
(SEAL)	" G. F. McGONAGLE,
Attest:	Commissioners.
(Signed) F. L. OSTLER,	
Secretary.	

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of A. E. SOUTHGATE, as Receiver of GREAT WESTERN MOTORWAYS, INC., and PIONEER STAGES, INC., for assignment to the latter of Certificate of Convenience and Necessity No. 318, heretofore issued to said Great Western Motorways, Inc., in Case 994. } Case No. 1087.

Submitted February 15, 1929. Decided February 21, 1929.

Appearances:

Thomas L. Mitchell, Attorney, of Salt Lake City, Utah,	}	for A. E. Southgate, Receiver.
L. L. Robinson, of Salt Lake City, Utah,		" Stockholders of Great Western Motorways, Inc.
Geo. H. Vogeler, of Oakland, California.	}	" Pioneer Stages, Inc.

REPORT OF THE COMMISSION

By the Commission:

This matter came on regularly for hearing, before the Public Utilities Commission of Utah, at its office in the State Capitol, Salt Lake City, Utah, on the 13th day of February, 1929, after due notice given, upon application made by the applicant. The hearing was continued until the 15th day of February, 1929, at which time the applicant asked that he be permitted to amend his application, and all objections thereto made for and in behalf of other interested parties, were withdrawn.

The Pioneer Stages, Incorporated, seeks a certificate of public convenience and necessity, authorizing it to establish maintain, and operate an automobile route over the public highways between Salt Lake City and St. George, Utah, for the purpose of carrying passengers, intrastate, in connection with interstate service to be rendered by it between Salt Lake City, Utah, and Los Angeles, California.

From the evidence adduced at the hearing for and in behalf of the respective parties, it appears:

1. That the Great Western Motorways is an automobile corporation, organized and existing under and by virtue of the laws of the State of Utah; that heretofore it has been rendering intrastate automobile service over the public high-ways between Salt Lake City and St. George, Utah, under Certificate of Convenience and Necessity No. 318, issued by the Public Utilities Commission of Utah, June 15, 1928.

2. That the operation of said automobile route by the Great Western Motorways has not been a financial success, and that its affairs are now in the hands of the petitioner, A. E. Southgate, as Receiver, by virtue of an appointment made by the Third Judicial Court of the State of Utah, in and for Salt Lake County; that said Receiver has been authorized by said Court to sell and dispose of all the property and effects of the said Great Western Motorways, Incorporated, to the applicant, Pioneer Stages, Incorporated.

3. That the Pioneer Stages is a corporation, organized and existing under and by virtue of the laws of the State of Nevada, and, as a foreign corporation, has complied with the laws of the State of Utah and is authorized to do business in this state; that it proposes, if granted a certificate of public convenience and necessity authorizing and permitting it so to do, to continue to operate an automobile route between Salt Lake City and St. George, Utah, in accordance with the same rate and time schedule as heretofore in effect by the Great Western Motorways; and that the said Great Western Motorways will thereupon discontinue its said service; that the said Pioneer Stages, Incorporated, is financially able to render said service, and that public convenience and necessity requires the same; that it owns and operates connecting automobile lines in other states, and has had many years of successful experience in doing so.

The Commission therefore concludes and decides:

That the Great Western Motorways, Incorporated, should be permitted to discontinue automobile service over the route between Salt Lake City and St. George, Utah, and that its Certificate of Convenience and Necessity No. 318, authorizing it so to do, should be cancelled.

That a certificate of public convenience and necessity should be issued to the applicant, Pioneer Stages, Incorporated, authorizing it to maintain and operate an automobile stage line, carrying passengers for hire, between Salt Lake City and St. George, Utah, on the same time and rate schedules and with the same limitations that have heretofore applied to the operations of the Great Western Motorways, as

prescribed in its said Certificate of Convenience and Necessity No. 318; that a certificate issue to the Pioneer Stages, Incorporated, and become effective on the filing of its schedules with the Commission, and upon full compliance with the laws of this State.

An appropriate order will follow.

(Signed) E. E. CORFMAN,
 " THOMAS E. McKAY,
 (SEAL) " G. F. McGONAGLE,
 Attest: Commissioners.
 (Signed) F. L. OSTLER,
 Secretary.

ORDER

Certificate of Convenience and Necessity
 No. 328.

Cancels Certificate of Convenience and Necessity
 No. 318.

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 21st day of February, 1929.

In the Matter of the Application of A. E. SOUTHGATE, as Receiver of Great Western Motorways, Inc., and Pioneer Stages, Inc., for assignment to the latter of Certificate of Convenience and Necessity No. 318, heretofore issued to said Great Western Motorways, Inc., in Case No. 994. } Case No. 1087.

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the Great Western Motorways, Incorporated, be, and it is hereby, granted permission to discontinue operation of automobile passenger bus line between Salt Lake City and St. George, Utah; that Certificate of Convenience and Necessity No. 318, heretofore issued to said Great Western Motorways, Incorporated, be, and it is hereby, cancelled and annulled.

ORDERED FURTHER, That Pioneer Stages, Incorporated, be, and it is hereby, authorized to maintain and operate an automobile bus line, for the transportation of passengers, between Salt Lake City and St. George, Utah, under Certificate of Convenience and Necessity No. 328.

ORDERED FURTHER, That applicant, Pioneer Stages, Incorporated, shall not be permitted to transport passengers locally between St. George and Paragonah, Utah, nor between Fillmore and Salt Lake City, Utah.

ORDERED FURTHER, That Pioneer Stages, Incorporated, before beginning operation, shall file with the Commission and post at each station on its route, schedules as provided by law and the Commission's Tariff Circular No. 4, naming rates and fares and showing arriving and leaving time from each station on its line; and shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of automobile stage lines. Provided, however, that Pioneer Stages, Incorporated, shall not prescribe rates in its schedules for intrastate transportation in excess of three cents (3c) per passenger mile.

By the Commission.

(SEAL) (Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the UTAH PARKS COMPANY, a Corporation, for permission to operate an automobile passenger, freight, and express line between Zion National Park and Mt. Carmel, Utah, over the new Zion-Mt. Carmel Highway. } Case No. 1088.

Submitted May 7, 1929.

Decided August 7, 1929.

Appearance:

J. T. Hammond, Jr., of Salt Lake City, Utah, Attorney. } for Utah Parks Company.

REPORT OF THE COMMISSION

By the Commission :

This case came on for hearing before the Public Utilities Commission of Utah, at its office in Salt Lake City, Utah, on the 7th day of May, 1929. No protests were filed nor made.

From the record made at the hearing, the Commission finds as follows :

Applicant, Utah Parks Company, was, on the 30th day of March, 1925, granted Certificate of Convenience and Necessity No. 225, authorizing the operation of an automobile passenger, freight, and express line between Cedar City, Cedar Breaks, Bryce Canyon, Zion National Park, and between Marysvale, Cedar Breaks, Bryce Canyon and Zion National Park, said certificate being hereby referred to and made a part of these findings.

That there is now under construction a scenic highway twenty-five miles in length, between Zion National Park and Mt. Carmel, Utah, that the construction of said highway will reduce the distance between Zion National Park and Bryce Canyon 66.9 miles, and between Zion and Grand Canyon, 16.7 miles.

That applicant, Utah Parks Company, proposes to utilize said new highway in the major operation of its automobile stage lines, in lieu of the present circuitous route via Rockville and Pipe Springs National Monument, in Arizona; that occasion may arise wherein operation via the Rockville road may be necessary and desirable; and that the existing right to so operate shall not be disturbed.

That an order should issue granting the application of the Utah Parks Company as prayed for.

	(Signed)	E. E. CORFMAN,
	"	THOMAS E. McKAY,
(SEAL)	"	G. F. McGONAGLE,
Attest:		Commissioners.
(Signed)	F. L. ÖSTLER,	
	Secretary.	

ORDER

Certificate of Convenience and Necessity
No. 345.

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 7th day of August, 1929.

In the Matter of the Application of the UTAH PARKS COMPANY, a Corporation, for permission to operate an automobile passenger, freight, and express line between Zion National Park and Mt. Carmel, Utah, over the new Zion-Mt. Carmel Highway. } Case No. 1088.

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application be, and it is hereby, granted, that the Utah Parks Company, a Corporation, be, and it is hereby, authorized to operate an automobile passenger, freight, and express line between Zion National Park and Mt. Carmel, Utah, over the new Zion-Mt. Carmel Highway.

ORDERED FURTHER, That applicant, Utah Parks Company, a Corporation, before beginning operation, shall file with the Commission and post at each station on its route, a schedule as provided by law and the Commission's Tariff Circular No. 4, naming rates and fares and showing arriving and leaving time from each station on its line; and shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of automobile bus lines.

By the Commission.

(SEAL)

(Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the
UTAH POWER & LIGHT COMPANY,
for permission to exercise the rights and
privileges conferred by franchise granted
by Price City, Carbon County, Utah. } Case No. 1089.

Submitted April 12, 1929.

Decided April 13, 1929.

Appearance:

George R. Corey, Attorney, } for Applicant.
of Salt Lake City, Utah. }

REPORT OF THE COMMISSION.

By the Commission:

The above-entitled matter came on regularly for hearing, before the Public Utilities Commission of Utah, at the office of the Commission, in the State Capitol, Salt Lake City, Utah, after due notice given, on the 12th day of April, 1929, on the application of the Utah Power & Light Company for permission to exercise the rights and privileges conferred by franchise granted by Price City, Carbon County, Utah.

It appears from the evidence for and in behalf of the applicant that the Utah Power & Light Company is an electrical corporation, duly organized and existing under the laws of the State of Maine, and duly qualified and empowered under the laws of the State of Utah to do business in this State; that said franchise granted by Price City grants the "Utah Power & Light Company, its successors and assigns (herein called the 'Grantee'), the right, privilege, or franchise, until December 1, 1978, to construct, maintain and operate electric light and power lines, together with all the necessary or desirable appurtenances (including poles, towers, wires, and telegraph and telephone lines for its own use), in, over, along, upon and across all the present and future streets, alleys and public places in the City of Price, Carbon County, Utah, and its successors, where intersected by the following described route or course:

"Beginning on the west corporate limits of Price City, Utah, at a point 1,320 feet west and 515 feet north, more or less, from the southeast corner of Section 17, Township 14 South, Range 10 East, S. L. B. & M., thence running south 24°56' East 1010 feet, more or less, to angle pole, thence South 31°41' East

394 feet to angle pole, thence South 48°05' East 880 feet to angle pole, thence South 4°33' East 115 feet to angle pole, thence South 0°05' East 300 feet to angle pole, thence South 12°23' East 250 feet to angle pole, thence South 0°17' East 670 feet, more or less, to south corporate limits of Price, Utah, comprising fourteen poles and six guys, and being in the SE¼ of the SE¼, Section 17, and the E½ of the NE¼, Section 20, Township and Range aforesaid,

for the purpose of transmitting electrical power or energy over said lines to persons and corporations beyond the limits of said City of Price for light, heat, power and other purposes”.

No protests to the application were filed, in writing or otherwise.

After giving full consideration to this application, the Commission finds that a certificate of convenience and necessity should be issued to the Utah Power & Light Company to exercise the rights and privileges as conferred by franchise granted by Price City, Carbon County, Utah.

An appropriate order will follow.

	(Signed) E. E. CORFMAN,
	” THOMAS E. MCKAY,
(SEAL)	” G. F. MCGONAGLE,
Attest:	Commissioners.
(Signed) F. L. OSTLER,	
Secretary.	

ORDER

Certificate of Convenience and Necessity

No. 335.

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 13th day of April, 1929.

In the Matter of the Application of the UTAH POWER & LIGHT COMPANY, for permission to exercise the rights and privileges conferred by franchise granted by Price City, Carbon County, Utah.	}	Case No. 1089.
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This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been

had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application be, and it is hereby, granted, that the Utah Power & Light Company be, and it is hereby, authorized to construct, maintain, and operate in the present and future streets, alleys and public places, electric light and power lines along said designated course or route in Price City, as provided in said franchise, and described on Page 2 of the attached Report of the Commission, together with all the necessary or desirable appurtenances (including poles, towers, wires, and telegraph and telephone lines for its own use), for the purpose of transmitting electrical power or energy over said lines to persons and corporations beyond the limits of said City of Price for light, heat, power and other purposes.

ORDERED FURTHER, That in the construction of such transmission and distribution lines, applicant, Utah Power & Light Company, shall conform to the rules and regulations heretofore issued by the Commission governing such construction.

By the Commission.

(SEAL) (Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the
UTAH POWER & LIGHT COMPANY,
for permission to exercise the rights and
privileges conferred by franchise granted
by the Town of Millville, Cache County,
Utah. } Case No. 1090.

Submitted April 12, 1929.

Decided April 16, 1929.

Appearance:

George R. Corey, Attorney, }
of Salt Lake City, Utah, } for Applicant.

REPORT OF THE COMMISSION.

By the Commission:

The above-entitled matter came on regularly for hearing, before the Public Utilities Commission of Utah, at the office of the Commission, in the State Capitol, Salt Lake City, Utah,

after due notice given, on the 12th day of April, 1929, on the application of the Utah Power & Light Company for permission to exercise the rights and privileges conferred by franchise granted by the Town of Millville, Cache County, Utah.

It appears from the evidence for and in behalf of the applicant that the Utah Power & Light Company is an electrical corporation, duly organized and existing under the laws of the State of Maine, and duly qualified and empowered under the laws of the State of Utah to do business in this State.

Said franchise conferred by the Town of Millville, grants the "Utah Power & Light Company, its successors and assigns (herein called the 'Grantee'), the right, privilege, or franchise, until December 31, 1978, to construct, maintain, and operate in the present and future streets, alleys, and public places in the Town of Millville, Utah, and its successors, electric light and power lines, together with all the necessary or desirable appurtenances (including underground conduits, poles, towers, wires, transmission lines, and telegraph and telephone lines for its own use), for the purpose of supplying electricity to said Town, the inhabitants thereof, and persons and corporations beyond the limits thereof, for light, heat, power and other purposes."

No protests to the application were filed, in writing or otherwise.

After giving full consideration to this application, the Commission finds that a certificate of convenience and necessity should be issued to the Utah Power & Light Company to exercise the rights and privileges as conferred by franchise granted by the Town of Millville, Cache County, Utah.

An appropriate order will follow.

	(Signed) E. E. CORFMAN,
	" THOMAS E. MCKAY,
(SEAL)	" G. F. MCGONAGLE,
Attest:	Commissioners.
(Signed) F. L. OSTLER,	
Secretary.	

ORDER

Certificate of Convenience and Necessity
No. 336.

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 16th day of April, 1929.

In the Matter of the Application of the
UTAH POWER & LIGHT COMPANY,
for permission to exercise the rights and
privileges conferred by franchise granted
by the Town of Millville, Cache County,
Utah. } Case No. 1090.

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application be, and it is hereby, granted, that the Utah Power & Light Company be, and it is hereby, authorized to construct, maintain, and operate in the present and future streets, alleys and public places in the Town of Millville, Cache County, Utah, electric light and power lines, together with all the necessary or desirable appurtenances (including underground conduits, poles, towers, wires, transmission lines and telegraph and telephone lines for its own use), for the purpose of supplying electricity to said Town, the inhabitants thereof, and persons and corporations beyond the limits thereof, for light, heat, power and other purposes.

ORDERED FURTHER, That in the construction of such transmission and distribution lines, applicant, Utah Power & Light Company, shall conform to the rules and regulations heretofore issued by the Commission governing such construction.

By the Commission.

(SEAL) (Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of THE
MOUNTAIN STATES TELEPHONE
& TELEGRAPH COMPANY, for per-
mission to adjust certain rural telephone
rates at Salina, Utah. } Case No. 1091.

Submitted February 27, 1929.

Decided March 8, 1929.

Appearance:

Orson John Hyde, Utah
Manager, Mountain States
Telephone & Telegraph
Company, } for Applicant.

REPORT AND ORDER OF THE COMMISSION.

By the Commission:

This matter came on regularly for hearing before the Public Utilities Commission of Utah, at its office in the State Capitol, Salt Lake City, Utah, after due notice given, on the 27th day of February, 1929, upon the petition of The Mountain States Telephone & Telegraph Company, to charge the following rates for telephone service at its Salina Exchange, Salina, Utah, to-wit:

One Party Flat Business	\$4.00	per	Month
Two Party Flat Business	3.50	"	"
One Party Flat Residence	2.50	"	"
Four Party Flat Residence	2.00	"	"
Rural Business	4.00	"	"
Rural Residence	2.00	"	"

1. It appears that the applicant proposes to eliminate the two party residence service charge from its present schedule, for the following reasons:

That the applicant has no subscribers at Salina receiving service under its present two party residence schedule heretofore quoted at the same rate as for four party flat residence, and therefore no two party line service will be sold; that no objection has been made on the part of any interested party to the withdrawal of the two party flat residence rate, as no subscriber would be affected thereby.

2. That the proposed change in the rate schedule at Salina, changing the \$3.75 rural business rate to \$4.00 per month, is justified for the reason that there are now only seven rural business telephones, six of them paying \$3.75 per month and

one a free telephone, being furnished by the applicant in accordance with franchise agreement with the Town of Redmond. That generally throughout the State in the territory served by the applicant, the rural business rate is \$4.00 per month and not \$3.75 as provided for in the applicant's present rate schedule.

From the foregoing facts, the Commission concludes and decides that it is entirely consistent to charge the same rate for the same grade of service at Salina as is generally charged in other rural areas throughout the State.

IT IS THEREFORE ORDERED, That the applicant, The Mountain States Telephone & Telegraph Company, be, and it is hereby, permitted to make the following schedule of rates effective for telephone service at its Salina Exchange, to-wit:

One Party Flat Business	\$4.00	per	Month
Two Party Flat Business	3.50	"	"
One Party Flat Residence	2.50	"	"
Four Party Flat Residence	2.00	"	"
Rural Business	4.00	"	"
Rural Residence	2.00	"	"

(Signed) E. E. CORFMAN,
 " THOMAS E. McKAY,
 (SEAL) " G. F. McGONAGLE,
 Attest: Commissioners.
 (Signed) F. L. OSTLER,
 Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
 OF UTAH

In the Matter of the Application of F. W. GOMPH, AGENT, PACIFIC FREIGHT TARIFF BUREAU, for permission to establish new rule covering shipments held for surrender of bill-of-lading. } Case No. 1092.

In the Matter of the Application of the UNION PACIFIC RAILROAD COMPANY, for permission to establish new rule covering shipments held for surrender of bill-of-lading. } Case No. 1093.

In the Matter of the Application of THE DENVER & RIO GRANDE WESTERN RAILROAD COMPANY, for permission to establish new rule covering shipments held for surrender of bill-of-lading. } Case No. 1095.

In the Matter of the Application of the SALT LAKE & UTAH RAILROAD COMPANY, BAMBERGER ELECTRIC RAILROAD COMPANY, UTAH RAILWAY COMPANY, and UTAH-IDAHO CENTRAL RAILROAD COMPANY, for permission to establish new rule covering shipments held for surrender of bill-of-lading. } Case No. 1097.

Submitted March 11, 1929.

Decided March 21, 1929.

Appearances:

- W. S. McCarthy, of Salt Lake City, Utah, } for Traffic Service Bureau of Utah.
- C. A. Root, Attorney, of Salt Lake City, Utah, } " Union Pacific Railroad Co.
- J. H. Bean, of Salt Lake City, Utah, } " F. W. Gomph, Agent, Pacific Freight Tariff Bureau.
- A. J. Cronin, Assistant General Freight Agent, of Salt Lake City, Utah, } " Denver & Rio Grande Western Railroad Co.
- Aldon J. Anderson, Traffic Manager, of Salt Lake City, Utah, } " Salt Lake & Utah Railroad Company.
- A. E. Margetts, Traffic Manager, of Salt Lake City, Utah, } " Utah Railway Company.
- Ray B. Needham, Traffic Manager, of Salt Lake City, Utah, } " Bamberger Electric Railroad Company.
- J. B. Hunter, General Freight Agent, of Ogden, Utah, } " Utah Idaho Central Railroad Company.
- J. F. Doolittle, of Salt Lake City, Utah, } " Utah Shippers Traffic Association.

REPORT AND ORDER OF THE COMMISSION

By the Commission :

Under date of February 16, 1929, application was filed by F. W. Gomph, Agent, Pacific Freight Tariff Bureau, on behalf of Southern Pacific Company, Union Pacific System, and Western Pacific Railroad Company, for permission to establish a new rule covering shipments held for surrender of bill-of-lading, said rule to read as follows:

“RULE 17—SHIPMENTS ON STRAIGHT BILLS OF LADING HELD AT DESTINATION FOR SURRENDER OF BILL OF LADING OR WRITTEN ORDER: Except on cars consigned to or ordered for delivery on public delivery tracks, shipments covered by straight bills of lading showing consignment to one party with instructions therein to:

“(1) Notify or advise another party and deliver only upon surrender of written order, or

“(2) Deliver only upon surrender of the original bill of lading; or

“(3) Consigned in any other manner which imposes upon the carrier the obligation not to make delivery except upon surrender of original bill of lading or written order; place on hold tracks and held only for surrender of bill of lading or written order, as the case may be, (without involving any change in or addition to original billing instructions—See Rule 11) and necessitating subsequent movement of the car to place of delivery, will be subject to the following:

“(a) No charge will be made if bill of lading or written order, as the case may be, is surrendered to local freight agent or other authorized representative at destination direct by consignee or owner, or indemnity bond executed in lieu thereof or other satisfactory assurance given carrier (see Note 4) in time to permit instructions to move the car to be given the yard employees prior to the expiration of 24 hours after the first 7 a.m. after the day on which notice of arrival is sent or given to the consignee or party entitled to receive same. (See Notes 1, 2, and 3).

“(b) A charge of \$5.85 per car will be made if bill of lading or written order, as the case may be, is not surrendered to local freight agent or other authorized representative at destination direct by consignee or owner, or indemnity bond executed in lieu thereof

or other satisfactory assurance given carrier (See Note 4) in time to permit instructions to move the car to be given yard employes prior to the expiration of 24 hours after the first 7 a.m. after the day on which notice of arrival is sent or given to the consignee or party entitled to receive same. (See Notes 1, 2, and 3).

Note 1. If bill of lading or written order, as the case may be, or indemnity bond or other satisfactory assurance in lieu of the original bill of lading or written order is not surrendered to local freight agent or other authorized representative at destination direct by consignee or owner, but is surrendered to agent at billing point or other authorized representative at other than destination, the following charges will be assessed:

“(a) If bill of lading or written order, as the case may be, or indemnity bond or other satisfactory assurance in lieu of the original bill of lading or written order, is surrendered in time to permit instructions to be transmitted so as to reach yard employees at destination prior to expiration of 24 hours after the first 7 a.m. after the day on which notice of arrival is sent or given to the consignees or party entitled to receive same, \$2.25 per car.

“(b) If bill of lading or written order, as the case may be, or indemnity bond or other satisfactory assurance in lieu of the original bill of lading or written order is not received in time to permit instructions to be transmitted so as to reach yard employes at destination prior to the expiration of 24 hours after the first 7 a.m. after the day on which notice of arrival is sent or given to the consignee or party entitled to receive same, \$5.85 per car.

“Note 2. When a single change in the name of consignor and/or consignee at destination and/or a single change in or a single addition to the destination of place of delivery at destination is made after arrival at destination, and bill of lading or written order is surrendered at the time such order is given, the provisions of this rule will not apply except as provided in Note 1, Rules and charges provided in Rule 11 will apply.

“Note 3. In computing time, Sundays and legal holidays (National, State and Municipal) will be ex-

cluded, (When a legal holiday falls on Sunday, the following Monday will be excluded).

"Note 4. When the original bill of lading or written order to cover a shipment as described above is not available, and a certificate to that effect is executed by the consignee or claimant, the shipment will be delivered upon an indemnity bond (either individual or blanket) or other satisfactory assurance in lieu of the bill of lading or written order; provided that where a bond is executed a condition of the same shall be that the bill of lading or written order will be obtained and surrendered immediately upon receipt of advice by the party executing the same that the bill of lading or written order is available.

Note A. Rule 17 will not apply to:

(1) Grain, seeds (field, or grass), Hay or Straw, carloads, while being held for inspection and disposition orders, under the provisions of Item 440.

(2) Fresh or Green Fruits and Fresh or Green Vegetables (Including Potatoes and Onions but excluding edible nuts); Fresh Berries; Grapes and Melons, carloads.

(3) Live Stock, Carloads."

On February 23, 1929, a similar application was filed on behalf of the Union Pacific Railroad Company and H. E. Godwin, Agent, Local Utah Freight Bureau.

On March 4, 1929, The Denver & Rio Grande Western Railroad Company, through its Freight Traffic Manager, filed a similar application.

On March 8, 1929, a joint application was filed for and in behalf of the Salt Lake & Utah Railroad, Bamberger Electric Railroad, Utah Railway, and The Utah Idaho Central Railroad, for similar authority.

These cases came on for hearing, on the 11th day of March, 1929, after due and legal notice had been given.

The evidence shows:

That in recent years there has grown up a practice of consigning shipments on the straight bill-of-lading form, to one party to advise or notify another, with instructions not to deliver shipments until original bill-of-lading is surrendered or written order of consignee is given.

That such shipments are handled in practically the same manner as consignments moving on shipper's order bills-of-lading.

That there is no tariff at the present time providing a charge on shipments billed on straight bills-of-lading, on which the same services are required and rendered following the surrender of bill-of-lading on consignee's order as on those billed on shipper's order bill-of-lading where they have been held only for the surrender of those documents.

That this practice constitutes a discrimination in favor of shippers using the straight bill-of-lading bearing notation not to be delivered unless original is surrendered or written order given.

That the purpose of the proposed new rule is to provide that the same charges as now applicable on shipper's order shipments shall be made on shipments moving on straight bills-of-lading consigned for delivery at destination other than on public delivery tracks held only for surrender of original bill-of-lading or consignee's order on which subsequent movement is necessary to effect delivery at the place designated in the bill-of-lading.

That the service necessary to perform on shipments held for the surrender of shipper's order bills-of-lading or straight bills-of-lading, constitutes two switching movements, one to the hold track awaiting surrender of necessary documents and one from the hold track to the designated point of delivery.

From the evidence adduced, the Commission finds that the use of straight bills-of-lading on shipments to one party to advise or notify another, with instructions not to deliver shipments until original bills-of-lading are surrendered or written orders of consignee are given, has resulted in discrimination in favor of shippers using straight bills-of-lading.

That the proposed rule will place the users of straight bills-of-lading, for such shipments as previously set forth, on a parity with users of shipper's order bills-of-lading.

IT IS THEREFORE ORDERED, That the applications herein be, and they are hereby, granted, and that tariffs be amended and filed with the Commission on less than statutory notice, to become effective April 1, 1929, incorporating the proposed new rule.

ORDERED FURTHER, That publications shall show in connection therewith the following notation:

“Issued on less than statutory notice, by authority Public Utilities Commission of Utah in Cases

Numbers 1092, 1093, 1095, and 1097, dated March 21, 1929.”

(Signed) E. E. CORFMAN,
" THOMAS E. McKAY,

(SEAL) " G. F. McGONAGLE,
Attest: Commissioners.

(Signed) F. L. OSTLER,
Secretary.

In the Matter of the Application of the UNION PACIFIC RAILROAD COMPANY, for permission to establish new rule covering shipments held for surrender of bill-of-lading. } Case No. 1093.

See Case No. 1092.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

Certain Consumers of Electric Power and Light in Fillmore City, Complainants, vs. TELLURIDE POWER COMPANY, a Corporation, Defendant. } Case No. 1094

Submitted March 28, 1929. Decided May 1, 1929.

Appearances:

H. R. Waldo, Attorney, of Salt Lake City, Utah, } for Telluride Power Co.

O. L. Huntsman, of Fillmore, Utah, } " Francis Kelley, et al., Complainants, of Fillmore.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

This matter came on regularly for hearing before the Public Utilities Commission of Utah, at Fillmore, Utah, on the 28th day of March, 1929, on the complaint of the citizens of Fillmore City, Utah, that the rates charged by the defendant, Telluride Power Company, to consumers of elec-

trical energy at Fillmore, are excessive, unjust, and unreasonable, and that said rates are in contravention with contract signed by the defendant; and that the service of the defendant is unsatisfactory, unreliable, and inadequate.

It appears from the evidence that Fillmore City, a municipal corporation, owns an electric power and light distributing system and is engaged in rendering electric service to the inhabitants of said City; that it purchases at wholesale, electric energy from the defendant, Telluride Power Company; that the rates charged are fixed and determined by the municipal authorities, who have general supervision and the management of the distributing system.

Some evidence was offered on the part of the complainants that the service rendered Fillmore City has not been dependable at all times. As to whether the poor service complained of could be attributed to the defendant or the management of the distributing system on the part of the municipal authorities, the record in this case does not show. It does appear, however, that the Telluride Power Company for the past two years has been unable, under the operating conditions that prevailed, to accord to its patrons satisfactory service. It does not appear in this case that the defendant's rates are in contravention of any contractual obligation, nor does it appear that it had been negligent or indifferent in giving to its patrons the best service possible under the adverse circumstances with which it had to contend. It also appears that the defendant has within the past year been increasing its plant facilities, and that in the future it would be in a position to render better service than in the past.

On the showing made by complainants and the record now before the Commission, the Commission believes that the complaint herein should be, and the same is hereby, dismissed, without prejudice.

(Signed) E. E. CORFMAN,
 " THOMAS E. MCKAY,
 " G. F. MCGONAGLE,
 Commissioners.

(SEAL)
 Attest:

(Signed) F. L. OSTLER,
 Secretary.

In the Matter of the Application of THE DENVER & RIO GRANDE WESTERN RAILROAD COMPANY, for permission to establish new rule covering shipments held for surrender of bill-of-lading. } Case No. 1095.

See Case No. 1092.

In the Matter of the Application of THE MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY, for permission to publish and put into effect additional schedule of optional rates for hotel semi-public branch exchange service. } Case No. 1096.

Special Permission No. 1277, issued April 1, 1929.

In the Matter of the Application of the SALT LAKE & UTAH RAILROAD COMPANY, BAMBERGER ELECTRIC RAILROAD COMPANY, UTAH RAILWAY COMPANY, and THE UTAH IDAHO CENTRAL RAILROAD COMPANY, for permission to establish new rule covering shipments held for surrender of bill-of-lading. } Case No. 1097.

See Case No. 1092.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of J. C. WILSON to withdraw from and D. R. HOUT to assume operation of automobile passenger bus line between Coalville and Ogden, Utah. } Case No. 1098.

Submitted March 25, 1929.

Decided April 11, 1929.

Appearance:

E. W. Schneider, of Salt }
Lake City, Utah, } for Applicants.

REPORT OF THE COMMISSION

By the Commission:

This matter came on regularly for hearing before the Public Utilities Commission of Utah, at its office in the State Capitol, Salt Lake City, Utah, on the 25th day of March, 1929, upon the application of J. C. Wilson to discontinue automobile service over the public highway between Coalville and Ogden, Utah, under Certificate of Convenience and Necessity No. 311, and the application of D. R. Hout for a certificate authorizing him to continue such service over said route.

It appears that public convenience and necessity requires such automobile service; that applicant, D. R. Hout, is financially able to perform the same, that he has had sufficient experience in the operation of automobiles for hire, and has the financial ability to give efficient and dependable service.

The Commission therefore concludes that J. C. Wilson should be granted permission to discontinue automobile service between Coalville and Ogden, Utah, and that a certificate of convenience and necessity should issue to D. R. Hout, as applied for.

An appropriate order will follow.

	(Signed) E. E. CORFMAN,
	" THOMAS E. McKAY,
(SEAL)	" G. F. McGONAGLE,
Attest:	Commissioners.
(Signed) F. L. OSTLER,	
Secretary.	

ORDER

Certificate of Convenience and Necessity

No. 333

Cancels Certificate of Convenience and Necessity

No. 311.

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 11th day of April, 1929.

In the Matter of the Application of J. C. WILSON to withdraw from and D. R. HOUT to assume operation of automobile passenger bus line between Coalville and Ogden, Utah.	} Case No. 1098.
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This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application be, and it is hereby, granted; that J. C. Wilson be, and he is hereby, authorized to discontinue automobile service between Coalville and Ogden, Utah, and that Certificate of Convenience and Necessity No. 311, issued to said J. C. Wilson be, and the same is hereby, cancelled and annulled.

ORDERED FURTHER, That D. R. Hout be, and he is hereby, granted permission to operate an automobile passenger bus line between Coalville and Ogden, Utah (under Certificate of Convenience and Necessity No. 333), via Echo, Henefer, Croyden, Devil's Slide, and Morgan, Utah.

ORDERED FURTHER, That applicant, D. R. Hout, before beginning operation, shall file with the Commission and post at each station on his route, a schedule as provided by law and the Commission's Tariff Circular No. 4, naming rates and fares and showing arriving and leaving time from each station on his line; and shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of automobile bus lines.

By the Commission.

(Signed) F. L. OSTLER,
(SEAL) Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of IRA E. MECHAM, for permission to operate an automobile freight line between Ogden and Kamas, Utah, and intermediate points, to be known as the MECHAM TRUCKING COMPANY. } Case No. 1099.

In the Matter of the Application of CHARLES E. TRIBE, F. N. BROWN, and ANDREW CHILD, Co-partners, for permission to operate an automobile freight and express line between Ogden and Kamas, Utah, and intermediate points, under the name of WEBER TRANSPORTATION COMPANY. } Case No. 1100.

Submitted April 8, 1929.

Decided April 25, 1929.

Appearance:

LeRoy Nelson, Attorney, of Ogden, Utah,	}	for Applicant, Ira E. Mecham.
Joseph E. Evans, Attorney of Ogden, Utah,		" Applicants, Charles E. Tribe, F. N. Brown, and Andrew Child.
J. V. Lyle, Attorney, of Salt Lake City, Utah,	}	" Protestant, Union Pacific Railroad Company
E. J. Hardesty, Route Agent, of Salt Lake City, Utah.		" Protestant, Railway Express Agency, Inc.

REPORT OF THE COMMISSION

By the Commission:

These matters came on regularly for hearing before the Public Utilities Commission of Utah, at Ogden City Hall, Ogden, Utah, on the 8th day of April, 1929, after due notice given in the manner and as required by law.

The applications are for certificates of convenience and necessity to operate automobile freight and express lines over the public highway between Ogden and Kamas, Utah. For convenience, these applications, being for the same route, were, by order of the Commission and with the consent of the applicants, combined as one case, for hearing and determination.

From the evidence adduced for and in behalf of the interested parties, the Commission finds:

1. That the applicant in Case No. 1099, Ira E. Mecham, is a resident of Brigham City, Utah, and for ten years last past has been engaged in doing a general trucking business for himself and others over the public highways of Utah; that during the last year, he has been operating an automobile truck from Ogden to Kamas, serving Peterson, Morgan, Devil's Slide, Henefer, Echo, Coalville, Hoytsville, Wanship,

Peoa, Oakley, and Kamas, under and for Ferrin and White, the holders of Certificates of Convenience and Necessity No. 297, and the White Trucking Company, holder of Certificate of Convenience and Necessity No. 323, issued by the Commission; that said Ira E. Mecham is the owner of one Graham truck, with one and one-half ton capacity, in good condition; that if granted a certificate of convenience and necessity, he proposed to operate under the same rate schedule as has been in effect and used by the White Trucking Company, and make three trips between Ogden and Kamas each week; that the applicant is capable of and has heretofore rendered efficient and dependable service between said points.

2. The applicants in Case No. 1100, Charles E. Tribe, F. N. Brown, and Andrew Child, for a certificate to operate over the same route, propose to form a co-partnership, for which Andrew Child will conduct the operations, under the name of the Weber Transportation Company; that for about three years last past, Mr. Child has been actively engaged as an operator of automobile trucks out of Ogden to Garland, Utah, for the Streeper Transportation Company, the holder of Certificate of Convenience and Necessity No. 213; that these applicants propose to furnish as equipment over their proposed route, one White International truck, one G. M. C. truck, and also a Ford truck, and to maintain practically the same schedule as that proposed by Ira E. Mecham, applicant in Case No. 1099.

3. That all points proposed to be served by the applicants in these cases, with the exception of Peoa, Oakley, and Kamas, are served by the protestant, Union Pacific Railroad Company, with railroad service; that said protestant renders a tri-weekly freight service between Ogden and Echo, and between Ogden and Coalville, not including Coalville; between Coalville and Wanship it gives a daily service both ways from Ogden, and express service to all points, not including Peoa, Oakley, and Kamas, daily; that its train leaves Ogden at 6:25 A. M.; arrives at Morgan, 7:12 A. M.; Devil's Slide, 7:24 A. M.; Henefer at 7:31 A. M.; and Echo at 7:45 A. M.; that its last train leaves Echo at 8:10 A. M.; Grass Creek Junction, 8:20 A. M.; Coalville, 8:40 A. M.; Hoytsville, 8:50 A. M.; Wanship, 9:10 A. M.; returning, it leaves Wanship at 1:30 P. M.; Hoytsville, 1:50; Coalville, 2:20; Grass Creek Junction, 2:35; arriving at Echo, 3:10 P. M.; the train leaves Echo for Ogden at 3:30 P. M.; Henefer, 3:38; Devil's Slide, 3:46; Morgan, 3:56; arriving at Og-

den at 5:00 P. M.; that it affords refrigerator service twice a week, both directions, and in severe weather during the winter months, refrigerator service daily; that the freight and express service over this line is reasonably efficient and dependable; that the towns and communities in the territory sought to be served by the applicants have a population of approximately 5,000 people, and that this territory is absolutely dependent upon train service for the transportation of commodities other than those that may be handled by the applicants herein; that the protestant, Railway Express, Inc., serves practically the same points as served by the Union Pacific Railroad Company, upon practically the same schedule as its passenger trains, and affords refrigerator service summer and winter; that its service is efficient and dependable.

4. That the protestant, Walter S. Young, is a resident of Oakley, Utah, that this protestant has filed with the Public Utilities Commission an application for a certificate of convenience and necessity to operate an automobile truck line between Park City and Kamas, in Summit County, Utah, serving all intermediate points, said service to be given twice each week, and oftener when necessary, between said points; that he also proposes to give truck service over the public highway between Woodland and Salt Lake City once a week, serving Kamas, Oakley, and Peoa, including Woodland, but does not propose to carry from Salt Lake City freight destined to Park City or intermediate points, nor to carry freight originating at Park City to Salt Lake City and intermediate points; that the Denver & Rio Grande Western Railroad Company operates a freight train between Park City and Salt Lake City, as does also the Union Pacific Railroad Company between Park City and Ogden, both serving intermediate points on their respective lines; that the applicants herein refuse to accept certificates of convenience and necessity unless permitted to serve the same points as are now being served over their proposed route by the Union Pacific Railroad Company, and that the said route proposed to be served by them and heretofore served by Ferrin and White, and later served by Wallace M. White and Willis P. White, under the firm name of the White Trucking Company, under Certificate of Convenience and Necessity No. 323, has resulted in financial failure and inability to conform to the rules of the Commission and the statutes of Utah, by reason of which their certificate was cancelled and annulled by the Commission, March 23, 1929.

From the foregoing facts, the Commission concludes and

decides that public convenience and necessity does not require the proposed service of the applicants in either of these cases, and that Cases Nos. 1099 and 1100 should be denied.

An appropriate order will follow.

(Signed) E. E. CORFMAN,
 " THOMAS E. McKAY,
 (SEAL) " G. F. McGONAGLE,
 Attest: Commissioners.
 (Signed) F. L. OSTLER,
 Secretary.

ORDER

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 25th day of April, 1929.

In the Matter of the Application of IRA E. MECHAM, for permission to operate an automobile freight line between Ogden and Kamas, Utah, and intermediate points, to be known as the MECHAM TRUCKING COMPANY. } Case No. 1099.

In the Matter of the Application of CHARLES E. TRIBE, F. N. BROWN, and ANDREW CHILD, Co-partners, for permission to operate an automobile freight and express line between Ogden and Kamas, Utah, and intermediate points, under the name of WEBER TRANSPORTATION COMPANY. } Case No. 1100.

These cases being at issue upon applications and protests on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application of Ira E. Mecham herein (Case No. 1099), and the application of Charles E. Tribe, F. N. Brown, and Andrew Child, Co-partners herein (Case No. 1100) be, and the same are hereby, denied.

By the Commission.

(Signed) F. L. OSTLER,
 (SEAL) Secretary.

In the Matter of the Application of CHARLES E. TRIBE, F. N. BROWN, and ANDREW CHILD, Co-partners, for permission to operate an automobile freight and express line between Ogden and Kamas, Utah, and intermediate points, under the name of the Weber Transportation Company. } Case No. 1100.
 See Case No. 1099. }

BEFORE THE PUBLIC UTILITIES COMMISSION
 OF UTAH

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, this 10th day of April, 1929.

UTAH LAKE DISTRIBUTING COMPANY, et al., }
 Complainants. } Case No. 1101.
 vs. }
 UTAH POWER & LIGHT COMPANY, }
 a Corporation, }
 Defendant. }

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Application having been made for an order extending the terms of Order of March 29, 1922, Case No. 441, the rates or charges for pumping purposes, to October 31, 1929:

IT IS ORDERED. That the rates or charges for pumping purposes as covered by Order dated March 29, 1922, in Case No. 441, be in effect until October 31, 1929.

(Signed) E. E. CORFMAN,
 " THOMAS E. MCKAY,
 (SEAL) " G. F. MCGONAGLE,
 Attest: Commissioners.
 (Signed) F. L. OSTLER,
 Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of F. W. GOMPH, AGENT, PACIFIC FREIGHT TARIFF BUREAU, for permission to publish charges for cleaning and disinfecting cars. } Case No. 1102.

Submitted: September 6, 1929. Decided: October 28, 1929.

Appearances:

C. A. Root, Attorney, and J. Horace Bean, Salt Lake City, Utah,	}	for Applicant.
J. A. Doolittle Traffic Coun- selor, Salt Lake City, Utah.		
A. J. Cronin, Salt Lake City, Utah,	}	" Protestant, Utah Traf- fic Shippers Ass'n.
		" Denver & Rio Grande Western Railroad Co.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of April 1, 1929, the Commission received application from the Pacific Freight Tariff Bureau, by F. W. Gomph, its Agent, for permission to publish rule providing charges for cleaning and disinfecting cars other than livestock cars, as follows:

"CHARGES FOR CLEANING AND
DISINFECTING CARS:

When carriers are required to disinfect or clean cars (other than livestock cars) under State or Federal regulations a charge of \$2.50 per car will be assessed against the shipment for account of which such cleaning and disinfecting is made.

The above charge does not include the charge that may be made for fumigation.

This rule will not apply on refrigerator or insulated cars; for charge covering the disinfecting of refrigerator or insulated cars see Rule 140 of Perishable Protective Tariff No. 4, R. C. Dearborn's I. C. C. No. 3, supplements thereto and successive issues thereof."

This matter came on regularly for hearing June 10, 1929, after due and legal notice had been given to the interested parties. The evidence shows:

That the Utah Legislature passed at the Seventeenth Regular Session, Chapter 47, Laws of Utah, 1927, giving the State Board of Agriculture certain powers over infected, infested, or diseased agricultural or horticultural products, nursery stock, etc., and under Section 1906 of said Chapter, provides:

“1906. Notice by common carrier. Every corporation, firm or person, his or their agent, doing business as common carriers within the State, shall upon the arrival of all nursery stock, trees, plants, vines, shrubs, cuttings, scions, or bulbs, at the station or other place to which such nursery stock is consigned, immediately notify the agricultural inspector of such arrival, to whom consigned, with date and place of arrival; and unless such shipment is covered by Federal quarantine regulations, shall hold the shipment until inspected or released by the inspector; provided that where such shipment is accompanied by a certificate of any agricultural inspector within the State, the stock may be delivered immediately after said notice is sent.”

That while there appears to have been no carload shipments of nursery stock, etc., in wholly intrastate service, applicant desires to put Utah intrastate tariff on a parity with interstate commerce tariffs, and at the same time make a provision for any possible future movement.

The application of the proposed rule would be to place a charge against the Shipper of infected, infested, or diseased nursery stock, etc., of \$2.50 per car for disinfecting, and that charge shall be made only after quarantine regulations have been provided by the state board of agriculture on such stock, examined by a State Agricultural Inspector, and declared by him to be infected, infested, or diseased, thus requiring disinfecting of the cars.

Protest on the part of the Utah Shippers Traffic Association was entered by J. F. Doolittle, its Traffic Counselor, based primarily upon the fact that inasmuch as no intrastate carload shipments of nursery stock, etc., are made, and that no quarantines have been provided by the State Board of Agriculture, that there is no necessity for the proposed rule at this time.

The Commission finds after giving due consideration to all of the material facts that there has been no carload movement of nursery stock, etc., which has been wholly intrastate; that the State Board of Agriculture has not issued quarantine proclamations covering nursery stock, etc., moving wholly within the State of Utah; that the proposed rule is now applicable in interstate service; that while there appears to be no immediate necessity for the proposed rule, the Commission feels that the proposed charge to be assessed against the shipper of infected, infested, or diseased nursery stock, etc., is not unreasonable; that a similar charge is made on livestock shipments; that in the event the State Board of Agriculture places a quarantine on certain products from localities within the State, carriers should not be required to disinfect cars at their own expense, pending the filing of application, formal hearing, and the issuance of report and order by the Commission; and that the application should be granted.

IT IS THEREFORE ORDERED, That the application herein, of F. W. Gomph, Agent for the Pacific Freight Tariff Bureau, for permission to publish charges for cleaning and disinfecting cars, be, and it is hereby, granted to be issued on thirty days' notice to the Commission and the public.

(Signed) E. E. CORFMAN,
 " THOMAS E. MCKAY,
 (SEAL) " G. F. MCGONAGLE,
 Attest: Commissioners.
 (Signed) F. L. OSTLER,
 Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
 OF UTAH

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|---|---|----------------|
| In the Matter of the Application of THE DENVER & RIO GRANDE WESTERN RAILROAD COMPANY, a Corporation, for permission to close its station agency at Silver City, Utah. | } | Case No. 1103. |
| In the Matter of the Application of the LOS ANGELES & SALT LAKE RAILROAD COMPANY, a Corporation, for permission to discontinue operation of its station at Silver City, Utah, as an agency station. | } | Case No. 1104. |

Submitted April 30, 1929.

Decided May 22, 1929.

Appearances:

Van Cott, Riter & Farnsworth, Attorneys, of Salt Lake City, Utah, by B. R. Howell,	}	for Denver & Rio Grande Western Railroad Co.
J. V. Lyle, Attorney, of Salt Lake City, Utah,	}	" Los Angeles & Salt Lake Railroad Co.
Jesse Haws, of Silver City, Utah,	}	" Knight Investment Co., Protestant.

REPORT OF THE COMMISSION

By the Commission:

These cases came on regularly for hearing before the Commission, after due notice given, at Eureka City, Juab County, Utah, on the 30th day of April, 1929. The applications herein affect Silver City, a mining town, for which protests were filed and opposition made on the part and in behalf of its citizens, to the closing of the agency stations of the applicants, as applied for.

From the evidence adduced for and in behalf of the interested parties, it appears:

1. That the applicant Denver & Rio Grande Western Railroad Company is a railroad corporation, organized under the laws of the State of Delaware, and as such corporation is duly authorized to and is engaged in the business of common carrier of freight and passengers for hire, and is operating a main line of steam railroad within and through the States of Utah, Colorado, and New Mexico; that as a part of its railroad system, it operates a branch line from Springville, Utah, to Silver City, Utah, via Santaquin; that for many years last past it has been and is now maintaining an agency station at Silver City, the closing of which is herein sought for by this applicant.

2. That the applicant Los Angeles & Salt Lake Railroad Company is a railroad corporation, organized and existing under and by virtue of the laws of the State of Utah; that it is a common carrier of freight and passengers and is engaged in operating a main line of railroad extending through the States of Utah, Nevada, and California, with a branch line extending therefrom to serve Silver City, where it has for many years past and is now maintaining an agency station, which it seeks by its application herein to discontinue and abandon.

3. That Silver City is a mining town, with a population of approximately two hundred people; that it has been built up by mining interests operating in the Tintic Mining District, of which Silver City and its environs are a part; that in times past, due to the productivity of the mines in its vicinity, it has been a shipping point or loading station for the ores produced in its vicinity and the handling of mine equipment and supplies; that heretofore the Eureka Hill Railway Company has been until recently operating a narrow gauge railroad, serving mines in the Tintic District and hauling the ore products therefrom to the loading stations of both applicants to the smelters; that the mines heretofore served by the Eureka Hill Railroad have ceased to be productive to such an extent that said Railroad, on the 10th day of December, 1928, upon application to this Commission, was permitted to discontinue railroad service; that the mines in the immediate vicinity at Silver City have for several years ceased to be productive, by reason of which very little traffic to or originating at Silver City has been had by the applicants.

4. That for the year 1927, the agency station of the applicant Denver & Rio Grande Western Railroad Company at Silver City, handled 151 cars of freight, the revenue derived therefrom being \$17,399.07; that the passenger revenue for said year was \$452.28; express, \$244.80, making a total revenue of \$18,096.15; for the year 1928, the total revenue received by said applicant from the same sources at said point was \$17,059.86, and for the first three months of 1929, \$612.09; that the average revenue derived from carload lots out of Silver City for the year 1928, was \$13,898.26; for carload lots into Silver City, \$2,462.91; for less-than-carload lots out, \$14.09; for less-than-carload lots in, \$392.70; for the first three months of 1929, January, February, and March, the total revenue derived from carloads outbound, was \$240.00; inbound, \$227.01; for less-than-carload lots outbound, \$21.25; inbound, \$28.28; that the average revenue per month for 1929 from all sources was but \$204.03; that the average cost of maintenance of the station, including salary of agent, was \$155.17.

5. That the total operating revenue of the applicant Los Angeles & Salt Lake Railroad Company, obtained from all sources at Silver City Station, for the year 1927, was \$19,989.81; for the year 1928, \$17,577.77; and for the months of January, February, and March, 1929, \$530.28; that the cost of maintenance and operation of this applicant's station at Silver City for the year 1927, was \$1,900.14; for 1928, \$1,952.63; and for the first three months of 1929, \$368.91.

6. That each of the applicants maintain an agency station at Eureka City, approximately four miles distant from Silver City; that these two towns are connected by a well maintained highway; that there is telephone communication between them; that there is now very little passenger and express service in and out of Silver City, and practically all the revenues earned at that point are, and will continue to be for some time in the future, from shipments of carload lots of ore from the mines in that vicinity; that Silver City at the present time is being given bus service daily, carrying passenger, mail, and express; that both of the applicants have manifested a willingness to take care of all shipments of property in less-than-carload lots by placing the same under lock and key at their stations, until called for by the consignee, their stations or warehouses to remain in charge of some local caretaker or employee; that should the mines at Silver City and tributaries thereto, become sufficiently productive to warrant the maintenance of agency stations at Silver City, the applicants express their willingness and intention of maintaining such in the future.

From the foregoing findings, the Commission believes that each of the applications herein to discontinue agency stations at Silver City, should be granted, with the understanding, however, that if the mines in that territory again become sufficiently productive to warrant, and the public interests require agency service at the hands of the applicants, the same shall be provided. The present maintenance of the agency stations is a burden on the shipping public as well as on the applicants. The abandonment of these stations, under the existing conditions, it would seem would not seriously inconvenience the mine owners and operators nor the people who reside at Silver City.

Separate and appropriate orders will issue.

	(Signed) E. E. CORFMAN,
	" THOMAS E. McKAY,
(SEAL)	" G. F. McGONAGLE,
Attest:	Commissioners.
(Signed) F. L. OSTLER,	
Secretary.	

ORDER

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah on the 22nd day of May, 1929.

In the Matter of the Application of THE DENVER & RIO GRANDE WESTERN RAILROAD COMPANY, a Corporation, for permission to close its station agency at Silver City, Utah. } Case No. 1103.

This case being at issue upon application and protest on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That The Denver and Rio Grande Western Railroad Company be, and it is hereby, authorized and permitted to discontinue its railroad station agency at Silver City, Utah; provided, however, that upon doing so said station shall be placed in the hands of some one of its employees or a caretaker, charged with the duty of seeing that property in less-than-carload lots received at or shipped out of said station, is properly protected from the natural elements and from loss or damage while in its custody.

ORDERED FURTHER, That if and when the mines at Silver City and tributaries thereto, become sufficiently productive to warrant the maintenance of a station agency, the same shall be re-established.

By the Commission.

(SEAL) (Signed) F. L. OSTLER,
Secretary.

ORDER

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 22nd day of May, 1929.

In the Matter of the Application of the LOS ANGELES & SALT LAKE RAILROAD COMPANY, a Corporation, for permission to discontinue operation of its station at Silver City, Utah, as an agency station. } Case No. 1104.

This case being at issue upon application and protest on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the Los Angeles & Salt Lake Railroad Company be, and it is hereby, authorized and permitted to discontinue its railroad station agency at Silver City, Utah; provided, however, that upon doing so said station shall be placed in the hands of some one of its employees or a caretaker, charged with the duty of seeing that property in less-than-carload lots received at or shipped out of said station, is properly protected from the natural elements and from loss or damage while in its custody.

ORDERED FURTHER, That if and when the mines at Silver City and tributaries thereto, become sufficiently productive to warrant the maintenance of a station agency, the same shall be re-established.

By the Commission.

(Signed) F. L. OSTLER,
 (SEAL) Secretary.

In the Matter of the Application of the
 LOS ANGELES & SALT LAKE RAIL-
 ROAD COMPANY, a Corporation, for
 permission to discontinue operation of its
 station at Silver City, Utah, as an agency
 station. } Case No. 1104.

See Case No. 1103.

BEFORE THE PUBLIC UTILITIES COMMISSION
 OF UTAH

In the Matter of the Application of
 FORBES BROTHERS, a Co-partner-
 ship, consisting of W. J. and R. T.
 FORBES, for permission to operate an
 automobile freight line between Salt Lake
 City, Beaver, Parowan, Cedar City, and
 Kanab, Utah. } Case No. 1105.

Submitted: June 4, 1929.

Decided: September 28, 1929.

Appearances:

George F. Wasson, Attorney of Salt Lake City, Utah.	}	for Applicants.
F. M. Orem, Salt Lake City, Utah.		
Robert B. Porter, Attorney, Salt Lake, City, Utah.	}	" Los Angeles & Salt Lake R. R. Co., Prot- estant.
L. E. Gehan, Salt Lake City Utah,		" Railway Express Agen- cy, Protestant.
Abe Murdock, Attorney, Beaver, Utah.	}	" R. C. Murdock, Protest- ant.

REPORT OF THE COMMISSION

By the Commission:

This matter came on regularly for hearing before the Public Utilities Commission, at its office in the State Capitol, Salt Lake City, Utah, on the 4th day of June, 1929, after due notice given, upon the application of W. J. Forbes and R. T. Forbes, for a certificate of public convenience and necessity authorizing and permitting them to operate an automobile freight or truck line between Salt Lake City and Kanab, Utah, and the several protests made and filed thereto by the Los Angeles & Salt Lake Railroad Company, Henry I. Moore and D. P. Abercrombie, as Receivers for the Salt Lake & Utah Railroad Company, the Railway Express Agency, and R. C. Murdock.

From the evidence it appears:

That the applicants, W. J. Forbes and R. T. Forbes, are brothers and residents of Cedar City, Utah, and as co-partners are seeking a certificate of public convenience and necessity authorizing and permitting them to establish, operate, and maintain a motor truck line over the public highways between Salt Lake City and Kanab, Utah, for the purpose of transporting freight and express as a common carrier for hire.

That the applicants own, at the present time, a number of trucks which they have previously operated, and are financially able to furnish and provide any additional equipment that might be required to render their proposed service. In the operations proposed by them, it is not their intention to serve any intermediate points between Salt Lake City and

Beaver, Utah, but Beaver, and all intermediate points between Beaver and Kanab, including Parowan and Cedar City, Utah; they propose and have received permission from the national park authorities, to operate by way of the Zion-Mt. Carmel Highway; they propose to charge approximately the same rates as are now being charged for railroad service between Salt Lake City and Milford, and to Cedar City. Beaver, Parowan, and Kanab are some what distant from railroad. These points are cities that are all important livestock and commercial business centers in southern Utah, depending at present upon truck service connecting with railroads, as a means of transportation. The distance via the highway from Salt Lake City to Beaver is approximately 211 miles, from Beaver to Parowan approximately 43 miles, from Parowan to Cedar City, 19 miles, and from Cedar City to Kanab by way of Zion-Mt. Carmel Highway, the southern terminal of applicants' proposed route, is 85 miles. The applicants in their proposed operations would give a daily service, leaving Salt Lake City each day at 6:00 P.M., arriving at Cedar City about twelve hours later, or about 6:00 A.M. the next morning, and arriving at Kanab from Cedar City about five hours later, or about 11:00 or 12:00 o'clock. They propose to carry over their route general merchandise and other property, but not including livestock, lumber or coal, or other heavy commodities or property. A similar service would be rendered by applicants, on the return trips out of Kanab to Salt Lake City.

The protestant, Los Angeles & Salt Lake Railroad Company, as a part of the Union Pacific Railroad System, is a railroad corporation operating a main line out of Salt Lake City, Utah, to Los Angeles, California, having a branch line from Lund, in Iron County, to Cedar City, Utah. These lines serve all intermediate points situated thereon, between Salt Lake City and Cedar City, Utah, with freight service. This protestant sends out of Salt Lake City daily except Sundays, a freight train containing a package car for Milford and also a package car destined to Cedar City, said car leaving Salt Lake City anywhere from 12:30 A.M. to 6:00 A.M. The Milford car arrives at that place the evening of the same day; the Cedar City car arrives at Cedar City about 10:00 A.M., the following day. Freight destined for Beaver is picked up at Milford about 8:30 A.M. of the day following, its being sent out of Salt Lake City, and it arrives by truck at Beaver about 11:00 A.M., of the same day. The daily service heretofore mentioned is given by this railroad protestant, out of Salt Lake City, every day except Sunday. All kinds of

freight out of Salt Lake City, destined to Beaver, and transported by the Los Angeles & Salt Lake Railroad Company to Milford, is transported from Milford to Beaver by the Protestant, R. C. Murdock, who operates a dependable automobile truck line, rendering efficient daily service between Milford and Beaver. This truck line carries livestock, coal, lumber, and all classes of freight at reasonable prices, between said points, and said service is efficient, dependable and satisfactory to the general public sought to be served by it.

The protestant, Railway Express Agency, is rendering an efficient and dependable daily express service to the larger part of the territory under consideration, in connection with the lines of the Los Angeles & Salt Lake Railroad Company, and the automobile truck line of the Protestant, R. C. Murdock, from Milford to Beaver.

The protestant, Salt Lake & Utah Railroad Company, is a railroad corporation operating an electric line out of Salt Lake City as far south as Payson, Utah, a distance of about 62 miles. It runs three regular freight trains daily between said points, besides one or two carload trains for the purpose of hauling carload shipments. It also operates two daily express trains between Salt Lake City and Payson, Utah.

The highway between Salt Lake City and Payson over which the applicants would operate, is a much used and greatly congested highway. The local officials of Utah County having general supervision over said highway where it passes through Utah County, are much opposed to the operation of any additional trucks thereon for hire, except such as would be absolutely necessary to meet the needs of the shipping public.

At the present time, and upon the record made in this case, it appears that there is no public demand of any consequence for additional truck service over the public highways, nor for additional freight service by rail, between Salt Lake City and as far south as Cedar City, Utah, and that public convenience and necessity would not be subserved between said points, by the additional truck service proposed to be rendered by the applicants herein.

It does appear, however, that there is now and in the future will be, a public demand for truck service over the public highway out of Cedar City to Kanab, and out of Kanab to Cedar City, Utah, by way of Zion Park and the Zion-Mt. Carmel Highway, and that public convenience and necessity would be served by the establishment and maintenance and operation of a truck line between these points. The appli-

cants have signified herein, their willingness to undertake and render such a service.

Therefore, upon the findings aforesaid, and upon the records and files in this case, the Commission concludes and decides that the application of W. J. Forbes and R. T. Forbes, herein, to operate an automobile truck line between Salt Lake City and Cedar City, Utah, should be denied; but that the applicants should be granted a certificate of convenience and necessity authorizing and permitting them to operate an automobile truck line between Cedar City and Kanab, via the Zion-Mt. Carmel Highway, not serving, however, any intermediate points already being served by established carriers now operating over any part of the same, under certificates of public convenience and necessity granted heretofore by this Commission.

An appropriate order will follow:

	(Signed)	E. E. CORFMAN,
	"	THOMAS E. MCKAY,
(SEAL)	"	G. F. MCGONAGLE,
Attest:		Commissioners.
(Signed)	F. L. OSTLER,	
	Secretary.	

ORDER

Certificate of Convenience and Necessity

No. 351.

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 28th day of September, A. D., 1929.

In the Matter of the Application of FORBES BROTHERS, a Co-partnership, consisting of W. J. and R. T. Forbes, for permission to operate an automobile freight line between Salt Lake City, Beaver, Parowan, Cedar City, and Kanab, Utah.	}	Case No. 1105.
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This case being at issue upon application and protests on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application of W. J. Forbes

and R. T. Forbes, for permission to operate an automobile truck line between Salt Lake City and Cedar City, Utah, be and it is hereby, denied; but that the applicants herein, be and they are hereby, granted a certificate of convenience and necessity authorizing and permitting them to operate an automobile truck line between Cedar City and Kanab, Utah, via the Zion-Mt. Carmel Highway, not serving, however, any intermediate points already being served by established carriers now operating over any part of the same under certificates of public convenience and necessity granted heretofore by this Commission.

ORDERED FURTHER, That the applicants, W. J. Forbes and R. T. Forbes, before beginning operation, shall file with the Commission and post at each station on their route, a schedule as provided by law and the Commission's Tariff Circular No. 4, naming rates and fares and showing arriving and leaving time in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of automobile bus lines.

By the Commission.

(Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

<p>In the Matter of the Application of the UTAH POWER & LIGHT COMPANY, for permission to exercise the rights and privileges conferred by franchise granted by the Town of Emery, Emery County, Utah.</p>	}	Case No. 1106.
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Submitted: June 10, 1929.

Decided: June 14, 1929.

REPORT OF THE COMMISSION

Appearances:

Arthur C. Inman, Attorney for Applicant.

By the Commission:

This matter came on regularly for hearing before the Public Utilities Commission of Utah at its office in the State Capitol at Salt Lake City, Utah, on the 10th day of June, 1929, after due notice given, on the application of the Utah Power & Light Company, an "electrical corporation", duly organized and existing under the laws of the State of Maine.

and duly qualified to transact business in the State of Utah, for a certificate of public convenience and necessity, authorizing and permitting it to exercise the rights and privileges conferred by franchise granted by the Town of Emery, Utah.

It appears that the applicant on the 2nd day of April, 1929, acquired from the said Town of Emery, Emery County, Utah, a franchise authorizing it to serve said Town and its inhabitants with electricity for light, heat, and power, and other purposes, and to construct, maintain, and operate electric light and power lines and equipment for such service to said town and its inhabitants, as well as to persons and corporations beyond the limits thereof.

That the applicant proposes to render said service at the usual rates charged by it for similar service in other towns and communities served by the applicant throughout the State, and heretofore found to be just and reasonable by the Commission.

That no other public utility is now operating in said Town of Emery, or in the territory contiguous thereto, or in said Emery County, and that the present and future public convenience and necessity does and will require the construction of electrical lines and the installation of equipment on the part of the applicant to render said service.

Therefore, by reason of the premises, the Commission concludes that the applicant should be granted a certificate of public convenience and necessity as prayed for herein.

An appropriate order will follow.

(Signed) E. E. CORFMAN,
 " THOMAS E. McKAY,
 (SEAL) " G. F. McGONAGLE,
 Attest: Commissioners.
 (Signed) F. L. OSTLER,
 Secretary.

ORDER

Certificate of Convenience and Necessity

No. 339.

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 14th day of June, 1929.

In the Matter of the Application of the
 UTAH POWER & LIGHT COMPANY,
 for permission to exercise the rights and
 privileges conferred by franchise granted
 by the Town of Emery, Emery County,
 Utah. } Case No. 1106.

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which report is hereby referred to and made a part hereof:

. IT IS ORDERED, That the application be, and it is hereby, granted; that the Utah Power & Light Company be, and it is hereby, authorized to construct, maintain, and operate in the present and future streets, alleys, and public places in the Town of Emery, Utah, electric light and power lines, together with all the necessary or desirable appurtenances (including underground conduits, poles, towers, wires, transmission lines and telegraph and telephone lines for its own use), for the purpose of supplying electricity to said Town, the inhabitants thereof, and persons and corporations beyond the limits thereof, for light, heat, power, and other purposes.

ORDERED FURTHER, That in the construction of such transmission and distribution lines, applicant, Utah Power & Light Company, shall conform to the rules and regulations heretofore issued by the Commission governing such construction.

By the Commission.

(SEAL) (Signed) F. L. OSTLER,
 Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of
DON PETERSON and DOUGLAS
JONES, for permission to operate an
automobile passenger bus line between
Park City and the Spiro Tunnel, situated
in Park City, and between Park City and
the Park Utah Consolidated Tunnel (also
known as the Daly Judge Tunnel), in
Park City, Utah, for the transportation
of men working in the mines.

} Case No. 1107.

Submitted: June 7, 1929.

Decided: July 1, 1929.

Appearances:

L. F. Anderson, Park City, Utah,
Attorney for Applicants.

REPORT OF THE COMMISSION

By the Commission:

This matter came on regularly for hearing before the Public Utilities Commission of Utah, at Park City, Utah, on the 7th day of June, 1929, after due notice given for the time and in the manner required by law, and the Commission having heard the evidence, and having made due investigation, finds the facts to be, and concludes and decides as follows:

1. That the principal place of business and Post Office address of the applicants is Park City, Utah; that the permission sought is to operate a passenger stage line from Park City, Summit County, Utah, to the Spiro Tunnel, and to the Daly Judge Tunnel, also located in Summit County, Utah, about 2.2 miles from the center of Park City.

2. That the applicants seek permission to place one car for transporting workmen to and from the places hereinbefore named, and to place as many other cars as are necessary to carry said workmen.

3. That the fares proposed for said transportation are 15 cents for one round trip, or \$4.50 per month.

4. That the applicants are experienced auto men, and are financially and otherwise well prepared to furnish said service.

5. That there are approximately five hundred (500) men who are now without transportation to their respective places of employment.

6. There were no protests, but on the other hand, the Mayor of Park City, and a number of other citizens appeared in person and testified as to the necessity of the service as applied for; a written request that the application be granted was also received and filed by the Park City Municipal Corporation.

From the foregoing facts, the Commission concludes that public convenience and necessity requires the service as applied for, and that the applicants, Don Peterson and Douglas Jones, should be granted a certificate of convenience and necessity to operate an automobile passenger line between Park City, Summit County, and the Spiro Tunnel and the Daly Judge Tunnel, also in Summit County, State of Utah.

An appropriate order will be issued.

(Signed) E. E. CORFMAN,
 " THOMAS E. MCKAY,
 (SEAL) " G. F. MCGONAGLE,
 Attest: Commissioners.
 (Signed) F. L. OSTLER,
 Secretary.

ORDER
Certificate of Convenience and Necessity
 No. 340.

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 1st day of July, A. D., 1929.

In the Matter of the Application of DON PETERSON and DOUGLAS JONES, for permission to operate an automobile passenger bus line between Park City and the Spiro Tunnel, situated in Park City, and between Park City and the Park Utah Consolidated Tunnel (also known as the Daly Judge Tunnel), in Park City, Utah, for the transportation of men working in the mines.	}	Case No. 1107.
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This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof,

made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein be, and it is hereby, granted, that Don Peterson and Douglas Jones be, and they are hereby, granted permission to operate an automobile passenger bus line between Park City and the Spiro Tunnel, situated in Park City, and between Park City and the Park Utah Consolidated Tunnel (also known as the Daly Judge Tunnel), in Park City, Utah, for the transportation of men working in the mines.

ORDERED FURTHER, That the applicants, Don Peterson and Douglas Jones, before beginning operation, shall file with the Commission and post at each station on their route, a schedule as provided by law and the Commission's Tariff Circular No. 4, naming rates and fares and showing arriving and leaving time from each station on their line; and shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of automobile bus lines.

By the Commission.

(Signed) F. L. OSTLER,

(SEAL)

Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of W. H. HALES and LOREN HALES, for permission to operate automobile trucks, for compensation, over the public highways, between Ogden City and Salt Lake City, or either, and all points between and including Silver City, in Juab County, and Hinckley and vicinity, in Millard County. } Case No. 1108.

Submitted June 20, 1929.

Decided September 17, 1929

Appearances:

H. E. Pratt & George C. }
Buckle, Attorneys, of Og- } for Applicants.
den, Utah.

F. M. Orem, Attorney, of } " Protestant, Salt Lake &
Salt Lake City, Utah. } Utah R. R. Co.

Van Cott, Riter & Farnsworth and Ben R. Howell, Attorneys, of Salt Lake City, Utah.	}	" Protestant, Denver & Rio Grande Western R. R. Co.
E. W. Schneider, Esq., of Salt Lake City, Utah.		" Protestants, Utah Central Truck Line, Utah Central Transfer Co., & Salt Lake and Ogden Transportation Co.
Robert B. Porter, Attorney, of Salt Lake City, Utah,	}	" Protestants, Oregon Short Line R. R. Co. and Los Angeles & Salt Lake R. R. Co.
L. E. Gehan, Esq., of Salt Lake City, Utah,		" Protestant, Railway Express Agency.
Byron D. Anderson, Assistant Attorney General,	}	" The State of Utah.

REPORT OF THE COMMISSION

By the Commission :

This matter came on regularly for hearing before the Commission at its office in the State Capitol in Salt Lake City, Utah, on the 20th day of June, 1929, upon the application of W. H. Hales and Loren Hales for permission to operate automobile freight trucks, for compensation, over the public highways between Ogden City and Salt Lake City, or either, and all points between and including Silver City, in Juab County, and Hinckley and vicinity, in Millard County, Utah, and the several protests made filed thereto by the protestants.

Said application in substance sets forth that the applicants are residents of Ogden, Utah, and they, for more than ten years last past, have operated automobile trucks over the public highways of this and other states; and that they are experienced in the transportation of freight by automobile trucks, and that they propose and intend, if granted a permit so to do, to operate two one and one-half (1½) ton capacity Chevrolet automobile trucks, 1929 model, adequately equipped and others if necessary, to and from the points designated, and by means thereof to carry and transport freight and personal property over the public highways of the State of Utah, for compensation, by and under contract with more than one person, partnership, corporation or association, and not for the general public, nor as a common carrier.

The application further sets forth that the granting of the permit applied for and the operation of said trucks for the purposes aforesaid will not interfere with, nor impair the use of the highways by the travelling public, and that the applicants will comply with all reasonable rules and regulations prescribed by the Commission for the protection of said highways and safeguarding the use thereof by the travelling public.

Applicants pray that the permit applied for issue, pursuant to the provisions of Chapter 42, Laws of Utah, 1927, as amended by Chapter 94, Laws of Utah, 1929.

Generally speaking, the protests of the several protestants set forth that they are common carriers and as such engaged in transporting personal property, for hire, to and from the points designated in the application of the applicants; that they, as common carriers, are giving adequate and dependable service; that public convenience and necessity does not require the service proposed by the applicants; that the proposed operation of the applicants, if permitted, would not inure to the benefit of the public, but would result in unfair competition to franchise holders who are required to conform to the provisions of the Public Utility Laws of the State, and the rules and regulations of the Public Utilities Commission.

From the evidence for and in behalf of the respective parties it appears:

(1) That the applicants, W. H. Hales and Loren Hales, are each over the age of twenty-one years, and residents of Ogden, Utah; that they own two one and one-half ($1\frac{1}{2}$) ton capacity automobile trucks adequately equipped with pneumatic tires, which they propose to operate over the public highways from Ogden City and Salt Lake City, or either, to Silver City, in Juab County, and all points between Silver City and Hinckley and vicinity, in Millard County, via Ogden City, Salt Lake City, Provo, Santaquin, Eureka, Silver City, Lynndyl, Delta, Hinckley and vicinity, in the State of Utah, and returning to Salt Lake City or Ogden, and by means thereof transport, for compensation, personal property under contract for more than one person, partnership, corporation or association, but assert that their proposed operations would not be for the general public, nor as a common carrier.

(2) That the applicants, as co-partners, have been, since March 1st, 1929, operating trucks over the public highways of the State of Utah, transporting personal property for com-

pensation, more especially to and from Delta and Ogden, Utah, by making from one to three trips each week between said points; that in said operations they have transported general merchandise and other property, for divers individuals, associations and corporations, more particularly for the following: Utah Wholesale Grocery Company, Shupe-Williams Candy Company, Sewell United Grocery, Gardner Seed Company, Norman Jensen, Mammoth Supply Company, Cudahy Packing Company. Some shipments were under special contract entered into by the shippers, others without.

Regarding the operations of the applicants over the public highways of the State the applicant, W. H. Hales, in part testified:

Q. Well, what firms have you been hauling for in Ogden?

A. You mean where do we receive our trade, or who are we delivering it to?

Q. Who are you receiving it from?

A. The Utah Wholesale Grocery, Scowcrofts, Shupe-Williams Candy Co.

Q. Do you haul for these Ogden firms out of Salt Lake at the request of the Ogden firms, or at the request of the recipients at Delta?

A. At the request of the recipients.

Q. And what do you generally take from Delta?

A. Well, we have been hauling a load of seed all the time, but we pick up whatever happens to come our way.

Q. And where would you take this merchandise to?

A. Delta.

Q. From whom?

A. There has not been a definite number. We have hauled for several up to date.

Q. Have you been picking up at Delta then, whatever you can find to bring?

A. There are a number of people from Delta moving away from there, it is seldom that there isn't someone who wants us to haul their household furniture from Delta this way.

Q. So you continue hauling whatever you can get out of Delta?

A. Well, you might term it that way.

Q. Well, that is true?

A. Yes

This witness further testified that it was the intention of the applicants, if granted a permit, to confine their operations to the capacity of two trucks, but they would put on additional trucks if needed; that they contemplated hauling for divers individuals, associations and corporations under contract, without limitation as to number, nor as to kind of property to be carried, except as may be determined by the applicants themselves.

The protestants, Denver & Rio Grande Western Railroad Company, the Oregon Short Line Railroad Company, the Los Angeles & Salt Lake Railroad Company, and the Salt Lake & Utah Railroad Company, are respectively railroad corporations, serving severally or as connecting carriers, practically the same territory as is proposed to be served by the applicants in their proposed operations. The protestant, Railway Express Agency, in conjunction with the said railroads affords the same territory express service. Protestants, Utah Central Truck Line, Utah Central Transfer Company, and Salt Lake-Ogden Transportation Company are respectively automobile corporations, carrying freight and express over the public highways in the territory proposed to be served by applicants, under Certificates of Public Convenience and Necessity issued by the Public Utilities Commission of Utah.

The public highways over and upon which the applicants propose to conduct their operations, if granted a permit as herein applied for, have a total mileage of about one hundred and eighty (180) miles, and are for the most part hard surfaced main thoroughfares and much used by the travelling public in general. Said highways, from Ogden South as far as Silver City, a distance of one hundred and thirty-three (133) miles, are at present occupied and used and operated over by common carriers of freight by automobile trucks, under certificates of public convenience and necessity duly issued by the Public Utilities Commission of Utah. Railroad common carriers of freight and express serving between the same points and beyond as far South as Delta, Utah are now also rendering service to the shipping public over their long established lines.

The use of the public highways as proposed herein by the applicants would subserve no public need nor afford any convenience to the shipping public in general. Such use as is proposed by the applicants would add additional burdens to the said now much used highways and unnecessarily render the same hazardous and inconvenient to the travelling

public now using the same, without any compensating benefits whatever to the general public.

Prior to the hearing of this matter the applicants had rendered to the Public Utilities Commission no reports of their operations, nor had they paid any taxes to the State of Utah, under the provisions of Chapter 117, Laws of Utah of 1925, nor had they in any manner complied with the provisions of Chapter 42, Laws of Utah, 1927, as amended by Chapter 94, Laws of Utah, 1929. Since the hearing of this matter the applicants have continued their operations over the public highways of the State without permission being granted, as applied for or otherwise, but have filed reports of their operations and have paid taxes to the State of Utah, as provided under the provisions of said Chapter 117, Laws of Utah, 1925.

Upon the showing made upon the record herein, the facts found, and for the reasons stated, the Commission concludes and decides that the application of the applicants herein should be, and the same is hereby denied.

An appropriate order will follow.

(Signed) E. E. CORFMAN,
 " THOMAS E. MCKAY,
 (SEAL) " G. F. MCGONAGLE,
 Attest: Commissioners.
 (Signed) F. L. OSTLER,
 Secretary.

ORDER

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its offices in Salt Lake City, Utah, on the 16th day of September, 1929.

In the Matter of the Application of W. H. HALES and LOREN HALES, for permission to operate automobile trucks, for compensation, over the public highways, between Ogden City and Salt Lake City, or either, and all points between and including Silver City, in Juab County, and Hinckley and vicinity, in Millard County. } Case No. 1108.

This case being at issue upon application and protests on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings

and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of W. H. Hales and Loren Hales, for permission to operate automobile trucks, for compensation, over the public highways, between Ogden City and Salt Lake City, or either, and all points between and including Silver City, in Juab County, and Hinckley and vicinity, in Millard County, be, and it is hereby denied.

By the Commission.

(SEAL) (Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of HARVEY M. PARRY, for permission to operate an automobile passenger stage line between Copperton, Utah Copper Mine, in Bingham Canyon, and Bingham Canyon, Utah. } Case No. 1109.

Submitted July 1, 1929.

Decided August 26, 1929.

Appearances:

Arthur C. Cole, Attorney, of } for Applicant.
Bingham, Utah.

Dan B. Shields, Attorney, of } " Protestant, Bingham
Salt Lake City, Utah. } Stage Lines.

REPORT OF THE COMMISSION

McKAY, Commissioner:

This matter came on regularly for hearing before the Public Utilities Commission of Utah, at Bingham, Utah, on the 24th day of June, 1929, after due notice given of the hearing as required by law, upon the application of Harvey M. Parry for a certificate of convenience and necessity authorizing and permitting him to establish, maintain, and operate an automobile stage line to carry passengers for hire between Copperton, a town owned by the Utah Copper Company near Bingham Canyon, County of Salt Lake, State of Utah, and the Utah Copper Mine at Bingham Canyon, Utah, and also the Town of Bingham. A protest was filed by the Bingham Stage Lines.

The application of Mr. Parry sets forth that his principal place of business and post office address is Bingham Canyon, Utah; that he desires to operate a passenger stage line as a common carrier, between Copperton and Bingham Canyon, and Bingham Canyon and the Utah Copper Mine, on a schedule arranged to accommodate the workers as they go to and come from the three daily shifts; and that public convenience and necessity requires such transportation for the employees of the said Mining Company, and for the residents of the Towns of Copperton and Bingham.

The protestant, Bingham Stage Lines, makes the claim that there is no necessity for the service sought to be introduced by the applicant, and that public convenience does not require same.

From the evidence adduced for and in behalf of the respective parties, the Commission finds the following facts:

1. That the applicant, Harvey M. Parry, is a citizen of the United States, residing at the present time at Bingham Canyon, Utah, and is an employee of the Utah Copper Company; that he is an experienced automobile driver and is financially able to furnish the necessary equipment to give adequate service.

2. That Copperton, a comparatively new town, built and owned by the Utah Copper Company, has about 72 houses and approximately 300 people, and is situated a little more than three miles below the Town of Bingham, upon the direct route of the protestant, Bingham Stage Lines.

3. That between Copperton and Bingham, a precipitating plant has been erected, where the number of men employed varies from twelve to fifty. This plant runs continuously, requiring three shifts daily, i. e. 7 A.M. to 3:00 P.M., 3:00 P.M. to 11:00 P.M., and 11:00 P.M. to 7:00 A.M., and at the present time all employees, with one or two exceptions, come from Bingham. At the Bingham mine there are two regular shifts working, 7:00 A.M. to 3:30 P.M. and 6:00 P.M. to 2:00 A. M.

4. That the fare proposed to be charged by applicant, if granted a certificate of public convenience and necessity, will be 25 cents one-way, 40 cents round-trip, or \$5.00 per month.

5. At the present time and for more than ten years last past, the protestant, Bingham Stage Lines, an "automobile corporation" under the laws of the State of Utah and subject to the jurisdiction of the Public Utilities Commis-

sion, has been actively engaged in the operation of an automobile stage or bus line, carrying passengers for hire over the public highway between Salt Lake City and Bingham Canyon, Utah, serving all intermediate points, including those and the territory adjacent thereto now sought to be served by the applicant.

Protestant, Bingham Stage Lines, at the present time is making eight round-trips daily between Salt Lake City and Bingham Canyon in performing this public service. In order to be able to render this service, it has made up to the present time a capital investment of approximately \$35,000.00. It has provided itself with experienced, capable and efficient chauffeurs; its automobile equipment and depot facilities are such as will provide all the comfort and convenience that the traveling public reasonably requires. If more frequent transportation is needed, or a different or more commodious and dependable service in any particular is needed in the territory served by it, than that now accorded to the public, it has expressed its willingness and it has the financial ability to render it.

A. L. Inglesby, Manager of the Bingham Stage Lines, the protestant, which holds Certificate of Convenience and Necessity Nos. 44 and 61, issued by this Commission, May 13, 1919, and September 25, 1929, respectively, authorizing it to render automobile passenger transportation service over the public highway between Salt Lake City and Bingham Canyon, including all intermediate points, appeared at this hearing and testified to the effect that this protestant is ready and willing to give over its said established route every kind of automobile passenger service that public convenience and necessity requires.

It would seem from the facts testified to in this case and the findings aforesaid, that a special or additional service is now needed over the protestant's route for the accommodation of residents at Copperton and employees of the mining interests operating at Bingham Canyon and in neighboring territory, more especially between the points sought to be served by the applicant, Harvey M. Parry.

Therefore, the question arises as to whether the protestant, under the facts and circumstances, as an established carrier expressing, without qualifications, its willingness to do so, should be permitted and required by the Commission to render this additional service, or should the applicant be permitted, thereby creating a competitive situation over an admittedly well conducted and established automobile route. It must

be assumed that the riding public primarily concerned in having this local service made available, in petitioning for it, is not inclined to be dictatorial in saying to the Commission by whom it should be rendered, so long as it will measure up to that which the needs and convenience of the public reasonably requires.

As a matter of sound Commission regulation, competitive situations are to be avoided whenever possible and consistent with good public service, rather than encouraged or brought about. Heretofore, time and time again, similar applications seeking to invade the routes of licensed carriers, under similar circumstances and conditions, have been denied by this Commission, as a matter of right and justice to the established carrier and in the public interest, indeed, some of them over the same route now under consideration.

In re application James F. Mitchell, Case No. 585, decided October 30, 1922, P. U. C. U. Vol. 5, Page 441.

In re application John W. Hogan, Case No. 638, P. U. C. U. Vol. 6, Page 206.

In re application Wells R. Streeper, Case No. 630, P. U. C. U. Vol. 6, Page 188.

In re application Louis Panos, Case No. 612, P. U. C. U. Vol. 6, Page 145.

In re application of Oren P. Tyrell, et al., Case No. 873, P. U. C. U. Vol. 9, Page 267.

In re application of Tony Bonaccie, et al., Cases 974 and 996, P. U. C. U. Vol. 11, Page 22.

In re application of Delbert Davis, et. al., Case No. 1016, P. U. C. U. Vol. 11, Page 119; decided June 18, 1928.

The cases above cited form an unbroken line of precedents, showing that this Commission, in keeping with what it believes to be the intent and purpose of the provisions of the Public Utilities Law of the State, denied applications seeking, under very similar circumstances, to supersede the service or invade the route of the established automobile carrier. Under the circumstances detailed in this record, we have the jurisdiction and power as a regulatory body to require the Bingham Stage Lines to render the precise service over its established route or any extension thereof that the applicant might or could render, if he too is granted a certificate to operate.

Subdivision 2 of Section 4783, Compiled Laws of Utah, 1917, expressly provides:

“Every public utility shall furnish, provide, and maintain such service, instrumentalities, equipment, and facilities as shall promote the safety, health, comfort, and convenience of its patrons, employes, and the public and as shall be in all respects adequate, efficient, just and reasonable.”

As pointed out, the protestant, without making any reservations whatever, is here signifying its willingness to perform its full duty to the public under the statute above quoted. That it has had the experience and is possessed with the financial ability necessary to provide the service it now tenders, is clearly shown from the testimony given in this case.

For the reasons before stated, the Commission concludes that the application of Harvey M. Parry herein should be denied; that the protestant, Bingham Stage Lines, should be permitted and required to render the same service at the same rates as proposed by the said applicant, between the points sought to be served by him.

An appropriate order will follow.

(Signed) THOMAS E. McKAY,
Commissioner.

We concur:

(Signed) E. E. CORFMAN,
” G. F. McGONAGLE,
Commissioners.

(SEAL)

Attest:

(Signed) F. L. OSTLER,
Secretary.

ORDER

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 26th day of August, 1929.

In the Matter of the Application of HARVEY M. PARRY, for permission to operate an automobile passenger stage line between Copperton, Utah Copper Mine, in Bingham Canyon, and Bingham Canyon, Utah. } Case No. 1109.

This case being at issue upon application and protest on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Harvey M. Parry be, and it is hereby, denied.

ORDERED FURTHER, That the Bingham Stage Lines be, and it is hereby, permitted and required to render automobile passenger bus service between Copperton, Utah Copper Mine, in Bingham Canyon, and Bingham Canyon, Utah, in connection with the automobile passenger transportation service now being rendered by said Bingham Stage Lines between Salt Lake City and Bingham Canyon, and intermediate points, as authorized by Certificates of Convenience and Necessity Nos. 44 and 61 heretofore issued by the Commission.

ORDERED FURTHER, That the Bingham Stages Lines be, and it is hereby, required to render automobile passenger bus service between Copperton, Utah Copper Mine, in Bingham Canyon, and Bingham Canyon, Utah, at the following rates: 25 cents one-way; 40 cents round-trip; or \$5.00 per month.

By the Commission.

(SEAL) (Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the
STATE ROAD COMMISSION OF
UTAH, for License to abandon certain
grade crossings over the main line of the
Denver & Rio Grande Western Railroad
between Castella and Red Narrows Sta-
tions, in Spanish Fork Canyon, Utah
County, Utah. } Case No. 1110.

Submitted: June 22, 1929.

Decided: July 1, 1929.

Appearances:

H. S. Kerr, Chief Engineer,
State Road Commission, } for Applicant.

B. R. Howell, Attorney, Salt
Lake City, Utah, } " D. & R. G. W. R. R.
Co.

REPORT OF THE COMMISSION

McGonagle, Commissioner.

On May 17, 1929, the State Road Commission of Utah filed an application with the Public Utilities Commission of Utah, asking that an order issue authorizing the abandonment of five grade crossings of the state highway over the tracks of the Denver & Rio Grande Western Railroad Company. Said crossings are located at Railroad Mile Posts 674.64, 675.71, 680.17, 683.33, and 684.0 on the main line of the Denver & Rio Grande Western Railroad.

In support of said application the State Road Commission filed a proposed agreement between the railroad company and the State Road Commission, setting forth, among other things, the plan under which said crossings would be abandoned and a proposed apportionment of cost between the contracting parties.

This matter came on regularly for hearing before the Public Utilities Commission at Thistle, Utah, on the 6th day of June, 1929. No protests were entered.

After due consideration of all matters involved herein, the Commission finds as follows:

The State Road Commission proposes to relocate and reconstruct certain portions of, and eliminate certain crossings in the public highway which extends from Soldier Summit, Utah, to Moark, Utah, approximately parallel with the double track railroad of the Denver & Rio Grande Western Railroad Company.

That the proposed relocation of said highway and the elimination of said grade crossings is in the public interest.

That the abandonment of the five grade crossings herein before mentioned is a direct benefit to the Denver & Rio Grande Western Railroad Company as well as to the public.

That, as set forth in said proposed contract, the Denver & Rio Grande Western Railroad Company should bear the cost of and pay to the State Road Commission of Utah, the sum of \$9,000.00 for each of the five grade crossings eliminated, or a total of \$45,000.00. The State Road Commission of Utah and Utah County, in said agreement further propose to pay to the Denver & Rio Grande Western Railroad Company the sum of \$36,000.00 for that certain right of way now used as a highway and extending from Soldier Summit, Utah, to about Railroad Mile Post 665, including an overhead bridge at Gilluly, heretofore constructed by said railroad company.

The acquirement of rights of way and the sums paid therefor by the State Road Commission are matters not within the jurisdiction of the Public Utilities Commission, but are mentioned here, inasmuch as it is a part of the record in this case, the justness and reasonableness of which, as between the parties, this Commission expresses no opinion and makes no finding.

An order will issue authorizing the closing and abandonment of the five grade crossings as prayed for; directing that the Denver & Rio Grande Western Railroad Company shall pay to the State Road Commission of Utah the sum of \$45,000.00 when the abandonment of said crossings shall have been completed; and the same closed.

An appropriate order will follow.

(Signed) G. F. McGONAGLE,
Commissioner.

We concur:

	"	E. E. CORFMAN,
(SEAL)	"	THOS. E. MCKAY,
Attest:		Commissioners.
(Signed) F. L. OSTLER,		
Secretary.		

ORDER

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 1st day of July, A. D., 1929.

<p>In the Matter of the Application of the STATE ROAD COMMISSION OF UTAH, for license to abandon certain grade crossings over the main line of the Denver & Rio Grande Western Railroad Company between Castella and Red Nar- rows Stations, in Spanish Fork Canyon, Utah County, Utah.</p>	}	Case No. 1110.
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This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof.

IT IS ORDERED, That the applicant, State Road Commission of Utah, be, and it is hereby, authorized to abandon certain grade crossings over the main line of the Denver & Rio Grande Western Railroad, located at Mile Posts 674.64, 675.71, 680.17, 683.33, and 684.0.

ORDERED FURTHER, That as set forth in contract entered into between the parties interested, the Denver & Rio Grande Western Railroad Company shall bear the cost of and pay to the State Road Commission of Utah, the sum of \$9,-000.00 for each of the five crossings eliminated, or a total of \$45,000.00.

By the Commission.

(SEAL) (Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of F. W. GOMPH, AGENT, PACIFIC FREIGHT TARIFF BUREAU, for permission to amend estimated weights in Pacific Freight Tariff Bureau Circular No. 1-M, P. U. C. U. No. 46. } Case No. 1111.

Submitted: September 6, 1929. Decided: October 15, 1929.

Appearances:

C. A. Root, Attorney, and }
J. Horace Bean of Salt } for Applicant.
Lake City, Utah. }

J. F. Doolittle, Salt Lake } " Utah Shippers Traffic
City, Utah, } Association.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of May 22, 1929, the Pacific Freight Tariff Bureau, by F. W. Gomph, its Agent, filed application with the Public Utilities Commission of Utah, for permission to amend certain estimated weights on powder and high explosives in its Circular No. 1-M, P. U. C. U. No. 46. This case came on for hearing on June 10, 1929, after due and legal notice had been given to the interested public.

The evidence shows and the Commission finds:

That owing to the danger in handling the commodities involved, namely, powder, high explosives, caps, and fuses, and in the interest of public safety, the handling of same should be limited as much as possible. Whenever practicable, the estimated weights of various packages are arrived at by actual tests. The purpose of using estimated weights instead of actual weights is to eliminate extra handling, and the moving of cars over track scales. From time to time, it becomes necessary to revise these estimated weights because of packages being constructed of different materials, as well as different ingredients being used in the manufacture of the explosives, etc. The proposed estimated weights are the results of actual tests made by the T. C. Inspection Bureau, and reflect the average weight of the different commodities in the respective packages.

No protests were filed. All of the Powder Companies involved have concurred in the proposed estimated weights, some of which result in increases, while others result in decreases.

IT IS THEREFORE ORDERED, That the application herein, of F. W. Gomph, Agent for the Pacific Freight Tariff Bureau, be and it is hereby, granted, and that the proposed estimated weights be published in Pacific Freight Tariff Bureau Circular No. 1-M, P. U. C. U. No. 46, or reissue thereof, on thirty days' notice to the Commission and the public.

(Signed) E. E. CORFMAN,
 " G. F. McGONAGLE,
 " THOS. E. McKAY,
 Commissioners.
 (SEAL) Attest:
 (Signed) F. L. OSTLER,
 Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
 OF UTAH

In the Matter of the Application of the
 UTAH LIGHT & TRACTION COM-
 PANY, for permission to construct, main-
 tain, and operate an electric bus trans-
 portation system on certain streets in
 Salt Lake City and to discontinue street
 car service on certain streets therein, (9th
 East line). } Case No. 1112.

Submitted: June 10, 1929.

Decided: June 14, 1929.

REPORT OF THE COMMISSION

Appearances:

George R. Corey, Attorney for Applicant.

By the Commission:

This matter came on regularly for hearing before the Public Utilities Commission of Utah, at its office in the State Capitol in Salt Lake City, Utah, on the 10th day of June, 1929, upon the application of the Utah Light & Traction Company for permission to construct, maintain, and operate an electric bus transportation system on certain streets in Salt Lake City, Utah, and to discontinue street car service on certain streets thereon. Emmeline Coote of Salt Lake City, Utah, protested.

From the evidence adduced for and in behalf of the interested parties, it appears:

1. That the applicant is a public service corporation, duly organized and existing under the laws of the State of Utah, with its principal office in Salt Lake City, Salt Lake County, Utah.

2. That the applicant owns and operates an electric street and interurban railway system in Salt Lake City, and in Salt Lake and Davis Counties, all in the State of Utah, and now and for many years last past, has been engaged in rendering street car and other transportation service to the inhabitants of said Salt Lake City.

3. That applicant possesses the necessary franchises and authority to render such service; and that same, with its articles of incorporation, have been duly filed in the office of the Public Utilities Commission of Utah.

4. That on the 16th day of May, 1928, the City Commissioners of Salt Lake City, Utah, passed an ordinance amending applicant's street railway franchises, authorizing and permitting applicant and its successors in interest to,

“ * * * until July 1, 1955, to construct, maintain, and operate in any of the streets, alleys, and public places of Salt Lake City described in Section IV (of Franchise dated December 3, 1907) hereof, or in any ordinance supplemental to, or amendatory of, said Section IV, in lieu of, or in addition to, the street railway tracks therein described, and electric bus transportation system consisting of poles, span wires, overhead trolley wires for direct transmission and return of electrical current and all necessary feeder

wires and all appurtenances, and electric motor trolley buses operated by electric current from said trolley wires, the same to be operated in conjunction with the street railway system of said Utah Light & Traction Company, in lieu of, or in addition to, any part of said street railway system now existing upon streets, alleys, and public places of Salt Lake City where the street railway tracks are now laid and operated; provided, however, that the Grantee, its successors and assigns, before commencing the construction and/or operation of said electric bus system upon any such street shall procure the permission of the Board of Commissioners of Salt Lake City and shall procure authority of the Public Utilities Commission of Utah, or of such other regulatory body or commission as may hereafter be created by law for the removal of such tracks and the operation of said electric bus system."

A certified copy of said ordinance has been duly filed in the office of the Commission by the applicant.

5. That by its application herein, the applicant desires to construct, maintain, and operate an electric bus transportation system, and serve on and over and along the following described route, in Salt Lake City, Utah:

"Beginning at the intersection of Main Street and First South Street, thence east on First South Street to State Street, thence south on State Street to Third South Street, thence east on Third South Street to Ninth East Street, thence south on Ninth East Street to Parkway Avenue."

and has obtained from the City Commissioners of Salt Lake City, authority so to do, by resolution duly passed on the 28th day of May, 1929, a certified copy of which has been duly filed in the office of this Commission, and is made a part of the record herein.

6. That the electric bus service proposed by the applicant herein, will be operated in addition to and in conjunction with street car service on that part of the above mentioned route located on First South Street, State Street, and Third South Street, but on Ninth East Street between Third South Street and Parkway Avenue (the end of the Ninth East Line) applicant desires to discontinue street car service and to remove its tracks, and operate said bus service thereon and thereover, in lieu of its street car service now being rendered by the applicant.

7. That the street car tracks owned by the applicant on Ninth East Street are badly in need of repaving. To repave the same would cost the applicant approximately \$162,000.00, and that the cost of repaving would create an unnecessary burden upon the balance of the applicant's transportation system.

8. That the applicant proposes to and will, if granted permission so to do, give transportation in the form of electric bus service on the streets as applied for herein in lieu of street car service, of a kind and type demonstrated to be practical and efficient, and equal to and if not better, than the present street car service.

9. That the residents in the territory to be affected by this application are almost wholly in accord with the change sought to be made by the applicant on the streets to be affected, as more fully appears by the applicant's exhibit herein filed, expressly referred to, and made a part hereof.

From the foregoing facts, the Commission concludes that the substitution of bus service for street car service, at the same fares now and heretofore charged for street car service, as applied for herein by the applicant, will be for the best interests of the public, and that said application should be granted.

An appropriate order will follow:

	(Signed) E. E. CORFMAN,
	" G. F. McGONAGLE,
(SEAL)	" THOS. E. MCKAY,
Attest:	Commissioners.
(Signed) F. L. OSTLER,	
Secretary.	

ORDER

Certificate of Convenience and Necessity

No. 338.

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 14th day of June, 1929.

<p>In the Matter of the Application of the UTAH LIGHT & TRACTION COMPANY, for permission to construct, maintain, and operate an electric bus transportation system on certain streets in Salt Lake City and to discontinue street car service on certain streets therein, (9th East Line).</p>	}	<p>Case No. 1112.</p>
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This case being at issue upon application and protest on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application be, and it is hereby, granted; that the Utah Light & Traction Company be, and it is hereby authorized to construct, maintain, and operate an electric bus transportation system, and serve on, over and along the following described route, in Salt Lake City, Utah:

Beginning at the intersection of Main Street and First South Street, thence east on First South Street to State Street, thence south on State Street to Third South street, thence east on Third South Street to Ninth East Street, thence South on Ninth East Street to Parkway Avenue.

ORDERED FURTHER, That the said electric bus transportation service shall be rendered for the same fares as are charged for street car services in Salt Lake City.

ORDERED FURTHER, That the Utah Light & Traction Company be, and it is hereby, authorized to discontinue rendering street car service upon and to remove its tracks and so much of its equipment as may not be necessary or required in the operation of its said electric bus system on Ninth East Street between Third South Street and Parkway Avenue (the end of the Ninth East Line).

By the Commission.

(SEAL) (Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of L. S. SIM, for permission to operate automobile freight and express trucks, for hire, over the public highways between Ogden and Kamas, Utah, and intermediate points. } Case No. 1113.

ORDER

Upon motion of the applicant, and with the consent of the Commission:

IT IS ORDERED, That the application herein of L. S. Sim, for permission to operate automobile freight and express trucks, for hire, over the public highways between Ogden and Kamas, Utah, and intermediate points, be, and the same is hereby, dismissed, without prejudice.

Dated at Salt Lake City, Utah, this 19th day of June, 1929.

	(Signed) E. E. CORFMAN,
	" G. F. McGONAGLE,
(SEAL)	" THOS. E. MCKAY,
Attest:	Commissioners.
(Signed) F. L. OSTLER,	
	Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the UINTAH GAS COMPANY, for permission to construct, maintain, and operate pipe lines and a gas distributing plant or system for supplying gas for all useful purposes to the City of Vernal in Uintah County, Utah, and the inhabitants thereof, and to said Uintah County, and the inhabitants thereof.	}	Case No. 1114.
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Submitted: June 29, 1929.

Decided: July 2, 1929.

Appearances:

Burton W. Musser, of Ball, Musser & Mitchell, At- torneys of Salt Lake City, Utah and Wallace Calder, Attorney of Vernal, Utah.	}	for Applicant.
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Orman W. Ewing, of Salt Lake City, Utah, protest- ant.	}	
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REPORT OF THE COMMISSION

CORFMAN, Commissioner :

On the 13th day of June, 1929, the Uintah Gas Company filed with the Public Utilities Commission of Utah, an application for a certificate of public convenience and necessity authorizing and permitting it to construct, maintain, and operate a natural gas pipe line and a distributing system to serve the inhabitants of Uintah County, and more especially the City of Vernal and the inhabitants thereof, in said Uintah County.

The matter came on regularly for hearing before the Commission after due notice given, at the County Court House of said Uintah County, in the said City of Vernal, on the 26th day of June, 1929, upon the said application and the protest filed thereto by Orman W. Ewing of Salt Lake City, Utah.

From the evidence received and admitted at the hearing, it appears :

1. That the applicant, Uintah Gas Company, is a corporation duly organized and existing under and by virtue of the laws of the State of Utah, and having its principal place of business or office at Vernal, Uintah County, Utah ; that among other things, one of its principal corporate purposes is that of owning, constructing, operating and maintaining natural gas plants for public service within the State of Utah, and as such it is a "gas corporation" within the meaning of Subdivision 18, Section 4782, Compiled Laws of Utah, 1917, and under the jurisdiction of the Public Utilities Commission of the State.

2. That heretofore, to-wit, on or about the 6th day of February, 1929, upon application duly made, the City of Vernal in Uintah County, State of Utah, duly passed an ordinance, granting to one H. B. Durham of Casper, Wyoming, an assignable franchise to construct, maintain, and operate a gas distributing plant or system in said City of Vernal, and that by virtue of mesne assignments, the applicant, Uintah Gas Company, has become and now is the successor in interest of said Durham, and the owner of said franchise, and of all the rights conferred thereby ; that a certified copy of the articles of incorporation of the applicant, and of the said franchise ordinance, and of the mesne conveyances, and of a franchise duly granted by the County Commissioners of Uintah County are on file in the office of the Commission, and are a part of the records and files in this case.

3. That the applicant, Uintah Gas Company, proposes to supply natural gas for all useful purposes to the inhabitants of Uintah County, and of the said City of Vernal, including said municipality, the City of Vernal, from gas fields in the state of Utah under its control, and particularly from what is commonly known as and called, the Ashley Valley and Vernal Structure, about nine miles southeasterly from the City of Vernal; that the supply of natural gas from said source will be adequate to supply the needs of said Uintah County and the City of Vernal, and the inhabitants thereof, for approximately forty years.

4. That the City of Vernal is the County Seat of Uintah County, with a population of approximately 1,800 people; that Uintah County has a population of approximately 6,000 people; that the entire territory sought to be served by the applicant is represented by growing and prosperous communities, and that its fuel supply is largely limited to an inferior bituminous coal proven to be unsatisfactory for heating purposes.

5. That the applicant proposes to serve consumers of natural gas in said territory sought to be served, in accordance with the following schedule, and at the following rates, to-wit:

"Cu. Ft. Per Month	Price per M. Cu. Ft.	
	Gross	Net
2,000 or less	\$2.20	\$2.00
Next 8,000 .....	.55	.50
Next 10,000 .....	.50	.45
Next 20,000 .....	.45	.40
Next 40,000 .....	.40	.35
Next 500,000 .....	.35	.30
All over 1,000,000 .....	.30	.25

The net amount to be collected on all bills paid within ten (10) days of billing. Beyond that period gross amount shall be collected.

That the minimum charges per month be fixed at \$2.00 for all consumers, domestic, semi-commercial, and commercial, for the first 2,000 cubic feet of gas, or less."

6. That the cost of the main line and distributing system to and for the said City of Vernal, including necessary equipment, will be approximately \$185,000.00, and that the applicant is financially able to bear the cost thereof.

From the foregoing facts, the Commission concludes and decides that the present and future public convenience and necessity of said Uintah County and the said City of Vernal, and the inhabitants thereof, does and will require the construction, operation and maintenance of the said gas distributing

plant or system, for the supplying of natural gas for all useful purposes, to Uintah County, and the City of Vernal, and the inhabitants thereof, and that a Certificate of Public Convenience and Necessity should be issued therefor; that the applicant should be permitted and authorized to charge for natural gas service, the rates herein proposed, and in accordance with the applicant's schedule on file herein, which is hereby referred to and made a part hereof.

An appropriate order will follow.

(Signed) E. E. CORFMAN,
Commissioner.

We concur:

(Signed) THOS. E. McKAY,
" G. F. McGONAGLE,
Commissioners.

(SEAL)

Attest:

(Signed) F. L. OSTLER,
Secretary.

ORDER

Certificate of Convenience and Necessity

No. 541.

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 2nd day of July, A. D., 1929.

In the Matter of the Application of the UINTAH GAS COMPANY, for permission to construct, maintain, and operate pipe lines and a gas distributing plant or system for supplying gas for all purposes to the City of Vernal in Uintah County, Utah, and the inhabitants thereof, and to said Uintah County, and the inhabitants thereof. } Case No. 1114.

This case being at issue upon application and protest on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application be, and it is hereby granted, and that the Uintah Gas Company, be and it is hereby, authorized to construct, maintain, and operate pipe lines and a gas distributing plant or system for supplying

natural gas for all useful purposes to Uintah County, the City of Vernal, and the inhabitants thereof.

ORDERED FURTHER, That the applicant, Uintah Gas Company, shall charge the consumers of natural gas in the territory sought to be served, in accordance with the following schedule, and at the following rates, to-wit :

Cubic Feet Per Month	Prices per M. Cu. Ft.	
	Gross	Net
2,000 or less	\$2.20	\$2.00
Next 8,000 .....	.55	.50
Next 10,000 .....	.50	.45
Next 20,000 .....	.45	.40
Next 460,000 .....	.40	.35
Next 500,000 .....	.35	.30
All over 1,000,000 .....	.30	.25

The net amount to be collected on all bills paid within ten (10) days of billing. Beyond that period gross amount shall be collected.

That the minimum charges per month be fixed at \$2.00 for all consumers, domestic, semi-commercial, and commercial, for the first 2,000 cubic feet of gas, or less.

By the Commission.

(Signed) F. L. OSTLER,
Secretary.

(SEAL)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the STATE ROAD COMMISSION OF UTAH, for permission to abandon grade crossing over the main line of The Denver & Rio Grande Western Railroad Company near Detour Station, in Spanish Fork Canyon, Utah County, Utah. } Case No. 1115.

Submitted July 26, 1929.

Decided August 15, 1929.

Appearance:

H. S. Kerr, Chief Engineer,
State Road Commission of
Utah, Salt Lake City, } for Applicant.
Utah.

REPORT OF THE COMMISSION

By the Commission :

This matter came on regularly for hearing before the Public Utilities Commission of Utah, at its office in the State Capitol, Salt Lake City, Utah, after due notice given, on the 26th day of July, 1929, upon the application of the State Road Commission of Utah to abandon a public highway grade crossing over two of the main line tracks of the Denver & Rio Grande Western Railroad Company, at Railroad Mile Post 665.33, near Detour Station in Spanish Fork Canyon, Utah County, Utah.

No protests were made nor filed on the part of any interested party. From the evidence adduced at the hearing in support of the application, it appears :

That the applicant, State Road Commission of Utah, is a Commission duly created under the laws of the State of Utah, primarily for the purpose of constructing, maintaining, and supervising the state highway.

That the applicant, in cooperation with the duly constituted authorities of Utah County, Utah, and the Denver & Rio Grande Western Railroad Company, has constructed an overhead crossing over the main line tracks at Mile Post 665.85, at Detour Station, Spanish Fork Canyon, and, in so doing, caused the relocation of the highway near said Detour Station in such a way that the grade crossing at Mile Post 665.33 is no longer necessary for the convenience of the traveling public, and, as a matter of public safety, should be closed.

In the reconstruction of the said highway in Spanish Fork Canyon by the State Road Commission, an agreement was entered into between the State Road Commission and the Denver & Rio Grande Western Railroad Company, whereby an overhead crossing was to be constructed at Mile Post 665.85 over the tracks of the railroad, in lieu of said crossing at Mile Post 665.33, the cost of construction to be borne and paid by the respective parties to said agreement, in the sum of \$20,000.00, \$10,000.00 of which is to be borne and paid by the Denver & Rio Grande Western Railroad Company and the balance by the State, County, and Federal agencies, constructing said highway ; that said apportionment of the cost of the construction of said overhead crossing is just and reason-

able under all of the attending circumstances, and should be approved by this Commission.

An appropriate order will follow.

(Signed) E. E. CORFMAN,
 " G. F. McGONAGLE,
 (SEAL) " THOS. E. McKAY,
 Attest: Commissioners.
 (Signed) F. L. OSTLER,
 Secretary.

ORDER

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 15th day of August, 1929.

In the Matter of the Application of the STATE ROAD COMMISSION OF UTAH, for permission to abandon grade crossing over the main line of The Denver & Rio Grande Western Railroad Company near Detour Station, in Spanish Fork Canyon, Utah County, Utah. } Case No. 1115.

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the State Road Commission of Utah be, and it is hereby, granted permission to abandon crossing over the main line tracks of the Denver & Rio Grande Western Railroad Company, at Railroad Mile Post 665.33, near Detour Station in Spanish Fork Canyon, Utah County, Utah.

ORDERED FURTHER, That the apportionment of the cost of construction of overhead crossing at Mile Post 665.85, in accordance with the agreement and stipulation entered into between the State Road Commission of Utah and the Denver & Rio Grande Western Railroad Company, be, and it is hereby, approved.

By the Commission.

(Signed) F. L. OSTLER,
 (SEAL) Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the OREGON SHORT LINE RAILROAD COMPANY, for permission to cross that certain public highway running North-easterly and southwesterly through the Southwest Quarter (SW $\frac{1}{4}$) of Section Thirty (30), Township Six (6) North, Range One (1) West of the Salt Lake Meridian, in Weber County, Utah, and lying adjacent and parallel to the South-easterly right of way boundary of the Evona branch of the Oregon Short Line Railroad Company, with a standard gauge railroad spur track.

Case No. 1116

Submitted: July 1, 1929.

Decided: July 3, 1929

Appearances:

J. V. Lyle and J. T. Hammond, Attorneys, Salt Lake City, Utah, } for Applicant.

F. W. Stratford, H. P. Randall, and R. A. Norres, } " Weber County Commission.

REPORT OF THE COMMISSION

McGONAGLE, Commissioner.

This matter came on for hearing at Ogden, Utah, on the 21st day of June, 1929.

The Commission finds:

That the Oregon Short Line Railroad Company is a railroad corporation operating a railroad system in Utah and elsewhere, and as such owns and operates the Evona branch, extending southerly from Ogden, Utah, a distance of three and eight tenths (3.8) miles.

That the Shell Oil Company has constructed an oil storage plant in the Southwest Quarter (SW $\frac{1}{4}$) of Section Thirty (30), Township Six (6) North, Range One (1), West of the Salt Lake Meridian in Weber County, Utah, and that the railroad spur herein applied for, is for the purpose of serving said plant, the estimated car movement being forty cars per month.

That said Evona branch is paralleled on the south at the point of proposed spur construction by a state highway known

as the Ogden Hooper road, extending along and between the Evona branch and the Shell Oil plant.

That the construction of said spur is in the public interest, and that an order should issue authorizing the Oregon Short Line Railroad Company to construct said spur at grade across the Ogden Hooper road at the location shown on map filed with this Commission, and marked Applicant's Exhibit "A".

The applicant herein has heretofore constructed a spur known as the Globe Mills spur, from the Evona branch across the Ogden Hooper road at a point about 1,000 feet northeasterly from the proposed spur. There was some contention at the hearing by the County Commission of Weber County and others, that the Shell Oil spur could be constructed from a connection with the Globe Mills spur, at some point south of the Ogden Hooper road, and thus avoid another crossing of the highway by the Shell Oil spur. This contention is not justified by the record, it being shown that a spur constructed as suggested by protestants would add unnecessarily to the construction cost and would be impractical from a railway operating standpoint. We do not believe that the construction of the Shell Oil spur will increase the hazard to the travelling public along the highway to an extent that would warrant our denial of this application.

It is, and has been, the duty of this Commission to prescribe methods by which the hazards of railway operations over public highways may be minimized, as will be done in this case. While crossings at grade should be eliminated where possible and consistent with efficient rail service, industrial development must go on without unreasonable or unnecessary restrictions, and in the instant case, the establishment of the crossing as applied for by the applicant, we feel, is fully justified.

An appropriate order will follow.

(Signed) G. F. McGONAGLE,
Commissioner.

We concur:

" E. E. CORFMAN,

(SEAL)

" THOS. E. MCKAY,

Attest:

Commissioners.

(Signed) F. L. OSTLER,
Secretary.

ORDER

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 3rd day of July, A. D., 1929.

In the Matter of the Application of the OREGON SHORT LINE RAILROAD COMPANY, for permission to cross that certain public highway running North-easterly and Southwesterly through the Southwest Quarter (SW $\frac{1}{4}$) of Section Thirty (30) Township Six (6) North, Range One (1) West of the Salt Lake Meridian, in Weber County, Utah, and lying adjacent and parallel to the Southeasterly right of way boundary of the Evona branch of the Oregon Short Line Railroad Company, with a standard gauge railroad spur track. } Case No. 1116.

This case being at issue upon application and protest on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application be, and it is hereby granted, and that the Oregon Short Line Railroad Company, be and it is hereby, authorized to construct, maintain, and operate a standard gauge railroad spur track across that certain highway running northeasterly and southwesterly through the Southwest Quarter (SW $\frac{1}{4}$) of Section Thirty (30), Township Six (6), North, Range One (1) West, of the Salt Lake Meridian, in Weber County, Utah, and lying adjacent and parallel to the southeasterly right of way boundary of the Evona Branch of the Oregon Short Line Railroad Co.

ORDERED FURTHER, That all movements of cars across the highway be flagged; that the grade of the track shall be laid to conform as closely as possible to the existing grade of the highway; that inasmuch as this road is to be constructed as a hard surfaced pavement, the grade of the track shall, at the expense of the Oregon Short Line Railroad Company, be changed at the time the pavement is laid, to conform to the pavement; that the Railroad Company shall bear the

cost of the construction of a paved section between the rails and extending two feet outside of each rail; that the pavement between the tracks and two feet on each side of the rails shall be perpetually maintained by the Railroad Company; and that borrow pit drainage shall be provided on each side of the highway under the railroad grade.

By the Commission.

(Signed) F. L. OSTLER,
Secretary.

In the Matter of the Application of PICK-
WICK STAGE LINES, INC., for per-
mission to operate an automobile bus line,
for the transportation of passengers, bag-
gage, and express, between Payson and
Fillmore, and intermediate points, and be-
tween Paragonah and St. George, Utah,
and intermediate points. } Case No. 1117.
PENDING. }

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

IN the Matter of the Application of the
DIXIE SHEARING PLANT, for per-
mission to operate freight trucks for hire
over the public highway between Cedar
City and St. George, Utah. } Case No. 1118.

Submitted August 13, 1929.

Decided August 30, 1929.

Appearances:

Edward Brooks, of St. }
George, Utah, } for Applicant.

Ellis J. Pickett, Attorney, of } " Protestants, Joseph J.
St. George, } Milne, et al.

REPORT OF THE COMMISSION

McKAY, Commissioner:

This matter came on regularly for hearing, before the Public Utilities Commission of Utah, at Cedar City, Utah, on the 30th day of July, 1929, after due notice given, on the application of the Dixie Shearing Plant, a co-partnership, for

permission to operate automobile freight trucks for hire over the public highway between Cedar City and St. George, Utah.

The protestants, Joseph J. Milne, L. R. Lund and A. H. Barton, and E. O. Hamblin, made the claim that public convenience and necessity does not require the proposed service of the applicant, for the reason that all points sought to be served by it are now being adequately served.

From the evidence adduced for and in behalf of the respective parties, the Commission finds the following facts:

1. That the applicant, Dixie Shearing Plant, is a co-partnership, not incorporated, operating a portable shearing plant through Washington County and Northern Arizona; that applicant is the owner of a three-ton Dodge-Graham truck, 1929 model, which is used for moving said shearing plant from place to place and also for hauling wool.

2. That said co-partnership or company consists of five members, Edward P. Brooks, Don S. Carter, Edmond Harper, Charles Larson and Reuben Larson; that these persons own all of the issued stock of the company and a majority of the capital stock; that they are familiar with the operation of trucks over the highways of this and other states; that they propose to operate their truck over the public highway between St. George and Cedar City, Utah, for hire, carrying property for approximately three different persons and companies; that the charges proposed for said services between Cedar City and St. George, Utah, will be a flat rate of thirty cents (30 cents) per 100 pounds, regardless of the kind or character of the commodities carried; that applicant does not desire to serve intermediate points, but desires to haul on special contracts, only, between Cedar City and St. George and points south of St. George into Arizona.

3. Applicant further represents that it is financially able to perform said service.

4. That protestants, Joseph J. Milne, L. R. Lund and A. H. Barton, and E. O. Hamblin are holders of certificates of convenience and necessity, to operate freight trucks for hire between St. George and Cedar City, Utah, and intermediate points; that originally said protestants were operating as a company, under one certificate, but, upon request to the Commission, after filing a satisfactory stipulation as to the days upon which each would operate, etc., were given separate certificates; that said protestants have more equipment than is necessary at the present time to serve adequately the shipping public residing in St. George and Cedar City and inter-

mediate points, and that if the service demanded it, they are financially able and are willing to add more equipment.

From the foregoing findings and facts, the Commission concludes and decides that public convenience and necessity does not require any added automobile freight service over the route of the applicant between St. George and Cedar City, Utah, and that the permit as applied for herein should be denied.

An appropriate order will follow.

(Signed) THOMAS E. McKAY,
" Commissioner.

I Concur:

(Signed) E. E. CORFMAN,
Commissioner.

(SEAL)

Attest:

(Signed) F. L. OSTLER,
Secretary.

ORDER

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 30th day of August, 1929.

In the Matter of the Application of the DIXIE SHEARING PLANT, for per- mission to operate freight trucks for hire over the public highway between Cedar City and St. George, Utah.	}	Case No. 1118.
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This case being at issue upon application and protests on file, and having been duly heard and submitted by the parties and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application of the Dixie Shearing Plant, for permission to operate freight trucks for hire over the public highway between Cedar City and St. George, Utah, be, and it is hereby, denied.

By the Commission.

(SEAL)

(Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of JOSEPH J. MILNE, for permission to operate freight trucks for hire from Cedar City and St. George to the Utah National Parks, and the Utah-Nevada and Utah-Arizona State Lines, and all intermediate points. } Case No. 1119.

In the Matter of the Application of L. R. LUND and A. H. BARTON, for permission to operate freight trucks for hire from Cedar City and St. George to the Utah National Parks, and the Utah-Arizona and Utah-Nevada State Lines, and all intermediate points. } Case No. 1120.

In the Matter of the Application of E. O. HAMBLIN, for permission to operate freight trucks for hire from Cedar City and St. George, Utah, to the Utah National Parks, and the Utah-Arizona and Utah-Nevada State Lines, and all intermediate points. } Case No. 1121.

Submitted August 13, 1929.

Decided August 30, 1929.

Appearances:

Ellis J. Pickett, Attorney, of } for Applicants.
St. George, Utah,

REPORT OF THE COMMISSION

McKAY, Commissioner:

These cases came on for hearing, before the Public Utilities Commission of Utah, at Cedar City, Utah, on the 30th day of July, 1929, due notice having been given as required by law. By order of the Commission and with the consent of the applicants, these cases were combined and heard as one case.

Each applicant sets forth that he has a certificate of convenience and necessity authorizing him to operate freight trucks between St. George and Cedar City, Utah, and intermediate points, and that there is a public need for added service from said points, Cedar City and St. George, Utah, to the Utah National Parks, the Utah-Nevada and the Utah-Arizona State Lines.

No protests were filed, in writing or otherwise.

After a careful consideration of the record made at the hearing, the Commission finds as follows:

1. That Joseph J. Milne is holder of Certificate of Convenience and Necessity No. 293, which certificate authorizes him to operate a truck line between St. George and Cedar City, Utah, and intermediate points, and owns equipment valued at approximately \$8,000.00, consisting of a three-ton International and a two and one-half ton Graham truck.

2. That L. R. Lund and A. H. Barton are operating freight trucks for hire between St. George and Cedar City, Utah, and intermediate points, under Certificate of Convenience and Necessity No. 295; that these applicants also have the mail contract over said route; that their equipment consists of a big B. J. Mack three-ton truck, one $2\frac{1}{2}$ ton and one $1\frac{1}{2}$ ton Chevrolet truck, value about \$18,000.00.

3. Applicant, E. O. Hamblin, holder of Certificate of Convenience and Necessity No. 294, authorizing him to operate over the same route, is the owner of one truck valued at approximately \$5,000.00

4. That all three applicants have been giving very satisfactory and dependable service, on regular schedule, between St. George and Cedar City, Utah, and, in addition, have moved a large tonnage under special contracts from Cedar City and St. George to the Utah National Parks, the Utah-Arizona and the Utah-Nevada State Lines.

5. That said applicants have made complete reports to the Public Utilities Commission of Utah of their regular scheduled and also of their special trips, and have paid to the State their per-ton mile tax; that they are desirous of continuing this same necessary service to the public, and are applying for permits according to Chapter 42, Laws of Utah, 1927, as amended by Chapter 94, Laws of Utah, 1929.

From the foregoing findings of fact, the Commission concludes and decides that public convenience and necessity does require an additional and extended service to the regular scheduled trips now being made between St. George and Cedar City, Utah, and intermediate points, and that the applications herein to extend said service from Cedar City and St. George,

Utah, to the Utah National Parks, the Utah-Arizona and the Utah-Nevada State Lines, should be granted.

An appropriate order will follow.

(Signed) THOMAS E. McKAY,
Commissioner.

I concur:

(Signed) E. E. CORFMAN,
Commissioner.

(SEAL)

Attest:

(Signed) F. L. OSTLER,
Secretary.

ORDER

Automobile Permits Nos. 2, 3, and 4.

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 30th day of August, 1929.

In the Matter of the Application of JOSEPH J. MILNE, for permission to operate freight trucks for hire from Cedar City and St. George to the Utah National Parks, and the Utah-Nevada and Utah-Arizona State Lines, and all intermediate points. } Case No. 1119.

In the Matter of the Application of L. R. LUND and A. R. BARTON, for permission to operate freight trucks for hire from Cedar City and St. George to the Utah National Parks, and the Utah-Arizona and Utah-Nevada State Lines, and all intermediate points. } Case No. 1120.

In the Matter of the Application of E. O. HAMBLIN, for permission to operate freight trucks for hire from Cedar City and St. George, Utah, to the Utah National Parks, and the Utah-Arizona and Utah-Nevada State Lines, and all intermediate points. } Case No. 1121.

These cases being at issue upon applications on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been

had, and the Commisison having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That Joseph J. Milne be, and he is hereby, granted permission to operate freight trucks for hire from Cedar City and St. George, Utah, to the Utah National Parks, and the Utah-Nevada and Utah-Arizona State Lines, and all intermediate points, under Automobile Permit No. 2, issued herein.

ORDERED FURTHER, That L. R. Lund and A. H. Barton be, and they are hereby, authorized to operate freight trucks for hire from Cedar City and St. George, Utah, to the Utah National Parks, and the Utah-Arizona and Utah-Nevada State Lines, and all intermediate points, under Automobile Permit No. 3, issued herein.

ORDERED FURTHER, That E. O. Hamblin be, and he is hereby, granted permission to operate automobile freight trucks for hire from Cedar City and St. George, Utah, to the Utah National Parks, and the Utah-Arizona and Utah-Nevada State Lines, and all intermediate points, under Automobile Permit No. 4, issued herein.

ORDERED FURTHER, That Joseph J. Milne, L. R. Lund and A. H. Barton, and E. O. Hamblin, before beginning operation, shall file with the Commission, a schedule as provided by law, naming rates and fares; and shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commisison governing the operation of automobile bus lines.

By the Commission.

(SEAL) (Signed) F. L. OSTLER,
Secretary.

In the Matter of the Application of L. R. LUND and A. H. BARTON, for permission to operate automobile freight trucks, for hire, from Cedar City and St. George, to the Utah National Parks, and the Utah-Arizona and Utah Nevada State Lines, and intermediate points. } Case No. 1120.

See Case No. 1119.

In the Matter of the Application of E. O. HAMBLIN, for permission to operate freight trucks for hire from Cedar City and St. George, to the Utah National Parks, and the Utah Arizona State Line and the Utah Nevada State Line, and intermediate points. } Case No. 1121:
 See Case No. 1119.

BEFORE THE PUBLIC UTILITIES COMMISSION
 OF UTAH

In the Matter of the Application of the FISH LAKE RESORT COMPANY, a Corporation, for permission to operate an automobile passenger and express line from Richfield, Utah, to Fish Lake, Utah, and intermediate points. } Case No. 1122.

Submitted July 22, 1929.

Decided August 5, 1929.

Appearance:

Henry E. Beal, Attorney, of } for Applicant.
 Richfield, Utah,

REPORT OF THE COMMISSION

CORFMAN, Commissioner:

This matter came on regularly for hearing before the Public Utilities Commission of Utah, after due notice given at the County Court House of Sevier County, at Richfield, Utah, on the 22nd day of July, 1929, upon the application of the Fish Lake Resort Company, for permission to operate an automobile passenger and express line over the public highway between Richfield and Fish Lake, Utah, including and serving all intermediate points.

No protests to the granting of the application were made or filed. From the evidence given at the hearing, it appears:

1. That the applicant, Fish Lake Resort Company, is a corporation, duly organized and existing under the laws of the State of Utah, with its principal office or place of business at Fish Lake, Sevier County, Utah.

2. That said corporation, among other things, was organized for the purpose of affording entertainment to tourists and others at Fish Lake, a scenic attraction in Sevier County, Utah.

3. That each year Fish Lake, during the summer season, is visited by many thousands of people for recreational purposes; that three public resorts are established on said Lake, for the purpose of entertaining visitors; and that said resort is approximately thirty-three miles distant from Richfield, Utah, the nearest railroad point; that, aside from said public resorts, many people have established summer homes on the shore of Fish Lake and occupy them during the summer season; that there is great need for passenger, light express, and baggage service between Richfield and said Lake, for the accommodation of the public.

4. That the applicant has expended approximately \$100,000.00 at Fish Lake, for the purpose of affording accommodations to its visitors; that it is financially able to give the automobile service as applied for; that it proposes to serve all points on said Lake, by operating a combination passenger and express automobile route, for hire, over the public highway between Richfield and Fish Lake, making one round-trip each day and such additional trips as the public interest may require, during the summer season, from June 13th until October 20th of each year.

From the foregoing facts, the Commission concludes that the application of the Fish Lake Resort Company herein should be granted.

An appropriate order will follow.

(Signed) E. E. CORFMAN,
Commissioner.

We concur:

(Signed) THOMAS E. MCKAY,
" G. F. MCGONAGLE,
Commissioners.

(SEAL)

Attest:

(Signed) F. L. OSTLER,
Secretary.

ORDER

Certificate of Convenience and Necessity No. 344.

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah on the 5th day of August, 1929

In the Matter of the Application of the FISH LAKE RESORT COMPANY, a Corporation, for permission to operate an automobile passenger and express line from Richfield, Utah, to Fish Lake, Utah, and intermediate points.	}	Case No. 1122.
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This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application be, and it is hereby, granted, that the Fish Lake Resort Company, a Corporation, be, and it is hereby, granted permission to operate an automobile passenger and express line from Richfield, Utah, to Fish Lake, Utah, and intermediate points, during the summer season, from June 13th until October 20th of each year.

ORDERED FURTHER, That applicant, Fish Lake Resort Company, a Corporation, before beginning operation, shall file with the Commission and post at each station on its route, a schedule as provided by law and the Commission's Tariff Circular No. 4, naming rates and fares and showing arriving and leaving time from each station on its line; and shall at all times operate in accordance with the Statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of automobile stage lines.

By the Commission.

(SEAL)

(Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the
UTAH LIGHT & TRACTION COM-
PANY, for permission to discontinue
street car service on, and remove its
tracks and equipment from Fifteenth East
Street, between Seventeenth and Twenty-
first South Streets, in Salt Lake City,
Utah. } Case No. 1123.

Submitted: December 16, 1929. Decided: December 19, 1929.

Appearances:

Mr. George R. Corey, At- } for Applicant.
torney,

Mr. A. W. Watson, Attorney,	}	for Salt Lake City Corp.
Mr. Homer Holmgren, Attorney,		" Residents in district affected by application.
George N. Child, Sup't.,	}	" Protestant, Salt Lake City Board of Education.
Ralph Neldon,		" Protestants, Regents of University of Utah.

REPORT OF THE COMMISSION

By the Commission:

This matter came on regularly for hearing before the Public Utilities Commission at its office in the State Capitol, Salt Lake City, Utah, on the 18th day of July, 1929, upon the application of the Utah Light & Traction Company to discontinue street car service on and remove its tracks and equipment from 15th East Street, between 17th South and 21st South Streets, in Salt Lake City, Utah, and the protests filed thereto, for and in behalf of the public. Due notice of the time and place of said hearing was given as required by law.

A first hearing was held by the Commission in accordance with the due notice given, on the 18th day of July, 1929, at which time certain evidence was produced for and in behalf of the applicant and several protestants, whereupon, after the consent of the parties, it was ordered that the matter be continued for further hearing, and the same was had before the Commission and the taking of testimony concluded on the 4th day of December, 1929.

It appears:

1. That the applicant, Utah Light & Traction Company, is a "street railroad corporation," duly organized and existing under the laws of the State of Utah, with its principle office or place of business at Salt Lake City, Salt Lake County, Utah.
2. That the said applicant owns and operates an electric street railway system in Salt Lake City, Utah, and as a part thereof, owns and operates a single track line on fifteenth East Street, between 17th South and 21st South Streets. Applicant also owns and operates, as a part of its said street railway system, a single track line on 9th South Street from 13th East Street, east to Fifteen East Street, and thence south

on 15th East Street, east to 17th South Street, there connecting with the north end of the line hereinbefore described, and now sought to be abandoned; applicant also owns and operates as a part of its said street railway system, a single track line on 21st South Street, extending from the intersection of said street with 11th East Street in Sugarhouse, east to 15th East Street, there connecting with the south end of the line hereinbefore described and now sought to be abandoned. All of the lines hereinbefore described have been operated heretofore by the applicant as a part of its street railway system in Salt Lake City, Utah, by running street cars over the same at frequent intervals, serving in connection with other lines, the business and residential sections of Salt Lake City, including its educational centers.

3. That portion of applicant's street car line between 17th South and 21st South Streets, on Fifteen East Street, sought to be abandoned by the applicant, has not heretofore been paved, and is now a dirt road without any hard surfacing or pavement.

4. That the Board of Commissioners of Salt Lake City now contemplates paving said portion of 15th East Street, between 17th South and 21st South Streets, and has taken the necessary preliminary steps, authorizing the pavement thereof.

5. That the continuance of the said street car line by the applicant, on 15th East Street, between 17th South and 21st South Streets, would require the applicant to bear a portion of the cost of paving, together with the cost of rearranging and rehabilitating its tracks thereon, at an expense of approximately \$25,000.00.

6. That the discontinuance of said street car service on 15th East between 17th South and 21st South Streets, as applied for by the applicant herein, without the substitution of some other form of transportation service, would seriously inconvenience the communities now being served by said line, and would deprive the general public of Salt Lake City, of a much needed and used transportation service.

7. That the applicant, Utah Light & Traction Company, "agrees that if permitted to discontinue street car service and remove its tracks on 15th East Street between 17th and 21st South Streets, that it will maintain and operate a gas bus service between 17th South and 15th East Streets, thence south to 21st South Street, thence west or southwesterly along 21st South Street to Sugarhouse that is, 11th East and 21st South Streets; and further that until the time when the tracks

must be removed to accommodate the paving, that the present street car service will be continued”.

“That the gas bus service to be substituted in lieu of the present street car service will be run on the same schedule as the present street car service in this district”.

8. That the applicant, by its attorney, George R. Corey, has further expressed its intention of substituting a trackless trolley bus service in the district last above mentioned, in lieu of gas bus service, as soon as the same can be taken up, considered and authorized by the proper officials of the applicant, Utah Light & Traction Company.

9. That until said 15th East Street is properly paved between 17th South and 21st South Streets, the same will be as it is now, unfit and undesirable for gas bus operation, more especially during the winter months.

10. That Salt Lake City Corporation has represented and agreed with the Public Utilities Commission of Utah that the paving work on said 15th East Street will not be commenced during the inclement winter weather nor before the spring or summer seasons, so that the present street car service on said 15th East Street, between 17th South and 21st South Streets, may continue uninterrupted, during the winter season.

11. That Salt Lake City Corporation desires to pave said 15th East Street between 17th South and 21st South Streets, and maintain the same as a boulevard, without street car tracks.

From the above and foregoing findings the Commission concludes and decides that the application of the Utah Light and Traction Company herein to stop and discontinue rendering street railway service over Fifteenth East Street between 17th South and 21st South Streets in Salt Lake City, Utah, and to remove its tracks and equipment therefrom should be granted, conditionally however, that in lieu of said street car service it render gas bus or trackless electric trolley service thereon, of the same frequency and at the same cost to its patrons as is now being charged for street car service.

An appropriate order will follow:

	(Signed)	E. E. CORFMAN,
	”	G. F. McGONAGLE,
(SEAL)	”	THOS. E. MCKAY,
Attest:		Commissioners.
(Signed)	F. L. OSTLER,	
	Secretary.	

ORDER

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 19th day of December, A. D., 1929.

In the Matter of the Application of the
 UTAH LIGHT & TRACTION COMPANY, for permission to discontinue street car service on, and remove its tracks and equipment from Fifteen East Street, between Seventeenth and Twenty-first South Streets, in Salt Lake City, Utah. } Case No. 1123.

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof.

IT IS ORDERED, That the application be, and it is hereby granted, and that the Utah Light & Traction Company, be, and it is hereby, authorized to stop and discontinue rendering street railway service over Fifteen East Street between 17th South and 21st South Streets in Salt Lake City, Utah, and to remove its tracks and equipment therefrom.

ORDERED FURTHER, That in lieu of said street car service, it render gas bus or trackless electric trolley service thereon, of the same frequency and at the same cost to its patrons as is now being charged for street car service.

Dated at Salt Lake City, Utah, this 19th day of December, A. D., 1929.

(SEAL)

(Signed) F. L. OSTLER,
 Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the
UTAH POWER & LIGHT COMPANY
and TELLURIDE POWER COM-
PANY, for a certificate of convenience
and necessity and for approval of contract
between them. } Case No. 1124.

Submitted July 26, 1929.

Decided August 9, 1929.

Appearances:

George R. Corey, Attorney, } for Utah Power & Light
of Salt Lake City, Utah. } Co.
H. R. Waldo, Attorney, of } " Telluride Power Co.
Salt Lake City, Utah. }

REPORT AND ORDER OF THE COMMISSION

By the Commission:

On the 12th day of July, 1929, a joint application was filed by the Utah Power & Light Company and the Telluride Power Company, for an order of the Commission, authorizing and permitting of the interconnection of their systems and the construction of transmission lines necessary to effect such inter-connection. On the 26th day of July, 1929, the matter came on regularly for hearing, before the Commission, at its office in the State Capitol, Salt Lake City, Utah.

It appears that the Utah Power & Light Company is an electric corporation, extensively engaged in rendering electrical service in the State of Utah; that it is the owner of a number of power plants, adequately equipped, and is capable of rendering breakdown service or shortage power to the applicant, Telluride Power Company, an electric corporation, owning a number of plants serving territory in Southern Utah, where, owing to the drought during some seasons of the year and extensive demands, it has a shortage of power; that the applicants have entered into a mutual agreement for inter-connection of their systems, and construction and installation of the necessary transmission lines and equipment to effect the same, which agreement is hereby referred to and made a part hereof.

It further appears that said interconnection when made will be for the mutual advantage of the applicants, and that the same will be for the best interest of the public.

IT IS THEREFORE ORDERED, That said contract between the Utah Power & Light Company and the Telluride Power Company be, and the same is hereby, approved.

ORDERED FURTHER, That said applicants are hereby authorized to interconnect their respective systems, and that they and their successors and assigns be, and they are hereby, authorized to construct, operate, and maintain such interconnecting transmission lines as are provided for in said contract.

ORDERED FURTHER. That the Utah Power & Light Company be granted a certificate of public convenience and necessity, authorizing it to exercise any franchise or franchises granted by the municipal authorities of the cities and towns, permitting it to construct, operate, and maintain interconnecting lines necessary for the interconnection of the systems applied for herein, and that the Commission issue such further order herein as may authorize the exercise of such franchise when obtained.

(Signed) E. E. CORFMAN,
 " THOMAS E. McKAY,
 " G. F. McGONAGLE,
 Commissioners.

(SEAL)

Attest:

(Signed) F. L. OSTLER,
 Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
 OF UTAH

In the Matter of the Application of the
 UTAH POWER & LIGHT COMPANY,
 and the TELLURIDE POWER CO.,
 for a certificate of convenience and necessity and for approval of contract between them. } Case No. 1124.

Submitted July 26, 1929.

Decided August 12, 1929.

Appearances:

George R. Corey, Attorney, } for Utah Power & Light
 of Salt Lake City, Utah, } Co.
 H. R. Waldo, Attorney, of } " Telluride Power Co.
 Salt Lake City, Utah, }

SUPPLEMENTAL REPORT AND ORDER OF THE
COMMISSION

By the Commission:

On the 12th day of July, 1929, a joint application was filed by the Utah Power & Light Company and the Telluride Power Company, for an order of the Commission, authorizing and permitting of the interconnection of their systems and the construction of transmission lines necessary to effect such interconnection. On the 26th day of July, 1929, the matter came on regularly for hearing, before the Commission, at its office in the State Capitol, Salt Lake City, Utah.

It appears that the Utah Power & Light Company is an electric corporation, extensively engaged in rendering electrical service in the State of Utah; that it is the owner of a number of power plants, adequately equipped, and is capable of rendering breakdown service or shortage power to the applicant, Telluride Power Company, an electric corporation, owning a number of plants serving territory in Southern Utah, where, owing to the drought during some seasons of the year and extensive demands, it has a shortage of power; that the applicants have entered into a mutual agreement for interconnection of their systems, and construction and installation of the necessary transmission lines and equipment to effect the same, which agreement is hereby referred to and made a part hereof.

It further appears that said interconnection when made will be for the mutual advantage of the applicants, and that the same will be for the best interest of the public.

IT IS THEREFORE ORDERED, That said contract between the Utah Power & Light Company and the Telluride Power Company be, and the same is hereby, approved.

ORDERED FURTHER, That said applicants are hereby authorized to interconnect their respective systems, and that they and their successors and assigns be, and they are hereby, authorized to construct, operate, and maintain such interconnecting transmission lines as are provided for in said contract.

ORDERED FURTHER, That the Utah Power & Light Company be, and it is hereby, granted Certificate of Convenience and Necessity Number 346, authorizing it to exercise any franchise or franchises granted by the municipal authorities of the counties, cities, and towns permitting it to construct, operate, and maintain interconnecting lines necessary for the interconnection of the systems applied for herein.

ORDERED FURTHER, This report be, and the same is hereby, made in lieu of the Commission's Report and Order Decided August 9, 1929, herein; and that said Report and Order be, and the same is hereby, annulled, vacated, and set aside, because of the Commission in rendering the same was under the impression that the applicant had not procured all of the necessary franchises from the local municipal authorities of the municipalities affected thereby, when in truth and in fact all such franchises had been obtained and were on file with the Commission at the date of the hearing hereof.

(Signed) E. E. CORFMAN,
 " THOMAS E. MCKAY,
 (SEAL) " G. F. MCGONAGLE,
 Attest: Commissioners.
 (Signed) F. L. OSTLER,

In the Matter of the Application of UTAH
 PARKS COMPANY, a Corporation, for
 permission to operate an automobile pass-
 enger, express, and baggage line between
 Salt Lake City and the Utah Arizona
 State Line, over the Zion Park-Arrow-
 head Trail. } Case No. 1125.
 PENDING.

BEFORE THE PUBLIC UTILITIES COMMISSION
 OF UTAH

In the Matter of the Application of R.
 STEPHENSON, for a permit to operate
 automobile passenger, express, and freight
 service between Fish Lake and Salt Lake
 City, Utah, and side trips into Wayne
 County, Utah. } Case No. 1126.

Submitted July 23, 1929.

Decided July 29, 1929.

Appearances:

R. Stephenson, of Salt Lake City, Utah,	}	Applicant.
R. B. Porter, Attorney, of Salt Lake City, Utah,	}	for Los Angeles & Salt Lake Railroad Com- pany.
Grant Bagley, of firm of Van Cott, Riter & Farns- worth, Attorneys,	}	" Denver & Rio Grande Western Railroad Com- pany. -

REPORT OF THE COMMISSION

By the Commission:

This matter came on regularly for hearing before the Public Utilities Commission of Utah, at its office in the State Capitol, Salt Lake City, Utah, on the 23rd day of July, 1929.

The applicant, R. Stephenson, seeks to operate an automobile passenger, express, and freight service between Salt Lake City and Fish Lake, Utah, including side trips into Wayne County, Utah, during the summer months or tourist season of 1929, at such time and on such occasions as he may be able to secure passengers desiring to visit points in Wayne County and at Fish Lake; no service to be tendered intermediate points, for passengers, freight, or express; the said service not to continue longer than November 1, 1929.

It appears that many people desire to visit Fish Lake and points in Wayne County, for recreation purposes, during the summer season; and, for the purpose of rendering this service, the applicant seeks a permit, and not a certificate of public convenience and necessity. At the present time there is no automobile service rendered out of Salt Lake City for the accommodation of tourists or others desiring to visit these points, all of which are far distant from the railroad.

The applicant is the owner of two Studebaker sedans, 1927 model, and has had experience in driving automobiles over the public highways for some ten years last past. Applicant proposes to charge \$15.00 per round-trip from Salt Lake City to Fish Lake, and to make an additional charge of \$1.00 per passenger desiring to go to Loa, and \$2.00 per passenger beyond that point in Wayne County, one-way passengers between Salt Lake City and Fish Lake to be charged \$8.00.

From the foregoing facts, the Commission concludes that the applicant should be granted a permit to render the proposed service during the tourist season of 1929, only, until November 1, 1929, upon the filing of his schedule of rates and time and insurance policy and bond, as required by the statutes of the State of Utah.

An appropriate order will follow.

	(Signed)	E. E. CORFMAN,
	"	THOMAS E. MCKAY,
(SEAL)	"	G. F. MCGONAGLE,
Attest:		Commissioners.
(Signed)	F. L. OSTLER,	
	Secretary.	

ORDER

Automobile Permit No. 1.

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 29th day of July, 1929.

In the Matter of the Application of R. STEPHENSON, for a permit to operate automobile passenger, express, and freight service between Fish Lake and Salt Lake City, Utah, and side trips into Wayne County, Utah. } Case No. 1126.

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the applicant be, and he is hereby, granted a permit to operate and render an automobile passenger and express service between Salt Lake City and Fish Lake and scenic points in Wayne County, Utah, for the tourist or summer season of 1929, only (until November 1, 1929).

ORDERED FURTHER, That the applicant, R. Stephenson, before beginning operation, shall file with the Commission and post at the several resorts at Fish Lake, and at each station on his route in Wayne County, a schedule of time and charges made between all points authorized herein to be served by him.

ORDERED FURTHER, That the applicant shall not receive nor discharge any passengers at intermediate points between Salt Lake City and Fish Lake nor any point served by him in Wayne County, Utah; and that he shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of automobile stages over the public highways; this order to become effective on the filing of schedule and a good and sufficient bond or insurance policy, acceptable to the Commission.

By the Commission.

(SEAL)

(Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the
UTAH POWER & LIGHT COMPANY,
for a Certificate of Convenience and Ne-
cessity to exercise the rights and privi-
leges conferred by franchise granted by
the Town of Mona, Juab County, Utah. } Case No. 1127.

Submitted August 9, 1929.

Decided August 15, 1929.

Appearance:

Arthur C. Inman, Attorney, } for Applicant.
of Salt Lake City, Utah, }

REPORT OF THE COMMISSION

By the Commission:

This matter came on regularly for hearing, before the Public Utilities Commission of Utah, at its office in the State Capitol, Salt Lake City, Utah, on the 9th day of August, 1929, after due notice given, on the application of the Utah Power & Light Company to exercise the rights and privileges conferred by franchise granted by the Town of Mona, Juab County, Utah, which franchise was granted to the applicant to serve said town and the inhabitants thereof with electricity for light, heat, power, and other purposes, and to construct, maintain, and operate the necessary transmission and distribution system required therefor.

No protests or objections were made or filed with the Commission to the granting of the application. It appears from the evidence:

That the applicant, Utah Power & Light Company, is a corporation, owning and operating extensive hydro-electric generating plants and transmission and distribution systems in the State of Utah; that it has complied with all the laws of this State, and is qualified financially and otherwise to do business; that it has acquired from the Town of Mona a franchise authorizing it to serve said town and its inhabitants with electricity for light, heat, power and other useful purposes, and to construct, maintain, and operate, for the present and in the future, the necessary transmission or power lines and electric equipment necessary to render the service applied for herein; that the applicant has procured the necessary franchise from the County of Juab to enable it to construct transmission lines therein; that the Town of Mona has a popu-

lation of approximately 500 people; that it is not served at the present time with electricity by any public utility operating in said Town or in territory adjacent thereto; that public convenience and necessity requires electric service in the Town of Mona as proposed to be given by the applicant herein.

From the foregoing facts, the Commission decides and concludes that the application of the Utah Power & Light Company herein, to serve the Town of Mona, should be granted.

An appropriate order will follow.

(Signed) E. E. CORFMAN,
 " THOMAS E. McKAY,
 (SEAL) " G. F. McGONAGLE,
 Attest: Commissioners.
 (Signed) F. L. OSTLER,
 Secretary.

ORDER

Certificate of Convenience and Necessity No. 347.

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 15th day of August, 1929.

In the Matter of the Application of the
 UTAH POWER & LIGHT COMPANY,
 for a Certificate of Convenience and Ne-
 cessity to exercise the rights and privi-
 leges conferred by franchise granted by
 the Town of Mona, Juab County, Utah. } Case No. 1127.

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof.

IT IS ORDERED, That the application be, and it is hereby, granted, that the Utah Power & Light Company be, and it is hereby, authorized to construct, maintain, and operate in the present and future streets, alleys and public places in the Town of Mona, Juab County, Utah, electric light and

power lines, together with all the necessary or desirable appurtenances (including underground conduits, poles, towers, wires, transmission lines and telegraph and telephone lines for its own use), for the purpose of supplying electricity to said Town, the inhabitants thereof, and persons and corporations beyond the limits thereof, for light, heat, power and other purposes.

ORDERED FURTHER, That in the construction of such transmission and distribution lines, applicant, Utah Power & Light Company, shall conform to the rules and regulations heretofore issued by the Commission governing such construction.

By the Commission.

(SEAL)

(Signed) F. L. OSTLER,
Secretary.

In, the Matter of the Application of the
INTERSTATE TRANSIT LINES, a
Corporation, for permission to operate an
automobile passenger, baggage and ex-
press line between Salt Lake City and
the Utah Wyoming State Line, over U.
S. Highways Nos. 91 and 30. } Case No. 1128.
PENDING.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

ST. JOSEPH WATER & IRRIGATION
COMPANY,
Complainant,
vs.
ANDREW HOWAT, Deceased,
FRANCES H. ODELL,
FRED J. ODELL, and
BONNEVILLE LAND & WATER COM-
PANY,
Defendants. } Case No. 1129.

Submitted September 3, 1929. Decided September 17, 1929.

Appearance:

R. L. Judd, Attorney, of Salt }
Lake City, Utah, } for Defendants.

REPORT AND ORDER OF THE COMMISSION.

By the Commission :

This matter came on regularly for hearing before the Public Utilities Commission of Utah, at its office in the State Capitol, Salt Lake City, Utah, on the 9th day of August, 1929, on the complaint of the St. Joseph Water & Irrigation Company, charging that the defendants were unlawfully serving consumers of water in the territory served by complainant.

Testimony was offered by the complainant tending to show that the defendants were serving water to consumers in the territory already served by the complainant. At said hearing, additional time was allowed the defendants to make answer to the complaint and submit the same to the Commission on the 3rd day of September, 1929, at which time an answer was submitted and filed herein, together with a copy of an agreement made and entered into by the complainant and defendants, whereby the complaint of the complainant was fully satisfied. Said answer of the defendants sets forth that the defendants and their predecessors in interest were serving, for hire, consumers of water prior to 1917 and were therefore not required by the laws of the State to apply for and receive a certificate of public convenience and necessity authorizing them so to do.

The testimony produced at the hearing on behalf of the defendants showed that they and their predecessors in interest were engaged in serving water for culinary and other useful purposes in the territory set forth in their answer herein, prior to the year 1917; that by agreement with the complainant, their operations shall hereafter be confined to territory that would not conflict with that now being served by the complainant; that they filed herein their schedule of rates to be charged consumers in the territory agreed upon, all of which are hereby referred to and made a part hereof.

By reason of the premises, IT IS NOW ORDERED, That the agreement made and entered herein by the respective parties, as to the territory that shall be served by each, should be, and is hereby, approved.

ORDERED FURTHER That the complaint of the complainant against the defendants be, and it is hereby, dismissed.

ORDERED FURTHER, That the rates to be charged

consumers of water served by the defendants, as shown by the schedule herein, be, and the same are hereby, approved.

(Signed) E. E. CORFMAN,
 " THOMAS E. McKAY,
 (SEAL) " G. F. McGONAGLE,
 Attest: Commissioners.
 (Signed) F. L. OSTLER,
 Secretary.

In the Matter of the Application of the GEM STATE TRANSIT COMPANY, a Corporation, for permission to operate an automobile passenger, baggage, and express line between Salt Lake City and the Utah Idaho State Line, over U. S. Highway No. 91. } Case No. 1130.
 PENDING.

BEFORE THE PUBLIC UTILITIES COMMISSION
 OF UTAH

In the Matter of the Application of J. C. WILSON to withdraw from and D. R. HOUT to assume operation of automobile passenger bus line between Salt Lake City and Coalville, Utah, via Parley's Canyon. } Case No. 1131.

Submitted August 9, 1929. Decided August 17, 1929.

Appearance:

Dan B. Shields, Attorney, of } for Applicant, D. R. Hout.
 Salt Lake City, Utah,

REPORT OF THE COMMISSION

By the Commission:

This matter came on regularly for hearing before the Public Utilities Commission of Utah, at its office in the State Capitol, Salt Lake City, Utah, on the 9th day of August, 1929, after due notice given upon the joint application of J. C. Wilson and D. R. Hout. No protests were made nor filed with the Commission. From the evidence it appears:

That the applicant, J. C. Wilson, for several years last past has been actively engaged in the operation of an automobile bus line, for the transportation of passengers, over the

public highway between Coalville and Salt Lake City, serving intermediate points between Kimball's Ranch and Coalville, Utah, on the Parley's Canyon highway, as holder of and under Certificate of Convenience and Necessity No. 291, issued by this Commission.

That public convenience and necessity has been subserved by the operation of said bus line, and that the applicant, D. R. Hout, a resident of Coalville, Utah, with many years of experience in the operation of automobiles for hire over the public highways, has purchased the equipment used by applicant J. C. Wilson, under said Certificate of Convenience and Necessity No. 291, and now desires to continue and give the same service at the same rates and under the same time schedule as has heretofore been rendered by the said J. C. Wilson; that the said D. R. Hout desires to not only carry passengers for hire, but also light express and baggage that may be carried on the passenger buses in rendering passenger service over said route; that D. R. Hout is financially able to give said service, and the public convenience and necessity requires the same.

From the foregoing facts, the Commission concludes that the application herein should be granted.

An appropriate order will follow.

(Signed) E. E. CORFMAN,
 " THOMAS E. McKAY,
 (SEAL) " G. F. McGONAGLE,
 Attest: Commissioners.
 (Signed) F. L. OSTLER,
 Secretary.

ORDER

Certificate of Convenience and Necessity
 No. 348.

Cancels Certificate of Convenience and Necessity
 No. 291.

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 17th day of August, 1929.

In the Matter of the Application of J. C. WILSON to withdraw from and D. R. HOUT to assume operation of automobile passenger bus line between Salt Lake City and Coalville, Utah, via Parley's Canyon. } Case No. 1131.

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application be, and it is hereby, granted; that J. C. Wilson be, and he is hereby, authorized to discontinue operation of automobile passenger bus line between Salt Lake City and Coalville, Utah; that Certificate of Convenience and Necessity No. 291, issued to said J. C. Wilson, be, and it is hereby, cancelled and annulled.

ORDERED FURTHER, That D. R. Hout be, and he is hereby, authorized to operate automobile passenger bus line between Salt Lake City and Coalville, Utah, via Parley's Canyon, serving intermediate points between Kimball's Ranch and Coalville, Utah, under Certificate of Convenience and Necessity No. 348.

ORDERED FURTHER, That D. R. Hout, before beginning operation, shall file with the Commission and post at each station on his route, a schedule as provided by law and the Commission's Tariff Circular No. 4, naming rates and fares and showing arriving and leaving time from each station on his line; and shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of automobile bus lines.

By the Commission.

(Signed) F. L. OSTLER,
Secretary.

(SEAL)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of HOWARD J. SPENCER, for permission to operate an automobile passenger and express bus line between Salt Lake City and Grantsville, Utah, and intermediate points. } Case No. 1132.

Submitted August 9, 1929.

Decided August 17, 1929.

Appearance:

Dan B. Shields, Attorney, of } for Applicant.
Salt Lake City, Utah,

REPORT OF THE COMMISSION

By the Commission:

This matter came on regularly for hearing, after due notice given, at the office of the Public Utilities Commission of Utah, at its office in the State Capitol, Salt Lake City, Utah, upon the application of Howard J. Spencer, to operate an automobile passenger and express bus line between Salt Lake City and Grantsville, Utah, and intermediate points.

No protests were made or filed with the Commission. It appears from the evidence in support of the application:

That for several years last past Lester A. Bolinder, a resident of Grantsville, Utah, has been rendering automobile passenger and express service over the public highway between Salt Lake City and Grantsville, Utah, under Certificate of Convenience and Necessity No. 269, issued by the Public Utilities Commission of Utah; that Howard J. Spencer, the applicant herein, for many years last past has been rendering similar service over the public highway between Salt Lake City and Tooele, Utah, under Certificate of Convenience and Necessity No. 72.

That the said Lester A. Bolinder has sold to the applicant, Howard J. Spencer, the automobile equipment used by him in the service aforesaid; and that the said Howard J. Spencer, by his application herein, desires to continue the said service heretofore rendered by the said Lester A. Bolinder; that public convenience and necessity requires said service should be rendered; that the applicant, Howard J. Spencer, is an experienced operator of automobiles for hire over the public highway and is qualified financially and otherwise to give such service.

From the foregoing facts, the Commission concludes and decides that the application of Howard J. Spencer for permission to operate an automobile passenger and express bus line between Salt Lake City and Grantsville, Utah, and intermediate points, should be granted.

An appropriate order will follow.

	(Signed) E. E. CORFMAN,
	" THOMAS E. MCKAY,
(SEAL)	" G. F. MCGONAGLE,
Attest:	Commissioners.
(Signed) F. L. OSTLER,	
Secretary.	

ORDER

Certificate of Convenience and Necessity
No. 349.

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 17th day of August, 1929.

In the Matter of the Application of HOWARD J. SPENCER, for permission to operate an automobile passenger and express bus line between Salt Lake City and Grantsville, Utah, and intermediate points. } Case No. 1132.

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application be, and it is hereby, granted; that Howard J. Spencer be, and he is hereby, authorized to operate an automobile passenger and express bus line between Salt Lake City and Grantsville, Utah, and intermediate points.

ORDERED FURTHER, That Howard J. Spencer, before beginning operation, shall file with the Commission and post at each station on his route, a schedule as provided by law and the Commission's Tariff Circular No. 4, naming rates and fares and showing arriving and leaving time from each station on his line; and shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of automobile bus lines.

By the Commission.

(SEAL) (Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the
SOUTHERN PACIFIC COMPANY, for
permission to abandon its non-agency station
at Cecil Junction, Weber County,
Utah. } Case No. 1133.

Submitted August 16, 1929.

Decided August 26, 1929.

Appearance:

H. W. Wistner, of Ogden, } for Applicant.
Utah,

REPORT OF THE COMMISSION

McKAY, Commissioner:

This matter came on regularly for hearing before the Public Utilities Commission of Utah, on the 16th day of August, 1929, at Ogden, Utah, upon the application of the Southern Pacific Company for permission to abandon its non-agency station at Cecil Junction, Weber County, Utah.

There were no protests received in writing or made at the hearing.

From the evidence adduced at said hearing, the Commission now finds and reports as follows:

1. That the applicant, Southern Pacific Company, is a railroad corporation, operating and maintaining an interstate railroad beginning at Ogden, Utah, and extending westward to the Pacific Coast and elsewhere, with its principal place of business and Post Office address at 65 Market Street, San Francisco, California.

2. That no freight or passenger business has been transacted at non-agency station Cecil Junction during the year ending March 31, 1929; that this station is located on double track at point of junction of the Southern Pacific Company's main track with Central Pacific Company's Promontory branch and Oregon Short Line Railroad Company's main track; that the switches for this junction are located in the Ogden Yard and are handled by the Ogden Union Railway & Depot Company, and that there are no station facilities maintained at this point.

3. Said non-agency station is located 12.9 miles distant from the nearest agency station west, Promontory Point, and .9 miles from nearest agency station east, Ogden.

4. There are no houses at this station and no people living near, and it is desired to remove station name from all records.

From the foregoing findings of fact, the Commission concludes and decides that public convenience and necessity does not require the continuance of said non-agency station at Cecil Junction, Weber County, Utah, and that the application of the Southern Pacific Company to abandon said non-agency station and remove station name from all records, should be granted.

An appropriate order will follow.

(Signed) THOMAS E. MCKAY,
Commissioner.

We concur:

(SEAL) " E. E. CORFMAN,
" G. F. McGONAGLE,
Attest: Commissioners.

(Signed) F. L. OSTLER,
Secretary.

ORDER

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 26th day of August, 1929.

In the Matter of the Application of the SOUTHERN PACIFIC COMPANY, for permission to abandon its non-agency station at Cecil Junction, Weber County, Utah. } Case No. 1133.

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the Southern Pacific Company be, and it is hereby, granted permission to abandon its non-agency station at Cecil Junction, Weber County, Utah, and remove said station name from all records.

By the Commission.

(SEAL) (Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the PRICE TRANSPORTATION COMPANY, a Corporation, for permission to transfer Certificate of Convenience and Necessity to B. F. McINTIRE, authorizing automobile passenger bus line between Price and Olsen Mine, via Helper, Castle Gate and Rolapp, Utah, also passenger and express line between Price and Helper and Gibson, via Coal City, Carbon County, Utah.

} Case No. 1134.

Submitted, August 23, 1929.

Decided August 27, 1929.

Appearance:

B. W. Dalton, Attorney, of }
Price, Utah. } for Applicant.

REPORT OF THE COMMISSION

CORFMAN, Commissioner:

This matter came on regularly for hearing before the Public Utilities Commission of Utah, at the County Court House of Carbon County, in Price, Utah, on the 19th day of August, 1929, after due notice given on the application of the Price Transportation Company, an automobile corporation, to abandon, and B. F. McIntire individually to render automobile service over the public highway between Price, Utah, as heretofore rendered by the Price Transportation Company, under Certificate of Convenience and Necessity No. 268.

No protests were made nor filed.

From the evidence adduced at said hearing, it appears: That the Price Transportation Company is a corporation, organized and existing under the laws of the State of Utah, with its principal place of business at Price, Utah; that for several years last past it has been rendering automobile passenger and express service over the public highways between Price and Olsen Mine, via Helper, Castle Gate and Rolapp, Utah, also passenger and express line between Price and Helper and Gibson, via Coal City, Carbon County, Utah, under Certificate of Convenience and Necessity No. 268, issued by the Public Utilities Commission of Utah; that said automobile corporation desires to discontinue said automobile service, and B. F. McIntire, a resident of Price, Utah, desires a

certificate of convenience and necessity authorizing and permitting him to render the same service as has heretofore been given by the Price Transportation Company; that B. F. McIntire is financially able and has had years of experience in the operation of automobiles over the public highways, for hire, and is at the present time Manager of the Price Transportation Company; that public convenience and necessity requires the automobile service applied for herein by the said applicant, B. F. McIntire.

From the foregoing facts, the Commission concludes and decides that public convenience and necessity requires the automobile service applied for herein, and that a certificate of public convenience and necessity should issue to said applicant, B. F. McIntire, to render the same, upon his filing proper rate and time schedule, and insurance as required by the statutes of the State of Utah.

An appropriate order will follow.

(Signed) E. E. CORFMAN,
Commissioner.

We concur:

(Signed) THOMAS E. MCKAY,
" G. F. MCGONAGLE,
Commissioners.

(SEAL)

Attest:

(Signed) F. L. OSTLER,
Secretary.

ORDER

Certificate of Convenience and Necessity No. 350.

Cancels Certificate of Convenience and Necessity No. 268.

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 27th day of August, 1929.

In the Matter of the Application of the PRICE TRANSPORTATION COMPANY, a Corporation, for permission to transfer Certificate of Convenience and Necessity to B. F. McINTIRE, authorizing automobile passenger bus line between Price and Olsen Mine, via Helper, Castle Gate and Rolapp, Utah, also passenger and express line between Price and Helper and Gibson, via Coal City, Carbon County, Utah.

} Case No. 1134.

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the Price Transportation Company, a Corporation, be, and it is hereby, authorized to discontinue operation of automobile passenger bus line between Price and Olsen Mine, via Helper, Castle Gate and Rolapp, Utah, also automobile passenger and express line between Price and Helper and Gibson, via Coal City, Carbon County, Utah; that Certificate of Convenience and Necessity No. 268, issued to said Price Transportation Company, a Corporation, be, and it is hereby, cancelled and annulled.

ORDER FURTHER, That B. F. McIntire be, and he is hereby, authorized to operate automobile passenger bus line between Price and Olsen Mine, via Helper, Castle Gate and Rolapp, Utah, also passenger and express line between Price and Helper and Gibson, via Coal City, Carbon County, Utah.

ORDERED FURTHER, That B. F. McIntire, before beginning operation, shall file with the Commission and post at each station on his route, a schedule as provided by law and the Commission's Tariff Circular No. 4, naming rates and fares and showing arriving and leaving time from each station on his line; and shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of automobile bus lines.

By the Commission.

(Signed) F. L. OSTLER,

(SEAL)

Secretary.

In the Matter of the Application of THE DENVER & RIO GRANDE WESTERN RAILROAD COMPANY, for permission to adjust certain class and commodity rates in its Tariff 4975-D, P. U. C. U. No. 42.

PENDING.

} Case No. 1135.

In the Matter of the Application of D. P. ABERCROMBIE, as Receiver for the SALT LAKE & UTAH RAILROAD COMPANY, for permission to operate an automobile passenger, express, and baggage line between Salt Lake City and Payson, Utah, and intermediate points. } Case No. 1136.
 PENDING.

In the Matter of the Application of The RIO GRANDE MOTOR WAY OF UTAH, INC., for permission to operate motor passenger bus line with express and baggage service between Salt Lake City and Nephi, Utah, and intermediate points. } Case No. 1137.
 PENDING.

In the Matter of the Application of PIONEER STAGES, INC., to sell and transfer, and the PICKWICK STAGE LINES INC., to buy and take over the operative rights of Pioneer Stages, Inc., between Cedar City and St. George, Utah, and between Salt Lake City and St. George, Utah, and to combine said operative rights of Pickwick Stage Lines, Inc., in the State of Utah. } Case No. 1138.
 PENDING.

BEFORE THE PUBLIC UTILITIES COMMISSION
 OF UTAH

In the Matter of the Application of the UTAH POWER & LIGHT COMPANY, for a Certificate of Convenience and Necessity to Exercise the rights and privileges conferred by franchise granted by the City of Orangeville, Emery County, Utah. } Case No. 1139.

Submitted: December 27, 1929. Decided: December 31, 1929.

Appearances:

Mr. Arthur C. Inman, At- }
 torney, Salt Lake City, } for Applicant.
 Utah, }

REPORT OF THE COMMISSION

CORFMAN, Commissioner.

This matter came on regularly for hearing before the Public Utilities Commission of Utah, at its office in the State Capitol, Salt Lake City, Utah, on the 27th day of December, 1929, after due and legal notice given, on the application of the Utah Power & Light Company, for permission to exercise the rights and privileges conferred by franchise granted by the City of Orangeville, Emery County, Utah, which franchise was granted to the applicant to serve said city and the inhabitants thereof, with electricity for light, heat, power, and other purposes, and to construct, maintain, and operate in the present and future streets, alleys, and business places in said City, electric light and power lines, and equipment for such service.

No protests or objections were made or filed with the Commission to the granting of the application. It appears from the evidence:

That the Utah Power & Light Company is a corporation of the State of Maine, duly authorized to transact business in the State of Utah, with its principal office in Salt Lake City, Utah; that it owns and operates extensive hydro-electric generating plants and transmission and distribution systems in the State of Utah; that it is qualified financially and otherwise to perform the service applied for; that the City of Orangeville has a population of approximately 600 people; that at the present time, said city and its inhabitants, are served with electricity by the Electric Power & Milling Company, a corporation of the State of Utah; that the Utah Power & Light Company has acquired by purchase, the electrical property and business of said company, and desires to operate and conduct the same; that in the year 1916, the Utah Power & Light Company obtained a franchise from Emery County to operate in said county; that on August 28, 1929, the City Council of Orangeville granted a franchise giving the Utah Power & Light Company the right to serve the City of Orangeville and its inhabitants with electricity for light, heat, power, and other purposes; that public convenience and necessity requires electric service in the City of Orangeville as proposed to be given by the applicant herein.

From the facts, the Commission decides and concludes that the application of the Utah Power & Light Company

herein, to serve the City of Orangeville, should be granted, effective January 1, 1930.

An appropriate order will follow.

(Signed) E. E. CORFMAN,
President.

We concur :

(Signed) THOMAS E. MCKAY,
" G. F. MCGONAGLE,
Commissioners.

(SEAL)

Attest :

(Signed) F. L. OSTLER,
Secretary.

ORDER

Certificate of Convenience and Necessity

No. 355

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 31st day of December, 1929.

In the Matter of the Application of the UTAH POWER & LIGHT COMPANY, for a Certificate of Convenience and Necessity to exercise the rights and privileges conferred by franchise granted by the City of Orangeville, Emery County, Utah.	}	Case No. 1139.
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This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application be, and it is hereby, granted, that the Utah Power & Light Company be, and it is hereby, authorized to construct, maintain, and operate in the present and future streets, alleys, and public places in the City of Orangeville, Emery County, Utah, electric light and power lines, together with all the necessary or desirable appurtenances (including underground conduits, poles, towers, wires, transmission lines, and telegraph lines, and telephone lines for its own use), for the purpose of supplying electricity to said City of Orangeville, the inhabitants thereof, and persons and corporations beyond the limits thereof, for light, heat, power and other purposes.

ORDERED FURTHER, That in the construction of such transmission and distribution lines, applicant, Utah Power & Light Company, shall conform to the rules and regulations heretofore issued by the Commission governing such construction.

By the Commission.

(SEAL) (Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the
UTAH POWER & LIGHT COMPANY,
for a Certificate of Convenience and Ne-
cessity to exercise the rights and privi-
leges conferred by franchise granted by
the City of Castle Dale, Emery County,
Utah. } Case No. 1140.

Submitted: December 27, 1929. Decided: December 31, 1929.

Appearances:

Mr. Arthur C. Inman, At-
torney, Salt Lake City, } for Applicant.
Utah,

REPORT OF THE COMMISSION

CORFMAN, Commissioner.

This matter came on regularly for hearing before the Public Utilities Commission of Utah, at its office in the State Capitol, Salt Lake City, Utah, on the 27th day of December, 1929, after due and legal notice given, on the application of the Utah Power & Light Company, for permission to exercise the rights and privileges conferred by franchise granted by the City of Castle Dale, Emery County, Utah, which franchise was granted to the applicant to serve said city and the inhabitants thereof, with electricity for light, heat, power, and other purposes, and to construct, maintain, and operate in the present and future streets, alleys, and business places in said city, electric light and power lines, and equipment for such service.

No protests or objections were made and filed with the Commission to the granting of the application. It appears from the evidence:

That the Utah Power & Light Company is a corporation of the State of Maine, duly qualified to transact business in the State of Utah, with its principal office in Salt Lake City, Utah; that it owns and operates extensive hydro-electric generating plants and transmission and distribution systems in the State of Utah; that it is qualified financially and otherwise to perform the service applied for; that the City of Castle Dale has a population of approximately 800 people; that said City of Castle Dale is the County seat of Emery County; that at the present time said city and its inhabitants, are served with electricity by the Electric Power & Milling Company, a corporation of the State of Utah; that the Utah Power & Light Company has purchased the electrical property and business of said company, and desires to operate the same; that in the year 1916, the Utah Power & Light Company obtained a franchise from Emery County to operate in said County; that on August 28, 1929, the City Council of Castle Dale granted a franchise giving the Utah Power & Light Company the right to serve the City of Castle Dale and its inhabitants with electricity for light, heat, power, and other purposes; that public convenience and necessity requires electric service in the City of Castle Dale as proposed to be given by the applicant herein.

From the facts, the Commission decides and concludes that the application of the Utah Power & Light Company herein, to serve the City of Castle Dale, should be granted, effective January 1, 1930.

(Signed) E. E. CORFMAN,
President.

We concur:

(Signed) THOMAS E. MCKAY,

(SEAL)

" G. F. MCGONAGLE,

Attest:

Commissioners.

(Signed) F. L. OSTLER,
Secretary.

ORDER

Certificate of Convenience and Necessity

No. 356.

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 31st day of December, 1929.

In the Matter of the Application of the
 UTAH POWER & LIGHT COMPANY,
 for a Certificate of Convenience and Ne-
 cessity to exercise the rights and privi-
 leges conferred by franchise issued by the
 City of Castle Dale, Emery County, Utah. } Case No. 1140.

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application be, and it is hereby, granted, that the Utah Power & Light Company be, and it is hereby, authorized to construct, maintain, and operate in the present and future streets, alleys, and public places in the City of Castle Dale, Emery County, Utah, electric light and power lines, together with all the necessary or desirable appurtenances (including underground conduits, poles, towers, wires, transmission lines and telegraph and telephone lines for its own use), for the purpose of supplying electricity to said City, the inhabitants thereof, and persons and corporations beyond the limits thereof, for light, heat, power, and other purposes.

ORDERED FURTHER, that in the construction of such transmission lines, applicant, Utah Power & Light Co., shall conform to the rules and regulations heretofore issued by the Commission governing such construction.

By the Commission.

(Signed) F. L. OSTLER,
 (SEAL) Secretary.

In the Matter of the Application of VEDO
 DELL, for permission to operate an au-
 tomobile freight line between Salt Lake
 City, Thistle, and points in Carbon Coun-
 ty. } Case No. 1141.
 PENDING.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

J. J. MILNE,		} Case No. 1142.
	Complainant.	
vs.		
E. O. HAMBLIN,		}
	Defendant.	

In the Matter of the Application of E. O. HAMBLIN, for permission to transfer the rights accruing to him by reason of Certificate of Convenience and Necessity No. 294, automobile freight line between Cedar City and St. George, Utah, to A. R. Barton and L. R. Lund.	} Case No. 1144.

Submitted: December 5, 1929. Decided: December 31, 1929.

Appearances:

Sam. D. Thurman, Attorney of Irvine, Skeen & Thurman, Salt Lake City, Utah,	} for Complainant, J. J. Milne.
Ray T. Elsmore, Attorney of Clawson & Elsmore, Salt Lake City, Utah,	} " Applicants, E. O. Hamblin, A. R. Barton & L. R. Lund.

REPORT OF THE COMMISSION

By the Commission:

These cases came on regularly for hearing before the Public Utilities Commission of Utah, at its office in the State Capitol, Salt Lake City, Utah, after due notice given, on the 5th day of December, 1929. As the complaint and application, respectively, pertain to the same service and route over the public highways, for convenience of hearing, the two cases were combined as one, upon stipulation of counsel for the parties, and by order of the Commission.

Briefly stated, the complaint of J. J. Milne, in Case No. 1142, alleges that the defendant, E. O. Hamblin, has discontinued and abandoned the automobile truck service over the public highway, between Cedar City and St. George, Utah, authorized and permitted under Certificate of Public Convenience and Necessity No. 294, issued to him by this Commission, in Case No. 749, April 22, 1927, and therefore, the complainant, J. J. Milne, prays that the same be, by order of the Commission, cancelled and annulled.

In substance, the application of E. O. Hamblin, in Case No. 1144, sets forth that he is the owner and holder of certain operating rights, accorded to him under Certificate of Public Convenience and Necessity No. 294, issued to him by this Commission, April 22, 1927, in said cases No. 749, authorizing and permitting him to operate an automobile truck line over the public highways between Cedar City and St. George, Utah, and that he desires to transfer the equipment now being used in the service, together with all his operating rights, to A. R. Barton and L. R. Lund, the present holders of Certificate of Public Convenience and Necessity No. 295, issued by this Commission in said Case No. 749.

From the evidence adduced at the hearing in these cases, for and in behalf of the respective parties, the Commission finds:

That the complainant, J. J. Milne, in Case No. 1142, is a resident of St. George, Utah. The defendant in said Case, E. O. Hamblin, formerly of St. George, has recently become a resident of Murray, Salt Lake County, Utah. For some time prior to April 22, 1927, the complainant and the defendant, together with A. R. Barton and L. R. Lund, were the holders of Certificate of Public Convenience and Necessity No. 221, issued to them by this Commission on March 13, 1925, authorizing and permitting them to maintain and operate an automobile truck line over the public highway between Cedar City and St. George, Utah; that the joint operations of the said parties over said route proved unsatisfactory as between themselves, and therefore they applied for and received from the Commission on the 22nd day of April, 1927, separate certificates of public convenience and necessity, with certain restrictions and conditions therein imposed, one Certificate No. 293, issued to the complainant, J. J. Milne, one Certificate No. 294, issued to the defendant and applicant, E. O. Hamblin, and a third Certificate No. 295, issued to the applicants, A. R. Barton and L. R. Lund, authorizing and permitting automobile truck service over the public highway between said points; that thereafter, under said separate certificates, the parties continued to render automobile truck service over said route independently of each other, under their respective certificates, until on or about October 4, 1929, when the said E. O. Hamblin advised the Commission in writing, of an arrangement between himself and L. R. Lund and A. R. Barton, whereby the latter were to continue temporarily the service for him, which was done efficiently and well by said Lund and Barton, from that time until the hearing of the present cases before the Commission.

It appears that the applicant, E. O. Hamblin, has been in times past, addicted to the use of intoxicating liquors, and occasionally by such use, has incapacitated himself to such an extent that he was personally unable to properly conduct the service authorized by his certificate, however, upon all such occasions, arrangements were made with others to act for him by rendering to the public the service he was authorized to perform under his certificate, which was done efficiently and well, and without any complaint being made by the shipping public.

The applicants, L. R. Lund and A. R. Barton, holders and operators under Certificate No. 295, are capable, efficient and experienced operators of automobile trucks over the route here involved, and they now propose to take over the automobile equipment being used by the said applicant, E. O. Hamblin, in rendering truck service over the route between Cedar City and St. George, if authorized and permitted to enjoy the operative rights heretofore granted to him under Certificate No. 294, if a new certificate issued therefor, granting such privileges by the Commission as applied for herein.

From the facts found, the Commission concludes that the complaint made by J. J. Milne, herein, against the defendant, of abandonment of his route, cannot be sustained, and therefore the said complaint in Case No. 1142, should be dismissed.

That in Case No. 1144, a certificate should issue to L. R. Lund and A. R. Barton, authorizing and permitting them to exercise the same rights and to render the same service as has been heretofore authorized to be rendered by the said E. O. Hamblin, under his said Certificate No. 294, and according to the limitations and conditions therein prescribed.

In regard to the alleged abandonment of the service of defendant, E. O. Hamblin, we remark that arrangements by an automobile carrier with others, who are capable and efficient, to render service for him over his route, if properly performed, cannot be held as constituting an abandonment of it, nor of the operating rights granted him under a certificate of public convenience and necessity. Nor are we prepared to say that the excessive use of intoxicating liquors by the holder of a certificate of convenience and necessity justifies a cancellation of his operating rights, so long as the transportation service is properly rendered for the shipping public. In the interest of public safety and proper transportation service, we have frequently required the drivers of automobiles operating for hire over the public highways, to refrain from the use of intoxicants, and in some instances their em-

ployers to discharge them. However, until it is shown that the transportation service rendered by a certificate holder has been in some way impaired, or the public safety endangered by the use of intoxicants, it would seem that the consideration of all such matters more properly belongs to others. Moreover, in this instance, the party complained of is seeking to be relieved of the duties of a common carrier. That being the case, necessarily we have been concerned only with the qualifications of those who are to succeed him.

An appropriate order will follow :

(Signed) E. E. CORFMAN,
 " THOMAS E. MCKAY,
 (SEAL) " G. F. MCGONAGLE,
 Attest: Commissioners.
 (Signed) F. L. OSTLER,
 Secretary.

ORDER

Certificate of Convenience and Necessity

No. 354.

Cancels Certificate of Convenience and Necessity

No. 294.

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 31st day of December, 1929.

J. J. MILNE,

Complainant,

vs.

E. O. HAMBLIN,

Defendant.

} Case No. 1142.

In the Matter of the Application of E. O. HAMBLIN, for permission to transfer the rights accruing to him by reason of Certificate of Convenience and Necessity No. 294, auto freight line between Cedar City and St. George, Utah, to A. R. Barton and L. R. Lund.

} Case No. 1144.

These cases being at issue upon application and protest on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings

and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the complaint herein, in Case No. 1142, of J. J. Milne, vs. E. O. Hamblin, be and it is hereby, dismissed, without prejudice.

ORDERED FURTHER, That the application herein, in Case No. 1144, be and it is hereby, granted; that E. O. Hamblin be, and he is hereby, authorized to discontinue operation of automobile freight line between Cedar City and St. George, Utah; and that Certificate of Convenience and Necessity No. 294, issued to him, be and it is hereby, cancelled and annulled.

ORDERED FURTHER, That A. R. Barton and L. R. Lund, be and they are hereby, authorized to operate automobile freight line between Cedar City and St. George, Utah, under Certificate of Convenience and Necessity No. 354, taking over the operative rights of E. O. Hamblin, as ordered by the Commission's Supplementary Report and Order, Case 749, filed April 22, 1927, and the Stipulation agreed to and signed by both complainant and applicants in these cases, dated January 3, 1927.

ORDERED FURTHER, that A. R. Barton and L. R. Lund, before beginning operation, shall file with the Commission and post at each station on their route, a schedule as provided by law and the Commission's Tariff Circular No. 4, naming rates and fares and showing arriving and leaving time from each station on their route, and shall at all times operate in accordance with the Statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of automobile bus lines.

By the Commission.

(Signed) F. L. OSTLER,
(SEAL) Secretary.

In the Matter of the Application of T. W. BOYER, TRUSTEE, for permission to transfer the rights accruing to him by reason of Certificate of Convenience and Necessity No. 286. } Case No. 1143.
PENDING.

In the Matter of the Application of E. O. HAMBLIN, for permission to transfer the rights accruing to him by reason of Certificate of Convenience and Necessity No. 294, auto freight line between Cedar City and St. George, Utah, to A. R. Barton and L. R. Lund. } Case No. 1144.
 See Case No. 1142.

BEFORE THE PUBLIC UTILITIES COMMISSION
 OF UTAH

In the Matter of the Application of J. LOWE BARTON to withdraw from and the UTAH PARKS COMPANY, a Corporation, to assume the operation of passenger bus line between Paragonah and Cedar City, Utah. } Case No. 1145.

Submitted: November 18, 1929. Decided: December 31, 1929.

Appearances:

John V. Lyle and W. Hal Farr, Attorneys, Salt Lake City, Utah, } for Applicants.

REPORT OF THE COMMISSION

McKAY, Commissioner:

This matter came on regularly for hearing before the Public Utilities Commission of Utah, at its office in the State Capitol, Salt Lake City, Utah, on the 18th day of November, 1929, after due and legal notice had been given, upon the application of J. Lowe Barton to withdraw from and the Utah Parks Company, a corporation, to assume the operation of automobile passenger line between Paragonah and Cedar City, Utah. No protests were made or filed with the Commission to the granting of the application.

The evidence shows that J. Lowe Barton is the owner and holder of Certificate of Public Convenience and Necessity No. 231, issued by the Public Utilities Commission of Utah, authorizing and permitting him to operate an automobile passenger line between Paragonah and Cedar City, Utah, and intermediate points; that he has filed his schedule of fares, and time schedule, showing arrival and departure at and from all points on his line; that at all times, he has complied with

all of the terms and conditions of said Certificate of Public Convenience and Necessity No. 231.

That the Utah Parks Company, a Utah corporation, now desires to take over the operation of said automobile passenger stage line, and furnish the service as heretofore given by the applicant, J. Lowe Barton; that the Utah Parks Company proposes to operate such service in connection with its interstate automobile bus line between Salt Lake City, Utah, and Los Angeles, California, and to furnish any additional service that may be required from time to time.

That the Commission has previously determined the necessity and convenience for this service, and that in the absence of any evidence to the contrary, the Commission assumes that necessity and convenience still exists.

The Commission therefore finds, that the application herein of J. Lowe Barton be granted; that Certificate of Convenience and Necessity No. 231, issued to him, be cancelled; and that a certificate of convenience and necessity be issued to the Utah Parks Company, authorizing and permitting it to assume the operation of the passenger stage line between Paragonah and Cedar City, Utah, heretofore operated by the applicant, J. Lowe Barton.

An appropriate order will follow.

(Signed) THOS. E. MCKAY,
Commissioner.

We Concur:

(Signed) E. E. CORFMAN,
" G. F. MCGONAGLE,
Commissioners.

(SEAL)

Attest:

(Signed) F. L. OSTLER,
Secretary.

ORDER

Certificate of Convenience and Necessity

No. 353

Cancels Certificate of Convenience and Necessity

No. 231.

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 31st day of December, 1929.

In the Matter of the Application of J. LOWE BARTON to withdraw from, and the UTAH PARKS COMPANY, a corporation, to assume the operation of passenger bus line between Paragonah and Cedar City, Utah. } Case No. 1145.

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application be, and it is hereby, granted; that J. Lowe Barton be, and he is hereby, authorized to discontinue operation of automobile passenger line between Paragonah and Cedar City, Utah; and that Certificate of Convenience and Necessity No. 231, issued to J. Lowe Barton, be, and it is hereby, cancelled and annulled.

ORDERED FURTHER, That the Utah Parks Company, be and it is hereby, authorized to operate automobile passenger line between Paragonah and Cedar City, Utah, and intermediate points, under Certificate of Convenience and Necessity No. 353.

ORDERED FURTHER, That the Utah Parks Company, before beginning operation, shall file with the Commission and post at each station on its route, a schedule as provided by law and the Commission's Tariff Circular No. 4, naming rates and fares and showing arriving and leaving time from each station on its line; and shall at all times operate in accordance with the statutes of Utah, and the rules and regulations prescribed by the Commission governing the operation of automobile bus lines.

By the Commission.

(Signed) F. I. OSTLER,

(SEAL)

Secretary.

In the Matter of the Application of SALT LAKE & UTAH RAILROAD COMPANY, by D. P. ABERCROMBIE, its Receiver, to have Certificate of Convenience and Necessity No. 286, issued to T. W. Boyer, Trustee, Cancelled and revoked.

} Case No. 1146.

PENDING.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of THE
WESTERN PACIFIC RAILROAD
COMPANY, for permission to discon-
tinue an agency at its station of Salduro,
in the County of Tooele, State of Utah. } Case No. 1147.

Submitted: December 16, 1929. Decided: December 17, 1929.

Appearances:

Mr. Grant Bagley, of Van
Cott, Riter & Farnsworth, } for Applicant.
Attorneys,

REPORT AND ORDER OF THE COMMISSION

McGONAGLE, Commissioner:

This matter came on for hearing on December 13, 1929, at Salt Lake City, Utah.

From the evidence introduced at said hearing, the Commission finds as follows:

1. That applicant, The Western Pacific Railroad Company, is a railroad corporation operating a steam railroad from Salt Lake City to San Francisco, California.

2. That Salduro, Utah, is a station on said railroad, located eight miles east of Wendover, Utah, Wendover being located on the Utah Nevada State Line.

3. That about the year 1917, a plant for the extraction of potash and salt, was erected at Salduro, and that the resultant shipments on said railroad required the operation of an agency station. Said plant has now been dismantled and abandoned, the only residents of Salduro being a railroad section gang.

4. That the cost of maintaining an agent at Salduro is about \$2,500.00 per annum, and, inasmuch as there is no further business requiring the services of an agent at that point, the application of The Western Pacific Railroad Company, for permission to discontinue said agency should be granted.

IT IS THEREFORE ORDERED, That the application herein, of The Western Pacific Railroad Company, be and it is hereby granted, and that the applicant, The Western Pacific Railroad Company, be and it is hereby, permitted to discontinue its agency station at Salduro, Tooele County, Utah.

ORDERED FURTHER, That this order shall become effective immediately.

(Signed) G. F. McGONAGLE,
Commissioner.

We concur:

(Signed) E. E. CORFMAN,
" THOS. E. McKAY,
Commissioners.

(SEAL)

Attest:

(Signed) F. L. OSTLER,
Secretary.

In the Matter of the Application of D. R. HOUT, to withdraw from and the INTERSTATE TRANSIT LINES, a Corporation, to assume the operative rights of passenger bus line between Ogden and Coalville, Utah. } Case No. 1148.
PENDING }

In the Matter of the Application of D. R. HOUT, for permission to carry express packages on his automobile passenger line between Salt Lake City and Coalville, Utah. } Case No. 1149.
PENDING. }

SPECIAL DOCKETS—REPARATION

NO.	AMOUNT
303 Amalgamated Sugar Company, vs. The Denver & Rio Grande Western Railroad Company, and Utah Idaho Central Railroad Company - - - - -	\$ 30.38
304 Z. A. Brown vs. Utah Gas & Coke Company	.96 *
305 Mrs. John C. Smith, vs. Utah Gas & Coke Company - - - - -	.69 *
306 Morrison Merrill & Company, vs. The Denver & Rio Grande Western Railroad Company, and Bamberger Electric Railroad Company - - - - -	30.00
307 Utah Limestone & Onyx Company, vs. The Denver & Rio Grande Western Railroad Company - - - - -	55.72

NO.		AMOUNT
308	Lambda Phi Lambda Sorority, vs. Utah Gas & Coke Company - - - - -	40.11 *
309	Eureka Machinery & Supply Company, vs. The Denver & Rio Grande Western Railroad Company - - - - -	35.85
310	Standard Fuel Company, vs. The Denver & Rio Grande Western Railroad Company -	189.08
311	Gunnison Sugar Company, vs. The Denver & Rio Grande Western Railroad Company -	80.60
312	Utah Ice & Storage Company, vs. The Denver & Rio Grande Western Railroad Company - - - - -	36.50
313	Utah Idaho Sugar Company, vs. Oregon Short Line Railroad Company, and Salt Lake & Utah Railroad Company - - - - -	41.16
314	Bartlett Wicks, vs. Utah Gas & Coke Company - - - - -	5.74 *
315	J. A. McCaskell vs. Utah Gas & Coke Company - - - - -	16.92 *
316	L. J. Burr, vs. Salt Lake & Utah Railroad Company - - - - -	9.28
317	United States Smelting, Refining & Mining Company, vs. The Denver & Rio Grande Western Railroad Company - - -	6.93
318	L. E. Chipman, vs. Utah Idaho Central Railroad Company, and The Denver & Rio Grande Western Railroad Company - -	23.00
319	Pacific Coast Cannery, Inc., vs. The Denver & Rio Grande Western Railroad Company - - - - -	22.50
320	Manti Orchard Company, vs. The Denver & Rio Grande Western Railroad Company -	64.77
321	P. A. Dix, vs. The Denver & Rio Grande Western Railroad Company - - -	24.00
322	John Farr Coal Company, vs. The Denver & Rio Grande Western Railroad Company -	17.53
323	American Smelting & Refining Company, vs. The Denver & Rio Grande Western Railroad Company - - - - -	23.89
324	Ideal Cement Company, vs. Union Pacific Railroad Company, Los Angeles & Salt Lake Railroad Company, and Utah Railway Company - - - - -	38.00
325	Nevada Contracting Company, vs. Dixie Power Company - - - - -	2,213.53

NO.		AMOUNT
326	Utah Idaho Cement Company, vs. Oregon Short Line Railroad Company - - -	133.95
327	State Road Commission of Utah, vs. The Denver & Rio Grande Western Railroad Company - - - - -	76.56
328	V. C. Vette, vs. Utah Gas & Coke Company	5.30 *
329	J. B. Wilson & Sons, vs. The Denver & Rio Grande Western Railroad Company - -	440.00
330	California Packing Corporation vs. Oregon Short Line Railroad Company, and Utah Idaho Central Railroad Company - -	38.29
331	A. A. Callister, vs. The Denver & Rio Grande Western Railroad Company, and Western Pacific Railroad Company - - -	11.50
332	State Road Commission of Utah, vs. The Denver & Rio Grande Western Railroad Company, Union Pacific Railroad Company, Oregon Short Line Railroad Company, and Los Angeles & Salt Lake Railroad Company - - - - -	414.98
333	Estelle Crandall, vs. Utah Gas & Coke Company - - - - -	2.68 *
334	H. W. Rigby, vs. The Denver & Rio Grande Western Railroad Company - - -	30.50
335	Mrs. T. L. Holman, vs. Utah Gas & Coke Company - - - - -	1.92 *
336	Pelican Point Calcite Company, vs. Salt Lake & Utah Railroad Company, Bamberger Electric Railroad Company, and Utah Idaho Central Railroad Company - - -	55.50
337	Pelican Point Calcite Company, vs. Salt Lake & Utah Railroad Company, and Bamberger Electric Railroad Company - - -	30.50
338	Andrew Jacobsen, vs. Utah Gas & Coke Company - - - - -	13.00 *
339	Smith & Hancock Company, vs. The Denver & Rio Grande Western Railroad Company	49.20
340	Chief Consolidated Mining Company, vs. The Denver & Rio Grande Western Railroad Company - - - - -	3,120.00
341	Pelican Point Calcite Company, vs. Salt Lake & Utah Railroad Company - - -	26.87
342	E. J. Jeremy, vs. The Western Pacific Railroad Company and The Denver & Rio Grande Western Railroad Company - -	38.00

NO.		AMOUNT
343	American Smelting & Refining Company, vs. The Western Pacific Railroad Company, Deep Creek Railroad Company, Bingham & Garfield Railway Company, and The Denver & Rio Grande Western Railroad Company - - - - -	1,152.78
344	Salt Lake & Utah Railroad Company, vs. The Denver & Rio Grande Western Railroad Company - - - - -	34.65
345	Gunnison Sugar Company, vs. The Denver & Rio Grande Western Railroad Company -	299.31
346	Utah Idaho Sugar Company, vs. Los Angeles & Salt Lake Railroad Company and Oregon Short Line Railroad Company - - -	733.58
347	W. H. Tibbals, vs. Utah Gas & Coke Company - - - - -	1.94 *
348	Morton Salt Company, vs. Los Angeles & Salt Lake Railroad Company - - - - -	33.35
349	Royal Crystal Salt Company, vs. Los Angeles & Salt Lake Railroad Company - - -	87.83
350	Standard Fuel Company, vs. The Denver & Rio Grande Western Railroad Company -	30.89
	TOTAL - - - - -	\$9,870.22

*Credit to accounts.

SPECIAL PERMISSIONS ISSUED DURING YEAR 1929

Name	Number
Bamberger Electric Railroad Company - - - - -	3
Barton & Lund - - - - -	1
Barton, J. Lowe - - - - -	1
Bountiful Light & Power Company - - - - -	1
Central Freight Association - - - - -	3
Dearborn, R. C., Chairman - - - - -	1
Denver & Rio Grande Western Railroad Company, The	64
Dixie Power Company - - - - -	3
Eastern Utah Transportation Company - - - - -	4
Hout, Don R. - - - - -	2
Hout, Howard - - - - -	1
Local Utah Freight Tariff Bureau - - - - -	32
Los Angeles & Salt Lake Railroad Company - - -	17
Millville Water Works Company - - - - -	1
Milne, Hamblin, Lund & Barton - - - - -	1
Mountain States Telephone & Telegraph Co., The	4
Ogden Gas Company - - - - -	1

Name	Number
Oregon Short Line Railroad Company	15
Pacific Freight Tariff Bureau	7
Pahvant Power & Light Company	1
Rio Grande Motor Way of Utah, Inc.	1
Salt Lake & Bingham Freight Line	1
Salt Lake-Ogden Transportation Company	7
Salt Lake-Tooele Stage Line	1
Salt Lake & Utah Railroad Company	1
Southern Pacific Company	1
Sterling Transportation Company	3
Union Pacific Railroad Company	25
Utah Central Truck Line	1
Utah Gas & Coke Company	1
Utah Idaho Central Railroad Company, The	7
Utah Power & Light Company	4
Utah Railway Company	5
Utah Valley Gas & Coke Company	1
Western Pacific Railroad Company, The	2
TOTAL NUMBER ISSUED	224

GRADE CROSSING PERMITS ISSUED DURING
THE YEAR 1929

NO.	ISSUED TO	LOCATION
136	Los Angeles & Salt Lake Railroad Company	Provo, Utah
137	Salt Lake Terminal Company	Salt Lake City, Utah
138	Los Angeles & Salt Lake Railroad Company	Cedar City, Utah
139	Salt Lake & Utah Railroad Company	Utah County
140	Denver & Rio Grande Western Railroad Company	Maxwell, Utah
141	Los Angeles & Salt Lake Railroad Company	Cedar City, Utah
142	Salt Lake & Utah Railroad Company	Salt Lake City, Utah
143	Salt Lake Terminal Company	Salt Lake City, Utah
144	Salt Lake Terminal Company	Salt Lake City, Utah
145	Oregon Short Line Railroad Company	Garland, Utah
146	Salt Lake & Utah Railroad Company	Payson, Utah
147	The Denver & Rio Grande Western Railroad Company	Utah County

NO.	ISSUED TO	LOCATION
148	Salt Lake & Utah Railroad Com- pany	Payson, Utah
149	Salt Lake & Utah Railroad Com- pany	Salt Lake County
150	Salt Lake & Utah Railroad Com- pany	Salt Lake City, Utah
151	Bamberger Electric Railroad Com- pany	Ogden, Utah

CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED DURING THE YEAR 1929

Certificate No.	CLASSIFICATION	Between	At*	And	To Whom Issued
326	Passenger Automobile Line	Centerfield			Jesse L. Bartholomew
327	Passenger Automobile Line	*Salt Lake City on East South Temple Street	Ephraim		
328	Passenger Automobile Line	Salt Lake City	St. George		Utah Light & Traction Co. Pioneer Stages, Inc.
329	Passenger, Freight & Express Auto. Line	Provo	Silver City		Rio Grande Motor Way of Utah Inc.
330	Passenger Automobile Line	Spanish Fork	Dividend & Mines		John M. Uren and Elias M. Thomas
331	Electric Light System	*Bicknell			Lloyd M. & Dale C. DeBerry
332	Electric Light Plant	*Near La Verkin on Virgin River			Dixie Power Company
333	Passenger Automobile Line	Coalville	Ogden		D. R. Hout
334	Light & Power Line	*Wellington			Utah Power & Light Company
335	Light & Power Line	*Price City			Utah Power & Light Company
336	Light & Power Line	*Millville			Utah Power & Light Company
337	Freight & Express Automobile Line	Peoa & Woodland	Salt Lake City		Walter S. Young
338	Electric Bus Lines	*Salt Lake City			Utah Light & Traction Company
339	Light & Power Lines	*Emery			Utah Power & Light Company
340	Passenger Automobile Line	Park City	Mining Tunnels		Don Peterson & Douglas Jones
341	Natural Gas System	*Vernal			Utah Gas Company
342	Passenger Automobile Line	St. George	Cedar City		Pioneer Stages, Inc.
343	Natural Gas System	*Salt Lake, Ogden, and vicinities			Wasatch Gas Company
344	Passenger, Freight & Express Auto. Line	Richfield	Fish Lake		Fish Lake Resort Company
345	Passenger, Freight & Express Auto. Line	Zion National Park	Mt. Carmel		Utah Parks Company
346	Inter-connection Power & Light System	*Towns and Cities in Utah			Utah Power & Light Co. and Telluride Power Co.
347	Light & Power Line	*Mona	Coalville		Utah Power & Light Company
348	Passenger Automobile Line	Salt Lake City			D. R. Hout
349	Passenger and Express Automobile Line	Salt Lake City	Grantsville		Howard J. Spencer
350	Passenger Automobile Line	Price	Jensen Mine & Gibson		E. F. McIntyre
351	Freight Automobile Line	Cedar City	Kanab		W. J. and W. T. Forbes
352	Passenger and Freight Automobile Line	Salt Lake City	Marysville		Rio Grande Motor Way of Utah Inc.
353	Passenger Automobile Line	Paragonah	Cedar City		Utah Parks Company
354	Freight Automobile Line	Cedar City	St. George		A. R. Barton and L. R. Lund
355	Light & Power Line	*Orangeville			Utah Power & Light Company
356	Light & Power Line	*Castle Dale			Utah Power & Light Company

AUTOMOBILE PERMITS ISSUED BY THE COMMISSION DURING THE YEAR 1929

Permit Case No.	To Whom Issued	Nature	Between	And
1	R. Stephenson.....	Freight.....	Salt Lake City.....	Fish Lake
2	J. J. Milne.....	Freight.....	St. George & Cedar City.....	Nat'l. Parks and Utah Arizona and Nevada Lines.
3	L. R. Lund and A. R. Barton	Freight.....	St. George & Cedar City	Nat'l. Parks and Utah Arizona and Nevada Lines.
4	E. O. Hamblin.....	Freight.....	St. George & Cedar City	Nat'l. Parks and Utah Arizona and Nevada Lines.

STATEMENT OF PASSENGERS CARRIED, PASSENGER MILES, AND TAXES ASSESSED AUTOMOBILE PASSENGER LINES IN THE STATE OF UTAH FROM DECEMBER 1, 1928 TO DECEMBER 1, 1929.

Certificate Holders	Route Between	Route And	Total Passengers Carried	Passenger Miles Hurd Surface	Tax	Passenger Miles Other	Tax	Total Tax
Arrow Auto Line.....	Price	Sunnyside	3,447	208	52	86,240	86.23	86.75
Kamberger Transportation Co.	Salt Lake	.....Ogden	12,342	377,305	943.29	18,291	18.30	943.29
Bartholomew, Jesse L.....	Centerfield	.....Gunnison	1,710	15,538	38.85	21,390	21.40	57.15
Barton, J. Lowe.....	Paragonah	.....Cedar City	930	.....	.....	21,831	21.83	21.40
Bingham Stage Line.....	Salt Lake	.....Bingham	41,165	998,308	2,495.79	20,896	20.88	2,517.62
Bolinder, Lester A.....	Salt Lake	.....Grantsville	1,306	31,344	78.37	47,492	47.50	99.25
Boyer, T. W.....	Payson	.....Eureka	4,898	23,688	59.18	3,389	3.40	106.68
Boyer, T. W.....	Salt Lake	.....Fillmore	106	9,601	24.01	63,478	63.48	27.41
Coleman, Alva L.....	Salt Lake	.....Heber City	3,584	135,206	338.02	640	6.66	401.50
Despain, Elbert G.....	Salt Lake	.....Alta	63	360	91	.....	.....	1.57
Dodge Stage Line.....	Price	.....Vernal	4,148	12,457	31.15	302,142	302.15	333.30
Duke, Elisha Jones.....	Heber City	.....Park City	397	1,004	2.67	6,724	6.72	9.39
Hadley & Peterson.....	Tremontion	.....Deweyville	839	1,801	4.51	3,109	3.08	7.59
Hout, Howard.....	Salt Lake	.....Park City	18,479	252,708	631.77	310,520	310.54	942.31
Hout, Don R.....	Salt Lake	.....Coalville	1,767	19,657	49.15	41,370	41.38	90.53
Hout, Don R.....	Ogden	.....Coalville	2,194	16,697	41.74	41,477	41.48	83.22
Lion Coal Company.....	Watiss	.....Price	110	.....	.....	2,578	2.39	2.39
Lloyd, L. J.....	Price	.....Emery	1,279	.....	.....	40,374	40.41	40.41
McIntire, B. F.....	Price	.....Gibson	16,378	92,792	231.99	26,538	26.55	258.54
Moab Garage Company.....	Moab	.....Thompson	1,096	.....	.....	49,727	49.74	49.74
Nielson, Ernest & Nephi.....	Salt Lake	.....Brighton	912	7,296	18.24	18,240	18.24	36.48
Pickwick Stage Lines, Inc.....	Salt Lake City	.....Various	54,058	4,357,163	10,892.93	6,758,065	6,758.09	17,651.02
Pierce Arrow Sight Seeing Co.....	Salt Lake City	.....Various	47	2,586	6.47	1,148	1.15	7.62
Pioneer Stages Inc.....	Salt Lake City	.....Various	4,886	369,398	923.50	989,511	989.52	1,913.02
Sanderson, N. S.....	Eureka	.....Dividend	21,340	.....	.....	85,360	85.36	85.36
Salt Lake Transportation Co.....	Salt Lake	.....Various	4,430	122,462	306.20	19,822	19.84	326.04
Spencer, Howard J.....	Salt Lake	.....Tooele	16,329	357,266	893.16	137,710	137.71	1,030.87
Spencer, Howard J.....	Salt Lake	.....Grantsville	1,280	27,591	68.97	10,314	10.32	79.29
Spanish Fork-Dividend Bus.....	Spanish Fork	.....Dividend	211	614	1.52	8,730	3.75	5.25
Spring Canyon Stage Line.....	Heber	.....Dividend	4,779	.....	.....	28,815	28.61	28.61
Utah Idaho Central R. R. Co.....	Ogden	.....Logan	44,521	945,635	2,364.10	98,222	98.23	2,462.33
Utah Light & Traction Co.....	Salt Lake City	.....Various	570,092	1,886,325	4,715.80	224,226	224.93	4,940.73
Utah Parks Company.....	Cedar City	.....Various	27,057	.....	.....	1,396,728	1,396.74	1,396.74
TOTAL	TOTAL	.....	866,109	10,005,050	\$25,162.81	10,880,396	\$10,880.57	\$36,043.38

STATEMENT OF PASSENGERS CARRIED, PASSENGER MILES, AND TAXES ASSESSED AUTOMOBILE PASSENGER LINES IN THE STATE OF UTAH FROM DECEMBER 1st 1928 to DECEMBER 1st 1929.

Non-Certificate Holders	Between	ROUTE	And	Total		Passenger		Tax	Total
				Passengers Carried	Miles Hard Surface	Miles Other	Tax		
Bee Hive Stages.....	Salt Lake City.....	Idaho		2,440	150,408		376.02		376.02
Bilton, J. H.....	Salt Lake City.....	Various		39	2,632		6.50		6.50
Colorado-Utah Motor Way.....	Salt Lake City.....	Denver		476	24,400		61.04		152.55
Columbia Gorge Motor Co.....	Salt Lake City.....	Idaho		9,359	757,041		1,892.61	91.51	1,892.61
Gen State Transit Co.....	Salt Lake City.....	Various		5,450	428,720		1,071.80		1,071.80
Intermountain Stages.....	Salt Lake City.....	Various		5,238	4,394		10.99		32.97
Interstate Transit Co.....	Salt Lake City.....	Various		1,723	249,641		624.11		959.24
Johnson Taxi & Transfer Co.....	Logan.....	Various		52	1,598		4.00		4.29
Marchant, Willard.....	Poea.....	Various		137					3.35
Morton Salt Company.....	Grantsville.....	Park City		8,506					102.07
Union Stage Line.....	Salt Lake City.....	Burmester		1,505					164.04
		Ely							
	TOTAL			30,085	1,654,963	\$ 4,137.46		718,665	\$ 4,856.13

STATEMENT OF FREIGHT CARRIED, TON MILES AND TAXES ASSESSED AUTOMOBILE FREIGHT LINES OPERATING IN THE STATE OF UTAH FROM DECEMBER 1st, 1928 to DECEMBER 1st, 1929.

Certificate Holders	ROUTE	Total Tons Transported	Between	And	TON Miles Hard Surface	Tax	TON Miles Other	Tax	Total Tax
Arrow Auto Line	Price	390		Sunnyside			14,770	36.93	36.93
B & O Transportation Co.	Salt Lake City	1,050		Sandy	9,954	66.38			66.38
Bartholomew, Jesse L.	Centerfield	35		Gunnison R.R.	36	.23	77	20	20
Barton & Lund Trucking Co.	St. George	3,385		Cedar City	28,760	191.75	155,902	389.78	581.53
Barton Truck Line	Salt Lake City	1,671		Tooele	40,067	267.15	23,373	58.43	325.58
Barton, J. Lowe	Cedar City	70		Paragonah			1,647	4.14	4.14
Bingham Stage Line	Salt Lake City	21		Bingham	595	3.99	9	.02	4.01
Boulder, Lester A.	Salt Lake City	174		Grantsville	4,105	27.37	2,662	6.66	34.03
Eastern Utah Transportation	Price-Vernal	4,632		Heber City	50,508	336.73	364,125	910.30	1,247.03
Despain, Elbert G.	Salt Lake City	11		Aita	130	.88	144	.37	1.25
Duke, Elisha Jones	Heber City	27		Park City	94	.63	445	1.12	1.75
Hamblyn, E. O.	St. George	255		Cedar City			14,341	35.85	35.85
Hout, Howard	Salt Lake City	34		Park City	445	2.98	553	1.37	4.35
Hurricane Truck Line	Hurricane	2,038		Cedar City	14,277	95.18	98,886	246.45	341.63
Lion Coal Company	Wattis	48		Price			1,010	2.52	2.52
Lloyd, L. J.	Price	35		Emery			1,197	3.02	3.02
Magna Garfield Truck Line	Salt Lake City	1,101		Garfield	19,491	139.95			139.95
Milne, Jos. J.	St. George	843		Cedar City	3,991	26.62	44,565	111.42	138.04
Moab Garage Company	Thompson	1,042		Moab			53,219	151.83	151.83
Murdock, R. C.	Beaver	1,364		Millford			43,580	108.94	108.94
McIntire, B. F.	Price	238		Gibson	987	6.63	3,490	8.47	15.10
Nielson, Ernest & Nephi	Salt Lake City	29		Brighton	337	2.25	747	1.87	4.12
Pickwick Stage Lines Inc.	Salt Lake City	35		Variou	3,299	22.04			22.04
S.L. Bingham Freight Line	Salt Lake City	1,714		Bingham	46,255	308.37			308.37
S.L. Ogdan Transportation Co	Salt Lake City	9,278		Ogden	318,996	2,126.66			2,126.66
Spencer, Howard J.	Salt Lake City	150		Tooele	3,643	24.28			24.28
Spencer, Howard J.	Salt Lake City	16		Grantsville	394	2.64	1,717	4.27	6.91
Sterling Transportation Co.	Ogden	1,447		Vernal	64,955	433.06	231	58	491.06
Streep, Wells R.	Salt Lake City	3,062		Carland	105,304	705.39	162,019	405.06	838.12
Utah Central Truck Line	Salt Lake City	3,286		Provo	137,722	918.14	38,228	95.58	800.97
Utah Central Transfer Co.	Provo	1,358		Silver City	23,582	157.26			157.26
White Trucking Co.	Ogden	66		Kamas	588	3.92	12,837	32.11	189.37
Young, Walter S.	Salt Lake City	57		Kamas	496	3.32	2,798	7.00	10.92
	TOTAL	38,984			879,011	\$ 5,863.80	1,054,374	\$ 2,639.30	\$ 8,503.10

STATEMENT OF FREIGHT CARRIED, TON MILES, AND TAXES ASSESSED AUTOMOBILE FREIGHT LINES OPERATING IN THE STATE OF UTAH FROM DECEMBER 1st, 1928, to DECEMBER 1st, 1929
(Continued)

Non Certificate Holders	Between	ROUTE	And	Total Tons Transported	Ton Miles		Tax	Ton Miles Other	Total Tax
					Hard Surfaced	Other			
Harmston, Floyd E.	Roosevelt	.....	Various	13	146	.....	.98	1,010	2.53
Harmston, Eugene	Roosevelt	.....	Various	38	737	.....	4.92	3,206	8.27
Haycock, J. B.	Helper	.....	Various	36	.....	.....	.....	313	.81
Haynes, Homer	Roosevelt	.....	Various	105	1,159	.....	7.75	8,862	22.15
Milne, Jos. J.	St. George	.....	Various	30	124	.....	.83	769	1.92
Highway Garage	Kanab	.....	Various	113	.....	.....	.....	9,752	24.38
Hayfen, Joseph	Heber City	.....	Various	175	2,615	.....	17.45	11,137	27.84
J. & M. Transfer Company	Salt Lake City	.....	Various	245	9,340	.....	62.30	4,574	11.44
Johnston Taxi Company	Logan	.....	Various	80	1,371	.....	9.05	1,716	4.29
Johnston, Robert L.	Vernal	.....	Various	56	622	.....	4.14	1,086	15.26
Jones, W. E.	Wellington	.....	Price	104	384	.....	2.58	7,301	2.71
Linck, W. H.	Salt Lake City	.....	Richfield	209	21,606	.....	144.11	18,24	5.29
Lowe, R. J.	Provo	.....	Various	43	55	.....	.36	2,230	5.58
Lublin, Alfred	Roosevelt	.....	Price	65	1,160	.....	7.75	8,246	20.63
Ludlow, C. W.	Price	.....	Various	106	444	.....	2.98	200	.50
Marchant, J. A. & Wm.	Peoa	.....	Park City	14	.....	.....	.....	207	.53
Mathews, Jeff	Hanna	.....	Various	44	570	.....	3.80	3,237	8.08
Mercantile & Service Co.	Salt Lake City	.....	Payson	19	304	.....	2.92	1,406	3.52
Messinger, Blake	Salt Lake City	.....	Various	10,808	205,266	.....	1,368.48	12,910	32.29
Mitchell Van & Storage Co.	Smithfield	.....	Various	3	125	.....	.83	.....	.....
Melkie, J. A.	Smithfield	.....	Various	2	34	.....	.23	.....	.....
McDowall, J. W.	Tremonton	.....	Various	227	7,659	.....	51.10	1,547	3.86
Nielson, Harry J.	Ft. Duchesne	.....	Various	18	648	.....	4.32	2,230	5.58
Ogden Transportation Co.	Salt Lake City	.....	Various	15	291	.....	1.94	697	1.75
Peerson, Clarence	Salt Lake City	.....	Koosharem	155	17,136	.....	114.15	6,604	16.52
Peery Thomas W.	Heber City	.....	Various	172	3,290	.....	21.92	5,783	14.46
Pearson, H. A.	Duchesne	.....	Price	226	4,386	.....	29.29	12,983	32.47
Pilling, John	Duchesne	.....	Price	44	406	.....	2.72	2,989	7.49
Pierce, Willard L.	Mohrland	.....	Price	133	.....	.....	.....	2,191	5.48
Pulos, George	Roosevelt	.....	Various	102	2,685	.....	17.92	10,555	26.33
Robinson, John	Roosevelt	.....	Price	80	878	.....	5.86	6,034	15.09

STATEMENT OF FREIGHT CARRIED, TON MILES, AND TAXES ASSESSED AUTOMOBILE FREIGHT LINES OPERATING IN THE STATE OF UTAH FROM DECEMBER 1st, 1928, to DECEMBER 1st, 1929 (Continued)

Non Certificate Holders	ROUTE	Between	And	Total Tons Transported	Ton Miles		Tax	Ton Other Miles	Tax	Total Tax
					Hard	Soft				
Robison, Collie	Roosevelt	Various	Various	153	5,407	36,05	23,817	59.54	95.59	
Rogers, George	Mt. Emmons	Price	Price	37	475	3.19	2,432	6.08	9.27	
Ross, Iven	Roosevelt	Price	Price	35	1,126	7.50	3,485	8.72	16.22	
Salt Lake Transportation Co.	Salt Lake City	Various	Various	682	23,889	159.29	7,220	1.81	161.10	
Salt Lake & Ely Transp. Co.	Salt Lake City	Ely	Ely	202	5,947	39.65	20,922	52.31	91.96	
Schoenfeld, W. L.	Salt Lake City	Richfield	Richfield	172	18,932	126.23	7,070	17.68	143.91	
Sharples, Benjamin	Salt Lake City	Various	Various	120	1,440	9.60	1,800	4.51	14.11	
Shepherd, Rex	Salt Lake City	Various	Various	1,214	4,898	32.66	950	2.38	35.04	
Siddoway, John	Vernal	Price	Price	213	744	4.96	2,801	7.02	11.98	
Sim, L. S.	Clearfield	Various	Various	316	2,054	13.72	15,511	38.78	52.50	
Slaugh, George L.	Vernal	Various	Various	39	823	5.49	4,857	12.15	17.64	
Stone, Lynn A.	Myton	Various	Various	5	55	.37	263	.66	1.03	
Stover, John	Arcadia	Price	Price	12	106	.71	855	2.14	2.85	
Syrett, T. C.	Cedar City	Various	Various	12	1,255	8.38	1,823	4.55	12.93	
Thornley, J. H.	Layton	Salt Lake City	Salt Lake City	300	4,355	29.06	6,767	16.91	29.96	
Thompson, H. E.	Price	Sunnyside	Sunnyside	49	3,920	26.14	7,448	18.62	26.91	
Trans. Cont. Motor Lines, Inc.	Salt Lake City	Ely	Ely	134	4,543	30.33	870	2.19	44.76	
Truitt, J. M.	Salt Lake City	Various	Various	20	257	1.72	626	2.07	32.52	
Thompson, David P.	Salt Lake City	Various	Various	20	1,171	8.66	1,823	4.55	12.93	
Ungrecht, W. F.	Castle Dale	Various	Various	23	1,298	8.66	1,823	4.55	12.93	
Utah Central Moving & St. Co.	Provo	Various	Various	24	1,226	8.18	1,823	4.55	12.93	
Utah Service Company	Salt Lake City	Various	Various	67	796	5.29	2,180	5.48	10.22	
Vernon, Eddie	Salt Lake City	Oakley	Oakley	30	478	3.18	1,016	2.54	5.72	
Veaton, Ruland	Price	Various	Various	431	4,780	31.87	33,041	82.60	114.47	
Wardle, Don	Roosevelt	Price	Price	441	4,846	32.33	33,470	83.67	116.00	
Wardle, William	Roosevelt	Various	Various	100	640	4.29	2,112	5.31	9.60	
White, Elmer N.	Duchesne	Various	Various	378	18,194	121.34	9,803	22.28	143.62	
Williams, David J.	Salt Lake City	Various	Various	1	90	.60	225	.56	1.16	
Woodbury, Grant	Kanab	Various	Various	80	872	5.83	5,062	12.66	18.49	
Zirker, John E.	Myton	Price	Price	80	872	5.83	5,062	12.66	18.49	
TOTAL				36,765	659,508	\$ 4,394.24	597,988	1,493.34	5,887.58	

STATEMENT OF PASSENGERS CARRIED, PASSENGER MILES, FREIGHT CARRIED, TON MILES,
AND TAXES ASSESSED AUTOMOBILE LINES OPERATING IN THE STATE OF UTAH, FROM
DECEMBER 1st 1928 TO DECEMBER 1st 1929.
RECAPITULATION.

	Total Passengers Carried	Passengers Miles Hard Surface		Tax	Passenger Miles Other		Tax	Total Tax
Certificate Holders.....	866,109	10,065,050	25,162.81	10,880,396	10,880.57	36,043.38		
Non-Certificate Holders.....	30,085	1,654,963	4,137.46	718,665	718.67	4,856.13		
Total Passenger Lines.....	896,194	11,720,013	\$ 29,300.27	11,599,061	\$ 11,599.24	\$ 40,899.51		

	Total Tons Transported	Ton Miles Hard Surface		Tax	Ton Miles Other		Tax	Total Tax
Certificate Holders.....	38,984	879,011	\$ 5,863.80	1,054,374	\$ 2,639.30	\$ 8,503.10		
Non-Certificate Holders.....	36,765	659,508	4,394.24	597,988	1,493.34	5,887.58		
Total Freight Lines.....	75,749	1,538,519	\$ 10,258.04	1,652,362	\$ 4,132.64	\$ 14,390.68		

TOTAL TAXES ASSESSED:	
Total Passenger Lines.....	\$ 40,899.51
Total Freight Lines.....	\$ 14,390.68
Grand Total Taxes Assessed.....	\$ 55,290.19

STATISTICAL INFORMATION TAKEN FROM ANNUAL REPORTS OF AUTOMOBILE PASSENGER AND FREIGHT CERTIFICATE HOLDERS OPERATING IN THE STATE OF UTAH, YEAR ENDED DECEMBER 31, 1928.

Name of Line or Operator	Between	And Nature Investment	Total Revenues	Total Operating Deductions	Operating Income
Alta Stage & Truck Line	Salt Lake City	Alta	3,189.85	\$ 4,312.87	\$ 1,123.02—Red
Arrow Auto Line	Price	Hiawatha	13,660.61	13,810.74	150.13—Red
Bamberger Transportation Co.	Salt Lake City	Ogden	12,966.98	17,164.35	4,197.37—Red
Bartholomew, Jesse L.	Centerfield	Ephraim	8,000.00	1,120.97	7,879.03
Barton, J. Lowe	Paragonah	Cedar City	3,695.00	2,624.37	1,498.83
Barton & Lund Truck Line	Cedar City	St. George	17,669.79	16,527.24	8,115.44
Barton Truck Line	Salt Lake City	Tooele	6,922.30	11,619.71	8,115.44
Bingham Stage Lines Co.	Salt Lake City	Bingham	34,959.98	59,909.36	55,581.40
B. & O. Transportation Co.	Salt Lake City	Sandy, Murray	6,297.19	3,997.19	4,279.98
Brighton Stage Line	Salt Lake City	Brighton	3,400.00	1,594.33	5,568.04
Coleman, Alva L.	Salt Lake City	Heber City	4,775.00	10,165.25	1,569.85—Red
Dodge Stage Line	Price	Vernal	6,260.00	18,962.30	2,541.33
Duke, E. J.	Heber City	Vernal	3,135.00	2,170.00	3.58—Red
Eastern Utah Transportation Co.	Prices	Park City	29,386.66	40,938.52	660.05
Eureka-Dividend-Stage Line	Eureka	Vernal	5,200.00	1,486.80	9,173.79—Red
Eureka-Payson-Stage Line	Eureka	Payson	2,200.00	7,209.38	132.36—Red
Grantsville-Salt Lake Stage Line	Grantsville	Salt Lake City	4,714.00	5,199.70	4,119.16—Red
Hadley & Peterson	Garland	Salt Lake City	2,255.00	3,262.00	5,359.29
Hamblin, E. O., Truck Line	Cedar City	Hurricane	5,100.00	3,283.21	3,262.00
Hurricane Truck Line	Wattis	Hurricane	13,331.13	15,302.64	3,314.22
Lion Coal Co.	Salt Lake City	Price	1,090.00	1,331.69	178.44
Magna-Garfield Truck Line	Salt Lake City	Garfield	3,766.30	5,870.85	949.11—Red
Milne, Jos. J.	Cedar City	St. George	8,659.08	17,623.20	6,001.04
Moab Garage Company	Thompson	Monticello	45,599.81	23,423.30	130.19—Red
Murdock, R. C.	Millford	Beaver	8,303.00	14,681.51	12,810.81
Pickwick Stage Lines, Inc.	Salt Lake	Ut.-Ariz.	317,643.42	164,559.96	8,141.78—Red
Price-Emery Auto Line	Price	Emery	516.00	1,902.24	3,497.70
Price Transportation Co.	Price	Gibson	5,075.00	15,455.23	12,736.18
				14,152.73	80.02—Red
					1,282.50

STATISTICAL INFORMATION TAKEN FROM ANNUAL REPORTS OF AUTOMOBILE PASSENGER
AND FREIGHT CERTIFICATE HOLDERS OPERATING IN THE STATE OF UTAH, YEAR ENDED
DECEMBER 31, 1928.—(Continued)

Name of Line or Operator	Between	And Nature Investment	Total Operating Revenues	Total Operating Deductions	Operating Income
Salt Lake-Bingham Freight Line	Salt Lake City	Bingham	\$ 11,651.25	\$ 12,390.60	\$ 856.76—Red
Salt Lake-Fillmore Stage Line	Salt Lake City	Fillmore	6,000.00**	5,316.65	1,042.01—Red
Salt Lake-Ogden Transportation	Salt Lake City	Ogden	37,232.79	52,343.23	5,023.22
Salt Lake-Park City Stage Line	Salt Lake City	Park City	15,502.76	39,075.60	6,551.64—Red
Salt Lake-Transportation Co.	Salt Lake City	Various	275,543.46#	1,098.24	270.35—Red
Salt Lake-Tooele Stage Line	Salt Lake City	Tooele	10,000.20	21,918.41	25,096.00
Spring Canyon Stage Line	Helper	Mutual	6,600.00	6,979.25	3,877.59—Red
Sterling Transportation Co.	Salt Lake City	Vernal	27,345.81	49,854.09	53,063.04
Streepcr, Wells R.	Ogden	Garland	7,161.85	18,824.39	16,567.92
Utah Central Transfer Co.	Provo	Silver City	7,873.43	8,931.33	8,435.63
Utah Central Truck Line	Salt Lake City	Provo	29,969.62	21,617.99	20,919.43
Utah Idaho Central R. R. Co.	Ogden	Ut. Ida. St. L. P	28,947.69	44,930.39	1,206.32
Utah Parks Company	Cedar City	Scenic Points	1,922,026.20##	491,590.84	38,137.84
Wilson, John C.	Salt Lake City	Coalville	1,190.03	2,653.50	339.00—Red
Wilson, John C.	Ogden	Coalville	1,506.76	1,522.65	748.49—Red
TOTALS			\$2,963,672.09	\$1,304,921.44	\$1,251,096.04
					\$53,825.40

* P Denotes Passenger Line. F. Denotes Freight Line. E Denotes Express Line.

** For 9 months period ended December 31, 1928. ***Figure taken from 1927 report.

Investment shown is total for company. Revenues and expenses are for operations only under certificate granted by Commission.

Figures given are for operations in Utah and Arizona.

ELECTRIC LIGHT & POWER UTILITIES OPERATING IN UTAH—OPERATIONS FOR THE YEAR ENDED DECEMBER 31, 1928.

	Utah Power & Light Co.	Telluride Power Co.	Dixie Power Co.	Big Springs Power Co.	Bountiful Light & Power Co.
OPERATING REVENUES:					
Sales of Current.....	\$10,245,799.91	\$ 233,647.67	\$157,074.08	\$ 18,457.38	\$33,613.99
Other Revenues.....	205,426.13	16,789.91	5,864.66	783.31	1,065.23
Total Operating Revenues.....	\$10,451,226.04	\$ 250,437.58	\$162,938.74	\$ 19,240.69	\$34,679.22
OPERATING EXPENSES:					
Steam Power Generation.....	65,941.93	23,735.76	16,456.98	2,564.46	.....
Hydro Electric Generation.....	348,582.70	3,791.91	21,606.37	.....	12,476.28
Miscellaneous Production Expenses.....	501,600.00	12,163.46	3,190.70	307.38	.....
Transmission Expenses.....	209,933.15	19,792.40	6,645.10	1,251.44	5,157.64
Distribution Expenses.....	391,002.54	3,189.79	199.88	28.92	.....
Utilization Expenses.....	160,222.56	13,813.83	6,392.36	825.71	2,509.01
Commercial Expenses.....	324,739.06	5,287.82	325.90	94.60	.....
New Business Expenses.....	161,461.01	67,941.37	21,863.54	4,173.02	8,719.70
General and Miscellaneous Expenses.....	609,790.44	.....	17,277.69	.....	.....
Gas Power Generation.....	.....	.....	.....	.....	.....
Other Operating Expenses.....	155,245.57*	.....	.....	.....	.....
Total Operating Expenses.....	\$ 2,928,518.96	\$ 149,716.34	\$ 93,958.52	\$ 9,245.53	\$28,862.63
Total Accounts Uncollectible.....	52,049.09	1,292.75	652.91	75.00	.....
Taxes.....	1,419,291.38	19,711.26	10,595.21	1,552.64	1,168.27
Total Revenue Deductions.....	\$ 4,399,859.43	\$ 170,720.35	\$105,206.64	\$ 10,873.17	\$30,030.90
Operating Income.....	\$ 6,051,366.61	\$ 79,717.23	\$ 57,732.10	\$ 8,367.52	\$ 4,648.32
Plant Rental.....	615,890.29	.....	.....	.....	.....
Operating Income for Return.....	\$ 5,435,476.32	\$ 79,717.23	\$ 57,732.10	\$ 8,367.52	\$ 4,648.32
Investment in Fixed Capital.....	\$78,277,485.55	\$1,415,201.48	\$922,505.30	\$100,269.29	\$86,178.31

*Auxiliary Operations

**ELECTRIC LIGHT & POWER UTILITIES OPERATING IN UTAH—OPERATIONS FOR THE YEAR
ENDED DECEMBER 31, 1928.**

	Western States Utilities Co.	Pahvant Power & Light Co.	Uintah Power & Light Co.	Swan Creek Electric Co.	Electric Power & Milling Co.	Goshen Electric Company
OPERATING REVENUES:						
Sales of Current.....	\$19,011.36	\$30,629.37	\$ 37,692.12	\$ 6,668.41	\$ 5,360.10	\$ 4,639.40
Other Revenues.....	497.28	2,882.41	.....	.....	499.00	.....
Total Operating Revenues.....	\$19,508.64	\$33,511.78	\$ 37,692.12	\$ 6,668.41	\$ 5,859.10	\$ 4,639.40
OPERATING EXPENSES:						
Hydro-Electric Generation.....	.....	.....	.....	2,731.67	.....	.....
Miscellaneous Production Expenses.....	6,225.94	19,523.44	.....	.....	.....	1,584.02
Transmission Expenses.....	.....	2,559.23	.....	300.45	.....	.....
Distribution Expenses.....	830.12	2,931.23	.....	1,190.99	.....	1,937.00
Utilization Expenses.....	133.73	285.03	.....	.....	.....	.....
Commercial Expenses.....	1,460.34	1,621.09	.....	.....	.....	.....
New Business Expenses.....	263.84	312.05	.....	.....	.....	.....
General and Miscellaneous Expenses.....	4,817.74	2,544.68	26,940.58	1,942.99	5,582.53	554.40
Total Operating Expenses.....	\$13,731.71	\$29,776.75	\$ 26,940.58	\$ 6,166.10	\$ 5,582.53	\$ 4,075.42
Total Accounts Uncollectible.....	.....	.....	994.13	.....	.....	50.00
Taxes.....	839.66	452.62	3,320.09	105.11	238.03	100.00
Total Revenue Deductions.....	\$14,571.37	\$30,229.37	\$ 31,254.80	\$ 6,271.21	\$ 5,820.56	\$ 4,225.42
Operating Income, for Return.....	\$ 4,937.27	\$ 3,282.41	\$ 6,437.32	\$ 397.20	\$ 38.54	\$ 413.98
Investment in Fixed Capital.....	\$45,667.71	\$94,243.58*	\$336,357.14	\$29,000.00	\$15,000.00	\$11,360.00

*Figure taken from report of Pahvant Power Co., Lessor.

**GAS UTILITIES OPERATING IN THE STATE OF UTAH—OPERATIONS FOR THE YEAR ENDED
DECEMBER 31, 1928.**

	Utah Gas & Coke Co. Salt Lake City	Utah Power & Light Co. Ogden*	Ogden Gas Co. Ogden**	Utah Valley Gas & Coke Co., Provo
OPERATING REVENUES:				
Metered Sales to General Customers.....	\$ 658,163.67	\$ 44,800.71	\$ 52,443.99	\$ 71,184.27
Merchandise and Miscellaneous	6,839.71—Red	2,700.68	1,316.52	6,738.11
Total Operating Revenues	\$ 651,323.96	\$ 47,501.39	\$ 53,760.51	\$ 77,922.38
OPERATING EXPENSES:				
Operation—Gas Production	260,781.84	41,608.63	33,329.32	61.05
Maintenance—Gas Production	16,359.99	2,173.39—Cr.	1,441.25	28.30
Residuals, Miscellaneous Production, Etc.	92,133.09	12,074.13—Cr.	10,184.65—Cr.	389.70—Cr.
Transmission and Distribution Expenses..	40,193.72	4,643.64	3,768.80	5,885.66
Commercial Expenses	32,135.84	3,814.13	4,071.48	4,432.94
New Business Expenses	33,202.22	553.83	3,267.55	8,925.50
Depreciation				
General and Miscellaneous Expenses	56,598.07	8,252.60	7,244.51	15,286.07
Gas Purchased				17,974.74
Total Operating Expenses	\$ 347,138.59	\$ 44,625.31	\$ 42,938.26	\$ 52,204.56
Uncollectible Accounts	3,334.07	210.31	282.99	231.77
Taxes	66,654.87	#	5,621.57	2,951.67
Total Revenue Deductions	\$ 417,127.53	\$ 44,835.62	\$ 48,842.82	\$ 55,388.00
Operating Income	\$ 234,196.43	\$ 2,665.77	\$ 4,917.69	\$ 22,534.38
Fixed Capital at End Of Year	\$6,426,567.68	#	\$1,091,122.04	\$686,919.99

* For six months period ended June 30, 1928.

** For six months period ended December 31, 1928. Gas Plant purchased from Utah Power & Light Co. July 1, 1928.

Included in system report as a whole of Utah Power & Light Co. to the Commission. Gas department valuation not separately made.

**ELECTRIC RAILROAD UTILITIES—OPERATIONS WITHIN THE STATE OF UTAH, YEAR ENDED
DECEMBER 31, 1928.**

	Bamberger Electric R. R. Co.	Salt Lake & Utah R. R. Co.	Salt Lake-Garfield & Western R. R. Co.	Utah-Idaho Central	R. R. Co.
RAILWAY OPERATING REVENUES:					
Total Revenue from Transportation.....	\$ 552,644.84	\$ 640,042.73	\$ 124,665.53	\$ 721,126.24	\$ 721,126.24
Total Revenue from other Railway Operations.....	7,151.17	14,394.93	1,661.54	61,798.61	61,798.61
Total Operating Revenues.....	\$ 559,796.01	\$ 654,437.66	\$ 126,327.07	\$ 782,924.85	\$ 782,924.85

RAILWAY OPERATING EXPENSES:

Way and Structures	89,380.17	123,667.03	10,403.94	109,084.05	109,084.05
Equipment	52,136.39	61,809.44	24,427.05	66,102.48	66,102.48
Power	58,420.34	81,397.97	16,121.38	86,721.81	86,721.81
Conducting Transportation.....	68,858.20	136,002.19	17,005.68	187,572.80	187,572.80
Traffic	20,662.09	32,212.81	7,501.22	12,686.63	12,686.63
General and Miscellaneous	149,167.34	201,979.62	13,712.05	110,063.19	110,063.19
Transportation for Investment—Cr.....		1,620.00—Red	.....	416.43—Red	416.43—Red
Total Operating Expenses	\$ 438,624.53	\$ 635,449.06	\$ 89,171.32	\$ 571,814.53	\$ 571,814.53
Net Revenue—Railway Operations	\$ 121,171.48	\$ 18,988.60	\$ 37,155.75	\$ 211,110.32	\$ 211,110.32
Taxes Assignable to Railway Operations ..	37,065.01	43,474.17	5,919.35	53,330.96	53,330.96
Operating Income	\$ 84,106.47	\$ 24,485.57—Red	\$ 6,947.36	\$ 157,779.36	\$ 157,779.36
Total Mileage Operated	36.25	76.10	16.73	157.39	157.39
Operating Ratio—Oper. Expenses to Oper. Rev.	78.37%	97.10%	70.587%	73.035%	73.035%

*After Auxiliary Operations.

BINGHAM AND GARFIELD RAILWAY COMPANY
Operations within the State of Utah—Entire Line.
Year ended December 31, 1928.

RAILWAY OPERATING REVENUES:

	Total
Rail Line Transportation Revenues	\$474,851.31
Incidental Operating Revenues	8,140.99
Joint Facility Operating Revenues	
Total Operating Revenues.....	<u>\$482,992.30</u>

RAILWAY OPERATING EXPENSES:

Maintenance of Way and Structures	107,452.41
Maintenance of Equipment	82,048.33
Traffic	17,309.63
Transportation Rail Line Expenses	122,625.36
Miscellaneous Operating Expenses	1,475.50
General Expenses	53,005.02
Transportation for Investment—Cr.	
Total Railway Operating Expenses	<u>\$383,916.25</u>
Net Operating Revenues	99,076.05
Operating Ratio-Oper. Exp. to Oper. Rev.	79.5%
Average Mileage of Road operated	33.61

AVERAGES PER MILE OF ROAD:

Operating Revenues	\$ 14,379.05
Operating Expenses	11,429.48
Net Operating Revenues	2,949.57
Utah Taxes Other Than U. S. Government-1928	\$ 54,831.65

THE DENVER & RIO GRANDE WESTERN RAILROAD CO.

Operations Within the State of Utah, Year ended December 31, 1928.

On Interstate Traffic On Intrastate Traffic

RAILWAY OPERATING REVENUES:

	Total
Rail Line Transportation Revenues	\$11,248,780.71
Incidental Operating Revenues	235,901.02
Joint Facility Operating Revenues	33,351.40

Total Operating Revenues\$11,518,033.13

RAILWAY OPERATING EXPENSES:

Maintenance of Way and Structures	2,004,580.70
Maintenance of Equipment	2,008,087.77
Traffic	222,775.91
Transportation Rail Line Expenses	3,251,694.53
Miscellaneous Operating Expenses	172,747.18
General Expenses	337,972.99
Transportation For Investment—Cr.	42,404.73

Total Railway Operating Expenses\$7,955,454.35

NET OPERATING REVENUES\$3,562,578.78

Operating Ratio—Oper. Exp. to Oper. Rev... 69.07%

Average Mileage of Road Operated 689.85

AVERAGES PER MILE OF ROAD:

Operating Revenues	\$ 16,708.30
Operating Expenses	11,540.35
Net Operating Revenues	5,167.95
Utah Taxes, other than U. S. Government-1928	637,800.00

Not Compiled

LOS ANGELES AND SALT LAKE RAILROAD CO.
 Operations Within the State of Utah, Year Ended December 31, 1928.

RAILWAY OPERATING REVENUES:	Total	On Interstate Traffic	On Intrastate Traffic
Rail Line Transportation Revenues	\$10,167,046.85	\$ 7,992,786.18	\$ 2,174,260.67
Incidental Operating Revenues	696,008.37	207,962.39	488,045.98
Joint Facility Operating Revenues	41,424.55	.....	41,424.55
Total Operating Revenues	\$10,904,479.77	\$ 8,200,748.57	\$ 2,703,731.20

RAILWAY OPERATING EXPENSES:

Maintenance of Way and Structures	1,808,632.22
Maintenance of Equipment	1,744,091.51
Traffic	377,304.78
Transportation Rail Line Expenses	3,108,301.70
Miscellaneous Operating Expenses	543,224.54
General Expenses	377,233.97
Transportation for Investment—Cr. ....	.....

Total Railway Operating Expenses	\$ 7,958,788.72
NET OPERATING REVENUES	\$ 2,945,691.05
Operating Ratio—Oper. Exp. to Oper. Rev.	72.99%
Average Mileage of Road Operated	570.33

AVERAGES PER MILE OF ROAD:

Operating Revenues	18,197.30
Operating Expenses	13,119.32
Net Operating Revenues	5,077.98
Utah Taxes, Other than U. S. Gov't.-1928.....	459,251.93

OREGON SHORT LINE RAILROAD CO.

Operations Within the State of Utah, Year Ended December 31, 1928.

RAILWAY OPERATING REVENUES:	Total	On Interstate Traffic	On Intrastate Traffic
Rail Line Transportation Revenues	\$ 9,718,227.01	\$ 8,982,173.70	\$ 736,053.31
Incidental Operating Revenues	90,264.34	90,264.34	.....
Joint Facility Operating Revenues	1,526.77	1,526.77	.....
Total Operating Revenues	<u>\$ 9,810,018.12</u>	<u>\$ 9,073,964.81</u>	<u>\$ 736,053.31</u>
RAILWAY OPERATING EXPENSES:			
Maintenance of Way and Structures	844,168.50		
Maintenance of Equipment	928,659.36		
Traffic	99,773.90		
Transportation Rail Line Expenses	1,651,477.35		
Miscellaneous Operating Expenses	116,441.40		
General Expenses	228,153.04		
Transportation For Investment—Cr.	1,906.26		
Total Railway Operating Expenses	<u>\$ 3,866,767.29</u>		
NET OPERATING REVENUES	<u>\$ 5,943,250.83</u>		
Operating Ratio—Oper. Exp. to Oper. Rev	39.42%		
Average Mileage of Road Operated	244.33		
AVERAGES PER MILE OF ROAD:			
Operating Revenues	40,150.69		
Operating Expenses	15,826.00		
Net Operating Revenues	24,324.69		
Utah Taxes, Other than U. S. Gov't.-1928	348,199.37		

SOUTHERN PACIFIC COMPANY

Operations Within the State of Utah, Year Ended December 31, 1928.

	Total	On Interstate Traffic	On Intrastate Traffic
RAILWAY OPERATING REVENUES:			
Rail Line Transportation Revenues	\$ 6,491,644.18*	\$ 6,195,553.32	\$ 115,170.74
Incidental Operating Revenues	107,842.51*	101,564.54	584.58
Joint Facility Operating Revenues	32,687.04	.....	32,687.04
Total Operating Revenues	\$ 6,632,173.73*	\$ 6,297,117.86	\$ 148,442.36
RAILWAY OPERATING EXPENSES:			
Maintenance of Way and Structures	615,237.97		
Maintenance of Equipment	803,178.59		
Traffic	112,196.75		
Transportation Rail Line Expenses	1,653,053.97		
Transportation Water Line Expenses	4,622.06		
Miscellaneous Operating Expenses	100,472.52		
General Expenses	179,373.55		
Transportation for Investment—Cr.....	20,500.54		
Total Railway Operating Expenses	\$ 3,447,634.87		
NET OPERATING REVENUES	\$ 3,184,538.86		
Operating Ratio—Oper. Exp. to Oper Rev.....	51.98%		
Average Mileage of Road Operated	259.52		
AVERAGES PER MILE OF ROAD:			
Operating Revenues	25,555.54		
Operating Expenses	13,284.66		
Net Operating Revenues	12,270.88		
Utah Taxes, Other than U. S. Gov't.-1928.....	\$ 266,292.62		

*Includes operating revenues that cannot be allocated to either Interstate or Intrastate traffic.

UNION PACIFIC RAILROAD CO.

Operations Within the State of Utah, Year Ended December 31, 1928.

RAILWAY OPERATING REVENUES:	Total	
Rail Line Transportation Revenues	\$ 4,730,461.27	
Incidental Operating Revenues	75,010.04	
Joint Facility Operating Revenues	5,850.18	
Total Operating Revenues	\$ 4,811,321.49	
RAILWAY OPERATING EXPENSES		
Maintenance of Way and Structures	428,564.92	
Maintenance of Equipment	788,816.16	
Traffic	70,331.89	
Transportation Rail Line Expenses	1,066,700.08	
Miscellaneous Operating Expenses	71,792.05	
General Expenses	130,121.84	
Transportation for Investment—Cr.	1,403.61	
Total Railway Operating Expenses	\$ 2,554,923.33	
NET OPERATING REVENUES	\$ 2,256,398.16	
Operating Ratio—Oper. Exp. to Oper. Rev.	53.10%	
Average Mileage of Road Operated	110.16	
AVERAGES PER MILE OF ROAD:		
Operating Revenues	43,675.76	
Operating Expenses	23,192.84	
Net Operating Revenues	20,482.92	
Utah Taxes, Other than U. S. Gov't.-1928	\$ 232,889.98	
		On Interstate Traffic
	\$ 4,397,319.14	\$ 333,142.13
	75,010.04	
	5,850.18	
	\$ 4,478,179.36	\$ 333,142.13

UTAH RAILWAY COMPANY

Operations Within the State of Utah, Year Ended December 31, 1928.

RAILWAY OPERATING REVENUES:	Total	On Interstate Traffic	On Intrastate Traffic
Rail Line Transportation Revenues	\$ 1,795,907.22	\$ 847,195.91	\$ 948,711.31
Incidental Operating Revenues	1,506.01	.....	1,506.01
Joint Facility Operating Revenues	.....	.....	.....
Total Operating Revenues	\$ 1,797,413.23	\$ 847,195.91	\$ 950,217.32
RAILWAY OPERATING EXPENSES:			
Maintenance of Way and Structures	323,672.29		
Maintenance of Equipment	445,484.66		
Traffic	4,581.10		
Transportation Rail Line Expenses	381,080.86		
Miscellaneous Operating Expenses	.....	
General Expenses	69,007.38		
Transportation for Investment—Cr.	.....	
Total Railway Operating Expenses	\$ 1,223,826.29		
NET OPERATING REVENUES	\$ 573,586.94		
Operating Ratio—Oper. Exp. to Oper. Rev.	68.09%		
Average Mileage of Road Operated	111.03		
AVERAGES PER MILE OF ROAD:			
Operating Revenues	16,188.53		
Operating Expenses	11,022.48		
Net Operating Revenues	5,166.05		
Utah Taxes, Other than U. S. Gov't.-1928	\$ 81,992.56		

THE WESTERN PACIFIC RAILROAD CO.

Operations Within the State of Utah, Year Ended December 31, 1928.

RAILWAY OPERATING REVENUES:	Total	On Interstate Traffic	On Intrastate Traffic
Rail Line Transportation Revenues	\$ 2,357,463.56	\$ 2,172,723.46	\$ 184,740.10
Incidental Operating Revenues	69,271.79	17,620.12	51,651.67
Joint Facility Operating Revenues	4,404.84	.....	4,404.84
Total Operating Revenues	\$ 2,431,140.19	\$ 2,190,343.58	\$ 240,796.61
RAILWAY OPERATING EXPENSES:			
Maintenance of Way and Structures	379,907.19		
Maintenance of Equipment	377,054.74		
Traffic	91,370.17		
Transportation Rail Line Expenses	756,761.66		
Miscellaneous Operating Expenses	85,029.12		
General Expenses	70,441.38		
Transportation for Investment—Cr.	20,797.85		
Total Railway Operating Expenses	\$ 1,739,766.41		
NET OPERATING REVENUES	\$ 691,373.78		
Operating Ratio—Oper. Exp. to Oper. Rev.	71.56%		
Average Mileage of Road Operated	143.72		
AVERAGES PER MILE OF ROAD:			
Operating Revenues	16,915.81		
Operating Expenses	12,105.25		
Net Operating Revenues	4,810.56		
Utah Taxes, Other than U. S. Gov't. 1928	\$ 113,996.27		

SMALL STEAM RAILROADS OPERATING IN THE STATE OF UTAH, OPERATIONS FOR THE YEAR ENDED DECEMBER 31, 1928.

	The Uintah Railway Co.	Tooele Valley Railway Co.	Carbon County Railway Co.	Eureka Hill Railway Co.#	Deep Creek R. R. Co.	St. John & Ophir Railroad Co.#
RAILWAY OPERATING REVENUES:						
Rail Line Transportation Revenues	\$460,419.90	\$284,116.88	\$91,493.52	\$12,887.00	\$11,116.97	\$ 3,101.83
Incidental Operating Revenues	13,914.32	4,087.01	2.00		296.09	915.70
Joint Facility Operating Revenues						
Total Railway Operating Revenue	\$474,334.22	\$288,203.89	\$91,495.52	\$12,887.00	\$11,413.06	\$ 4,017.53

RAILWAY OPERATING EXPENSES:

Maintenance of Way and Structures	\$120,624.85	\$ 28,119.66	\$16,400.97	\$ 2,420.80	\$ 2,091.02	\$11,496.42
Maintenance of Equipment	85,512.51	40,860.86	3,133.34	1,579.85	1,469.74	4,991.62
Traffic	2,738.17	4,986.97	2,167.53		132.78	
Transportation Rail Line Expenses	97,601.15	153,970.70	17,469.27	5,176.88	7,017.88	6,255.00
Miscellaneous Operating Expenses	15,108.23					
General Expenses	74,943.03					
Transportation for Investment—Cr.		17,804.85	10,203.20	3,354.84	1,985.02	1,257.62

Total Railway Operating Expenses	\$396,527.94	\$245,743.04	\$49,374.31	\$12,532.37	\$12,696.44	\$24,000.66
Net Revenue from Railway Operations	\$ 77,806.28	\$ 42,460.85	\$42,121.21	\$ 354.63	\$ 1,283.38-R	\$19,983.13-R
Railway Tax Accruals	24,720.85	4,366.51	2,139.60		5,027.65	627.60
RAILWAY OPERATING INCOME	\$ 52,828.79*	\$ 38,060.75*	\$39,981.61	\$ 354.63	\$ 6,311.03-R	\$28,101.19-R*
Total Line operated at end of Year (Miles)....	67.96**	8.70	6.10	7.00	47.15	8.92

* Denotes operations were suspended during year 1928, by permission of P. U. C. U.

* Allowance made for uncollectible operating revenues.

**Total line in Utah and Colorado.

R-Denotes deficit, or loss.

**STREET RAILWAYS UTILITIES—OPERATIONS WITHIN THE STATE OF UTAH, YEAR
ENDED DECEMBER 31, 1928.**

	Utah Light & Traction Co.	Utah Rapid Transit Co.
RAILWAY OPERATING REVENUES:		
Revenue from Transportation.....	\$1,758,742.31	\$222,463.40
Revenue from other Railway Operations.....	11,141.23	1,443.62
Total Operating Revenues	\$1,769,883.54	\$223,907.02
 RAILWAY OPERATING EXPENSES		
Way and Structures	178,786.58	23,585.74
Equipment	177,431.92	27,432.77
Power	249,650.25	31,454.83
Conducting Transportation	450,798.00	82,191.24
Traffic	25,779.83	2,347.23
General and Miscellaneous	190,148.53	32,692.96
Transportation For Investment-Cr.....	1,579.42-Red	.....
Total Operating Expenses	\$1,271,015.69	\$199,704.77
Net Revenue, Railway Operations	\$ 498,867.85	\$ 24,202.25
Taxes Assignable to Railway Operations.....	100,581.94	6,238.06
 OPERATING INCOME		
Operating Ratio-Oper. Exp. to Oper. Rev.....	77.5 %	89.191 %
Total Miles of road operated at close of year.....	102.50	38.17

**THE MOUNTAIN STATES TELEPHONE
& TELEGRAPH COMPANY, OPERATIONS
WITHIN THE STATE OF UTAH, YEAR ENDED
DECEMBER 31, 1928.**

REVENUES:

Telephone Operating Revenues	\$ 3,154,172.57
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**OPERATING EXPENSES
AND DEDUCTIONS**

Commercial Expenses	\$ 295,227.24
Compensation Net	14,658.65
Maintenance Expenses	917,076.07
Traffic Expenses	740,380.84
General Expense	137,636.35
Uncollectible Operating Revenues	11,693.14
Taxes	306,500.13
Non-Operating Revenues	10,707.74 *
Rent and Other Deductions	24,648.32

Total Operating Expenses and Deductions	\$ 2,437,113.00
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OPERATING INCOME	\$ 717,059.57
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FIXED CAPITAL ACCOUNTS**TANGIBLE**

Exchange Plant	\$ 8,630,524.24
Toll Plant	1,842,344.14

Total Physical Plant	\$10,472,868.38
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**INTANGIBLES AND
MISCELLANEOUS**

Going Value	\$ 744,380.90
Interest During Construction ..	377,450.09
Estimated Working Capital	467,504.43

Total Intangibles and Miscellaneous	\$ 1,589,335.42
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TOTAL FIXED CAPITAL ACCOUNTS	\$12,062,203.80
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*Denotes Credit.

STATISTICAL INFORMATION TAKEN FROM ANNUAL REPORTS OF SMALL TELEPHONE UTILITIES OPERATING IN THE STATE OF UTAH, YEAR ENDED DECEMBER 31, 1928.

NAME OF TELEPHONE CO.	LOCATION	NO. OF CUSTOMERS	INVESTMENT AT END OF YEAR	GROSS REVENUES	TOTAL OPERATING DEDUCTIONS	OPERATING INCOME
Bear River Valley Telephone Co.....	Tremonton, Utah	535	\$ 50,930.74	\$ 19,723.14	\$ 16,699.29	\$ 3,023.85
Big Springs Power Co.....	Fountain Green, Utah	125	4,036.57	1,773.91	1,746.42	27.49
Castle Dale Telephone Co.....	Castle Dale, Utah.....	70	2,211.75	1,426.82	1,392.31	34.51
Fairview Telephone Co.....	Fairview, Utah	#	8,000.00	2,871.00	2,871.00	
Garfield County Tel. & Tel. Co.....	Panguitch, Utah	108*	26,190.00	9,049.79	6,765.23	2,284.56
Gunnison Telephone Co.....	Gunnison, Utah	250	24,582.40	4,998.89	4,073.44	925.45
Kamas-Woodland Telephone Co.....	Kamas, Utah	99	10,000.00	3,754.00	3,779.00	25.00-Red
Manti Telephone Co.....	Manti, Utah	400	15,000.00	9,553.31	7,722.60	1,830.71
Midland Telephone Co.....	Moab, Utah	213	28,925.78	11,591.61	9,893.81	1,697.80
Millard County Tel. & Tel. Co.....	Fillmore, Utah	183	39,239.96	9,761.61	8,492.72	1,268.89
Moroni Telephone Co.....	Moroni, Utah	135	5,060.62	2,528.36	2,943.45	415.09-Red
North Logan Telephone Co.....	North Logan, Utah	36	8,190.19	2,680.98	1,926.36	754.62
Peoples Telephone Co.....	Fillmore, Utah	254	48,990.66	16,047.78	14,340.08	1,707.70
Salina Telephone Co.**	Salina, Utah	131	7,300.30	7,027.69	6,828.02	199.67
Southern Utah Telephone Co.....	St. George, Utah	364	32,648.38	15,579.91	14,526.94	1,052.97
Uintah Telephone Co.....	Vernal, Utah	557	111,581.47	42,011.10	30,751.74	11,259.36
Utah-Wyoming Independent Tel. Co.	Randolph, Utah	121	9,364.00	3,902.99	3,226.35	676.64
TOTALS		3,581	\$432,252.82	\$164,282.89	\$137,978.76	\$26,304.13

Not Given.

* 1927 Figure.

**For 10 months period ended November 1, 1928.

STATISTICAL INFORMATION TAKEN FROM ANNUAL REPORTS OF SMALL WATER UTILITIES OPERATING IN THE STATE OF UTAH, YEAR ENDED DECEMBER 31, 1928.

NAME OF WATER UTILITY	LOCATION	NO. OF CUSTOMERS	INVESTMENT AT END OF YEAR	GROSS REVENUES	TOTAL OPERATING DEDUCTIONS	OPERATING INCOME
Birch Creek Canyon Water Co.....	Ogden, Utah	134	\$ 20,000.00	\$ 1,553.45	\$ 2,114.61	\$ 561.16
Echo Water System Co.	Echo, Utah	19	2,125.00	237.00	103.40	133.60
Independent Water Co.	Copperfield, Utah	45	25,000.00	1,583.00	1,660.20	77.20
Layton Water System	Layton, Utah	180	51,415.95	4,445.30	2,428.58	2,016.72
Mammoth Mining Co.	Mammoth, Utah	122	31,684.74	7,028.88	9,114.44	2,085.56
Miller Ditch Co.	Murray, Utah	76	11,834.98	763.60	500.80	262.80
Moab Pipe Line Co.	Moab, Utah	162	12,541.89	3,340.84	2,735.33	605.51
Pioneer Water Co.	Manti, Utah	48	3,000.00	426.47	261.06	165.41
Pleasant Green Water Co.....	Magna, Utah	758	57,239.07	12,658.24	8,568.33	4,089.91
Riverton Pipe Line Co.	Riverton, Utah	221	39,261.18	7,113.98	2,339.26	4,774.72
Ukon Water Co.	Garland, Utah	86	60,199.35	161.10	140.08	21.02
TOTALS		1,851	\$314,302.16	\$ 39,311.86	\$ 29,966.09	\$ 9,345.77

INDEX

	Case No.	Page
ABERCROMBIE, D. P., and Henry I. Moore, Rec. for Salt Lake & Utah R. R. Co., Compl. vs Utah Idaho Central R. R. Co. and P. H. Mulcahy, Rec., Bamberger Electric R. R. Co. and Utah Railway Co., Def.....	928	15
ABERCROMBIE, D. P., and Henry I. Moore, Rec. for Salt Lake & Utah R. R. Co., appn. to construct, maintain, and operate a standard gauge railroad spur track on Center Street and Third West Street, in Provo, Utah.....	1086	117
ABERCROMBIE, D. P., Rec. for Salt Lake & Utah R. R. Co., appn. to operate an auto passenger, express and baggage line between Salt Lake City and Payson, Utah, and intermediate points.....	1136	229
ABERCROMBIE, D. P., Rec. for Salt Lake & Utah R. R. Co., appn. to have Certificate of Convenience and Necessity No. 286, issued to T. W. Boyer, Trustee, cancelled and revoked.....	1146	242
ALTA Auto Bus & Stage Co., appn. to transfer to Elbert G. Despain all its right, title and interest in the auto passenger and freight line between Salt Lake City and Alta, Utah.....	867	13
AUTOMOBILE freight and passenger lines, statistical information pertaining to.....	"	252-260
AUTOMOBILE Permits issued by the Commission during the year 1929.....		251
BAMBERGER Electric R. R. Co., et al., def. vs Henry I. Moore and D. P. Abercrombie, Rec. for Salt Lake & Utah R. R. Co., Compl.....	928	15
BAMBERGER Electric R. R. Co., et al., appn. to establish new rule covering shipments held for surrender of bill-of-lading.....	1097	133, 140
BARKER, Willard, appn. to operate an auto freight and express line between Marysvale, Piute County, Utah and Escalante, Garfield County, Utah, and intermediate points.....	1069	91
BARTHOLOMEW, Jesse L., appn. to operate an auto passenger bus line between Centerfield and Ephraim, Utah, and intermediate points.....	1022	68
BARTON, A. R., and L. R. Lund, appn. to operate freight trucks for hire from Cedar City and St. George to the Utah National Parks, and the Utah-Arizona and Utah-Nevada State lines, and all intermediate points.....	1120	198, 201
BARTON, A. R., and L. R. Lund, appn. to transfer from E. O. Hamblin the rights accruing to him by reason of Certificate of Convenience and Necessity No. 294, auto freight line between Cedar City and St. George, Utah.	1144	235, 240

280 REPORT OF PUBLIC UTILITIES COMMISSION

	Case No.	Page
BARTON, J. Lowe, appn. to withdraw from and the Utah Parks Co., a Corp., to assume the operation of passenger bus line between Paragonah and Cedar City, Utah.....	1145	240
BONNEVILLE Land & Water Co., et al., Def. vs St. Joseph Water & Irrigation Co., Compl.....	1129	217
BOWMAN, Harold I., appn. to operate an auto freight and passenger line between Marysvale and Kanab, Utah, and intermediate points.....	1047	50, 76
BOYER, T. W., Trustee, appn. to operate an auto passenger bus line between Payson and Salt Lake City, Utah, to connect with auto bus line operating between Payson and Eureka, Utah.....	1084	114
BOYER, T. W., Trustee, appn. to transfer the rights accruing by reason of Certificate of Convenience and Necessity No. 286.....	1143	239
BROWN, F. N., Charles E. Tribe, and Andrew Child, Co-partners, appn. to operate an auto freight and express line between Ogden and Kamas, Utah, and intermediate points, under the name of Weber Transportation Co.....	1100	143, 147
CERTIFICATES of Convenience and Necessity issued during Year 1929.....		250
CHARLES, L. G., appn. to operate an auto passenger bus line between Payson and Richfield, Utah, and intermediate points.....	1023	72
CHILD, Andrew, Charles E. Tribe and F. N. Brown, Co-partners, appn. to operate an auto freight and express line between Ogden and Kamas, Utah, and intermediate points, under the name of Weber Transportation Co.....	1100	143, 147
COMMON Carriers by Railroad, In Re Petition, for an increase in their Revenues, Ex Parte 87.....	816	9
CONSOLIDATED Truck Lines, A Corp., appn. to operate an auto freight and express line between Salt Lake City and Marysvale, Utah, and intermediate points excluding intermediate points between Salt Lake City and Payson, Utah.....	1065	51, 89
COPE, J. Austin, appn. to operate an auto freight line between Marysvale and Henrieville, Utah, via Bryce Canyon, Tropic, and Cannonville, Utah.....	1082	112
CRAWFORD, Ira C., P. B. Steele and C. D. Judd, appn. to operate an auto passenger bus line between Marysvale, Kanab, and the Utah Arizona State Line, and intermediate points.....	1058	51, 83
DALLEY, Maeser, Joe Farnsworth and B. E. Farnsworth, co-partners, appn. to operate an auto passenger and express line between Cedar City, Utah, and the Utah-Arizona State Line, serving intermediate points in Kane County, Utah.....	1067	89

	Case No.	Page
DEBERRY, Lloyd M. & Dale C. DeBerry, appn. to operate an electric lighting system at Bicknell, Utah.....	1040	74
DELL, Vedo, appn. to operate an auto freight line between Salt Lake City, Thistle, and points in Carbon County.....	1141	234
DENNING, L. B. and John McFadyen, appn. to construct, maintain, and operate gas distributing plants or systems for the purpose of supplying gas for light, heat, power and other purposes, to the Counties of Salt Lake, Tooele, Davis and Weber, in the State of Utah, to the Cities of Ogden, Kaysville, Farmington, Bountiful, Murray, and Tooele, and the Towns of Layton, Clearfield, and Centerville, in the State of Utah, and the inhabitants thereof.....	1061	84, 88
DENNING, L. B. and John McFadyen, appn. to construct, maintain, and operate gas distributing plants or systems for the purpose of supplying gas for light, heat, power and other purposes, to Salt Lake City, Midvale City, Summit County and Daggett County, in the State of Utah, and to the inhabitants thereof.....	1066	84, 89
DENVER & Rio Grande Western R. R. Co., The, appn. to close its station agency at Spring City, Utah.....	1027	72
DENVER & Rio Grande Western R. R. Co., The, appn. to discontinue operation of passenger trains Nos. 409 and 410, between Springville and Silver City, Utah.....	1071	95
DENVER & Rio Grande Western R. R. Co., The, appn. to curtail and change certain train service on its Marysvale Branch.....	1073	51, 101
DENVER & Rio Grande Western R. R. Co., The, appn. to establish new rule covering shipments held for surrender of bill-of-lading.....	1095	133, 140
DENVER & Rio Grande Western R. R. Co., The, a Corp., appn. to close its station agency at Silver City, Utah.....	1103	150
DENVER & Rio Grande Western R. R. Co., The, appn. to adjust certain class and commodity rates in its Tariff 4975-D, P. U. C. U. No. 42.....	1135	228
DIXIE Power Co., a Corp., Def. vs E. H. Shull, Jr Compl.....	1017	49
DIXIE Power Co., appn. to construct an hydro-electric generating plant on the Virgin River near the Town of La Verkin, in Washington County, State of Utah.....	1054	77
DIXIE Power Co., appn. to adjust its rates.....	1079	106

282 REPORT OF PUBLIC UTILITIES COMMISSION

	Case No.	Page
DIXIE Shearing Plant, appn. to operate freight trucks for hire over the public highway between Cedar City and St. George, Utah.....	1118	195
DUNDAS, Roy N, and J. M. Goethe, appn. to operate an auto freight and express line between Salt Lake City and Park City, Utah.....	1078	103
EASTERN Utah Transportation Co., appn. to publish rates.....	1081	109
ELECTRIC Light & Power Utilities, statistical information taken from annual reports.....		261-262
ELECTRIC Railroad Utilities, statistical information taken from annual reports.....		264
EWING, Orman W., appn. to construct, maintain, and operate a pipe line for the transportation and distribution of natural gas to the City of Vernal, Utah.....	1007	41
FARNSWORTH, Joe, B. E Farnsworth and Maeser Dalley, co-partners, appn to operate an auto passenger and express line between Cedar City, Utah, and the Utah-Arizona State Line, serving intermediate points in Kane County, Utah.....	1067	89
FERRIN, Virgil L., appn. to withdraw from and Wallace M. White to assume operation of auto freight line between Ogden and Kamas, Utah, with Willis P. White, under the firm name of the White Trucking Co.....	1052	76
FILLMORE City, Certain consumers of electric power and light in, Compl. vs Telluride Power Co., a Corp Def.....	1094	138
FINANCES of Commission.....		6-7
FISH Lake Resort Co., a Corp., appn. to operate an auto passenger and express line from Richfield, Utah, to Fish Lake, Utah, and intermediate points.....	1122	202
FORBES Brothers, a co-partnership consisting of W. J. and R. T. Forbes, appn. to operate an auto freight line between Salt Lake City, Beaver, Parowan, Cedar City, and Kanab, Utah.....	1105	155
GARDNER, Vern, and Delbert Riggs, appn. to operate an auto freight line between Salt Lake City and Kanab, Utah, and certain intermediate points.....	1034	50, 73
GAS Utilities, statistical information taken from annual reports.....		263
GEM State Transit Co., a Corp., appn. to operate an auto passenger, baggage, and express line between Salt Lake City and the Utah Idaho State Line over U. S. Highway No. 91.....	1130	219

	Case No.	Page
GOETHE, J. M., and Roy N. Dundas, appn. to operate an auto freight and express line between Salt Lake City and Park City, Utah.....	1078	103
GOMPH, F. W., Agent, Pacific Freight Tariff Bureau, appn. to establish new rule covering shipments held for surrender of bill-of-lading.....	1092	132
GOMPH, F. W., Agent, Pacific Freight Tariff Bureau, appn. to publish charges for cleaning and disinfecting cars.....	1102	148
GOMPH, F. W., Agent, Pacific Freight Tariff Bureau, appn. to amend estimated weights in Pacific Freight Tariff Bureau Circular No. 1-M, P. U. C. U. No. 46.....	1111	179
GRADE Crossing Permits issued during year 1929.....		248
GREAT Western Motorways, Inc., appn. to operate an auto passenger bus line between Nephi and Cove Fort, Utah, and intermediate points.....	1032	50, 73
GREAT Western Motorways, Inc., appn. to operate an auto bus line, for the transportation of passengers, baggage, and express over the Victory Highway between Salt Lake City and the Utah Nevada State Line, and over U. S. Highway No. 91 between Salt Lake City and Ogden, and over U. S. Highway No. 30 between Ogden and Utah Wyoming State Line, and all intermediate points.....	1053	77
GREAT Western Motorways, Inc., appn. to combine the service now rendered by the Southern Utah Stage Line Co. between St. George and Cedar City, Utah, with the service rendered by Great Western Motorways, Inc., between Salt Lake City and St. George, Utah, and certain intermediate points.....	1055	80
GREAT Western Motorways, Inc., by A. E. Southgate, Rec., and Pioneer Stages, Inc., appn. for assignment to the latter of Certificate of Convenience and Necessity No 318, heretofore issued to said Great Western Motorways, Inc., in Case 994.....	1087	120
HADLEY, W. E., and C. M. Peterson, appn. to operate an auto stage line between Garland, Tremonton, and Deweyville, Utah.....	478	8
HALES, W. H. and Loren Hales, appn. to operate auto trucks, for compensation, over the public highways between Ogden City and Salt Lake City, or either, and all points between and including Silver City, in Juab County, and Hinckley and vicinity, in Millard County.....	1108	165
HAMBLIN, E. O., appn. to operate freight trucks for hire from Cedar City and St. George, Utah to the Utah National Parks, and the Utah-Arizona and Utah-Nevada State Lines, and all intermediate points.....	1121	198, 202

	Case No.	Page
HAMBLIN, E. O., Def. vs J. J. Milne, Compl	1142	235
HAMBLIN, E. O., appn. to transfer the rights accruing to him by reason of Certificate of Convenience and Necessity No. 294, auto freight line between Cedar City and St. George, Utah, to A. R. Barton and L. R. Lund.....	1144	235, 240
HOUT, D. R., appn. to assume and J. C. Wilson to withdraw from the operation of auto passenger bus line between Coalville and Ogden, Utah.....	1098	140
HOUT, D. R., appn. to assume and J. C. Wilson to withdraw from operation of auto passenger bus line between Salt Lake City and Coalville, Utah.....	1131	219
HOUT, D. R., appn. to withdraw from and the Interstate Transit Lines, a Corp., to assume the operative rights of passenger bus line between Ogden and Coalville, Utah.....	1148	244
HOUT, D. R., appn. to carry express packages on his auto passenger line between Salt Lake City and Coalville, Utah.....	1149	244
HOWAT, Andrew, Deceased, Frances H. Odell, Fred J. Odell, and Bonneville Land & Water Co., Def. vs St. Joseph Water & Irrigation Co., Compl.....	1129	217
INTERSTATE Transit Lines, a Corp., appn. to operate an auto passenger, baggage and express line between Salt Lake City and the Utah-Wyoming State Line, over U. S. Highways Nos. 91 and 30.....	1128	217
INTERSTATE Transit Lines, a Corp. appn. to assume, and D. R. Hout to withdraw from the operative rights of passenger bus line between Ogden and Coalville, Utah.....	1148	244
JONES, Douglas, and Don Peterson, appn. to operate an auto passenger bus line between Park City and the Spiro Tunnel, situated in Park City, and between Park City and the Park Utah Consolidated Tunnel [also known as the Daly Judge Tunnel] in Park City, Utah, for the transportation of men working in the mines.....	1107	163
JUDD, C. D. and P. B. Steele, appn. to operate an auto freight line between Marysvale and Kanab, Utah, under the name of Mercantile Truck Line Service.....	1057	50, 83
JUDD, C. D., P. B. Steele, and Ira C. Crawford, appn. to operate an auto passenger bus line between Marysvale, Kanab, and the Utah Arizona State Line, and intermediate points.....	1058	51, 83
LETTER of Transmittal to Governor.....		5
LOS ANGELES & Salt Lake R. R. Co., a Corp., appn. to discontinue operation of its station at Silver City, Utah, as an agency station.....	1104	150, 155

	Case No.	Page
LUND, L. R. and A. R. Barton, appn. to operate freight trucks for hire from Cedar City and St. George to the Utah National Parks, and the Utah-Arizona and Utah-Nevada State Lines, and all intermediate points.....	1120	198, 201
LUND, L. R. and A. R. Barton, appn. to transfer from E. O. Hamblin the rights accruing to him by reason of Certificate of Convenience and Necessity No 294, auto freight line between Cedar City and St. George, Utah.....	1144	235, 240
MADSEN, Clarence T., appn. to operate an auto freight line between Gunnison, Centerfield, and Gunnison R. R. Station, Utah.....	913	14
MASTROS, Thomas, appn. to operate an auto passenger stage line between Milford and Beaver, Utah.....	958	27
McFADYEN, John, and L. B. Denning, appn. to construct, maintain, and operate gas distributing plants or systems for the purpose of supplying gas for light, heat, power and other purposes, to the Counties of Salt Lake, Tooele, Davis and Weber, in the State of Utah, to the Cities of Ogden, Kaysville, Farmington, Bountiful, Murray and Tooele, and the Towns of Layton, Clearfield and Centerville, in the State of Utah, and the inhabitants thereof.....	1061	84
McFADYEN, John, and L. B. Denning, appn to construct, maintain, and operate gas distributing plants or systems, for the purpose of supplying gas for light, heat, power and other purposes, to Salt Lake City, Midvale City, Summit County and Daggett County, in the State of Utah, and to the inhabitants thereof.....	1066	84, 89
McINTIRE, B. F., appn to have Certificate of Convenience and Necessity transferred from Price Transportation Co., a Corp., authorizing auto passenger bus line between Price and Olsen Mine, also passenger and express line between Price and Helper and Gibson.....	1134	226
MECHAM, Ira E., appn. to operate an auto freight line between Ogden and Kamas, Utah, and intermediate points, to be known as the Mecham Trucking Co.....	1099	142
MILFORD & Beaver Transportation Co., appn. to revise its rates.....	1062	88
MILLER, F. A., appn. to operate an auto passenger line between Salt Lake City and Marysvale, Utah.....	1021	50
MILLVILLE Water Works Co., appn. to revise certain rates.....	1064	89

	Case No.	Page
MILNE, Joseph J., appn. to operate freight trucks for hire from Cedar City and St. George to the Utah National Parks, and the Utah-Nevada and Utah-Arizona State Lines, and all intermediate points.....	1119	198
MILNE, J. J., Compl. vs E. O. Hamblin, Def.....	1142	235
MOAB Garage Co., appn. to publish rates in accordance with uniform classification.....	1059	83
MOORE, Henry I. and D. P. Abercrombie, Rec. for Salt Lake & Utah R. R. Co., Compl. vs U. I. C. R. R. Co., and P. H. Mulcahy, Rec., Bamberger Electric R. R. Co. and Utah Ry. Co., Def.....	928	15
MOORE, Henry I. and D. P. Abercrombie, Rec. for Salt Lake & Utah R. R. Co., appn to construct, maintain, and operate a standard gauge railroad spur track on Center Street and Third West Street, in Provo, Utah.....	1086	117
MOUNTAIN States Telephone & Telegraph Co., The, appn. to adjust certain rural telephone rates at Salina, Utah.....	1091	131
MOUNTAIN States Telephone & Telegraph Co., The, appn. to publish and put into effect additional schedule of optional rates for hotel semi-public branch exchange service	1096	140
MOUNTAIN States Telephone & Telegraph Co., The, appn. to adjust telephone rates at its Logan, Utah, Exchange	997	35, 40
MOUNTAIN States Telephone & Telegraph Co., The, statistical information taken from annual report....		275
ODELL, Frances H. and Fred J. Odell, et al, def. vs St. Joseph Water & Irrigation Co, Compl.....	1129	217
OGDEN Gas Co., a Corp., appn. to serve gas for all purposes in the Counties of Weber and Davis and the Cities of Bountiful, Farmington, and Kayville, and the Towns of Layton, Centerville and Clearfield, all in the State of Utah, and to construct, maintain, and operate the necessary mains and service pipes and lines.....	1060	84
OREGON Short Line R. R. Co., appn. to cross that certain public highway running Northeasterly and southwesterly through the southwest Quarter (SW $\frac{1}{4}$) of Section Thirty (30), Township Six (6) North, Range One (1) West of the Salt Lake Meridian, in Weber County, Utah, and lying adjacent and parallel to the Southeasterly right of way boundary of the Evona branch of the Oregon Short Line R. R. Co., with a standard gauge railroad spur track.....	1116	192

	Case No.	Page
PARRY, Harvey M., appn. to operate an auto passenger stage line between Copperton, Utah Copper Mine, in Bingham Canyon, and Bingham Canyon, Utah.....	1109	171
PETERSON, C. M. and W. E. Hadley, appn. to operate an auto stage line between Garland, Tremonton, and Deweyville, Utah.....	478	8
PETERSON, Don, and Douglas Jones, appn. to operate an auto passenger bus line between Park City and the Spiro Tunnel, situated in Park City, and between Park City and the Park Utah Consolidated Tunnel (also known as the Daly Judge Tunnel), in Park City, Utah, for the transportation of men working in the mines.....	1107	163
PICKWICK Stage Lines, Inc., appn. to operate an auto passenger busline between Nephi and Cove Fort, Utah, and intermediate points.....	1030	50, 73
PICKWICK Stage Lines, Inc., appn. to operate an auto bus line, for the transportation of passengers, baggage and express, over the Victory Highway between Salt Lake City and the Utah Nevada State Line, and over U. S. Highway No. 91, between Salt Lake City and Ogden, and over U. S. Highway No. 30 between Ogden and the Utah Wyoming State Line, serving said termini and all intermediate points	1035	73
PICKWICK Stage Lines, Inc., appn. to operate an auto bus line, for the transportation of passengers, baggage, and express, between Payson and Fillmore, and intermediate points, and between Paragonah and St. George, Utah, and intermediate points.....	1117	195
PICKWICK Stage Lines, Inc., appn. to buy and take over, and the Pioneer Stages, Inc., to sell and transfer the operative rights of Pioneer Stages, Inc., between Cedar City and St. George, Utah, and between Salt Lake City and St. George, Utah, and to combine said operative rights of Pickwick Stage Lines, Inc., in the State of Utah.....	1138	229
PIONEER Stages, Inc., and A. E. Southgate, Rec. of Great Western Motorways, Inc., appn. for assignment to the Pioneer Stages, Inc., of Certificate of Convenience and Necessity No. 318, heretofore issued to said Great Western Motorways, Inc., in Case 994.....	1087	120
PIONEER Stages, Inc., appn. to sell and transfer, and the Pickwick Stage Lines, Inc., to buy and take over the operative rights of Pioneer Stages, Inc., between Cedar City and St. George, Utah, and between Salt Lake City and St. George, Utah, and to combine said operative rights of Pickwick Stage Lines, Inc., in the State of Utah.....	1138	229

	Case No.	Page
PRICE Transportation Co., a Corp., appn. to transfer Certificate of Convenience and Necessity to B. F. McIntire, authorizing auto passenger bus line between Price and Olsen Mine, also passenger and express line between Price and Helper and Gibson.....	1134	226
RAILROADS, Large Steam, statistical information taken from annual reports.....		265-272
RAILROADS, Small Steam. statistical information taken from annual reports.....		273
RAILROADS, Electric, statistical information taken from annual reports.....		264
RATES, Railroad, on Edible Livestock, Investigation of, applicable to intrastate traffic in Utah, as related to I. C. C. Docket 17,000, Part 9, Rate Structure Investigation.....	973	34
RATES, Railroad, on Grain and Grain Products, Investigation of, applicable to intrastate rates in Utah, in relation to I. C. C. Docket 17,000, Part 7.....	952	27
RIGGS, Delbert, and Vern Gardner, appn. to operate an auto freight line between Salt Lake City and Kanab, Utah, and certain intermediate points.	1034	50
RIO Grande Motor Way of Utah Inc., appn. to operate an auto passenger and freight line between Springville and Silver City, Utah, and intermediate points.	1072	95-100
RIO Grande Motor Way of Utah Inc., appn. to operate an auto passenger and freight line between Salt Lake City and Marysvale, Utah, and certain intermediate points, and between Manti and Marysvale, Utah, and intermediate points.....	1074	51, 101
RIO Grande Motor Way of Utah, Inc. appn. to operate motor passenger bus line with express and baggage service between Salt Lake City and Nephi, Utah, and intermediate points.....	1137	229
SALT Lake & Utah R. R. Co., & Henry I. Moore and D. P. Abercombie, Rec., Compl. vs Utah Idaho Central R. R. Co., et al, Def.....	928	15
SALT Lake & Utah R. R. Co., & Henry I. Moore and D. P. Abercombie, Rec., appn. to construct, maintain, and operate a standard gauge railroad spur track on Center Street and Third West Street, in Provo, Utah.....	1086	117
SALT Lake & Utah R. R. Co., Bamberger Electric R. Co., Utah Railway Co., and Utah Idaho Central R. R. Co., appn. to establish new rule covering shipments held for surrender of bill-of lading.....	1097	133, 140

	Case No.	Page
SALT Lake & Utah R. R. Co., and D. P. Abercombie, Rec., appn. to operate an auto passenger, express and baggage line between Salt Lake City and Payson, Utah, and intermediate points.....	1136	229
SALT Lake & Utah R. R. Co., and D. P. Abererombie, its Rec, appn. to have Certificate of Convenience and Necessity No. 286, issued to T. W. Boyer, Trustee, cancelled and revoked.....	1146	242
SCHNEIDER, E. W., appn. to operate an auto passenger, freight and express bus line between Fish Lake, Utah, on the one hand, and points between Salt Lake City and Fish Lake, Utah, on the other hand (including Richfield, Utah) and side trips into Wayne County, Utah.....	1068	91
SHULL, E. H. Jr., Compl. vs Dixie Power Co., a Corp., Def.....	1017	49
SIM, L. S., appn. to operate auto freight and express trucks, for hire, over the public highways between Ogden and Kamas, Utah, and intermediate points.....	1113	184
SOUTHERN Pacific Co., appn. to abandon its non-agency station at Cecil Junction, Weber County, Utah.....	1133	224
SOUTHGATE, A. E., Rec. of Great Western Motorways, Inc., and Pioneer Stages, Inc., appn. for assignment to the latter of Certificate of Convenience and Necessity No. 318, heretofore issued to said Great Western Motorways, Inc., in Case 994.....	1087	120
SPECIAL Dockets, Reparation.....		244
SPECIAL Permissions issued during year 1929.....		247
SPENCER, Howard J., appn. to operate an auto passenger and express bus line between Salt Lake City and Grantsville, Utah and intermediate points.....	1132	221
STATE Road Commission of Utah, appn. to abandon certain grade crossings over the main line tracks of the Union Pacific R. R. Co., near Uintah Station in Weber County, Utah.....	1011	41, 48
STATE Road Commission of Utah, appn. for license to abandon certain grade crossings over the main line of the Denver & Rio Grande Western R. R. between Castella and Red Narrows Stations, in Spanish Fork Canyon, Utah County, Utah.....	1110	176
STATE Road Commission of Utah, appn. to abandon grade crossing over the main line of The Denver & Rio Grande Western R. R. Co., near Detour Station, in Spanish Fork Canyon, Utah County, Utah.....	1115	189

	-Case No.	Page
STEELE, P. B. and C. D. Judd, appn. to operate an auto freight line between Marysville and Kanab, Utah, under the name of Mercantile Truck Line Service.....	1057	50, 83
STEELE, P. B., C. D. Judd and Ira C. Crawford, appn. to operate an auto passenger bus line between Marysville, Kanab, and the Utah Arizona State Line, and intermediate points.....	1058	51, 83
STEPHENSON, R., appn. for a permit to operate auto passenger, express, and freight service between Fish Lake and Salt Lake City, Utah, and side trips into Wayne County, Utah.....	1126	212
STERLING Transportation Co., appn. to operate an auto freight line between Salt Lake City and Park City, Utah, and intermediate points.....	1020	49
ST. JOSEPH Water & Irrigation Co., Compl. vs Andrew Howat, Deceased, Frances H. Odell, Fred J. Odell, and Bonneville Land & Water Co., Def.....	1129	217
STREEPER, Wells R., appn. to publish freight rates.....	1077	102
STREET Railway Utilities, statistical information taken from annual reports.....		274
TAXES assessed automobile freight and passenger lines.....		252-258
TELEPHONE Utilities, Small, statistical information taken from annual reports.....		276
TELLURIDE Power Co., a Corp. Def. vs Certain Consumers of Electric Power and Light in Fillmore City, Compl.....	1094	138
TELLURIDE Power Co., and Utah Power & Light Co., appn. for a certificate of convenience and necessity and for approval of contract between them.....	1124	209, 210
THOMAS, Elias E. and John M. Uren, appn. to operate shift buses from Payson, Santaquin, and Goshen, Utah, to Dividend, Utah and surrounding mines.....	1083	112
TRIBE, Charles E., F. N. Brown and Andrew Child, Co-partners, appn. to operate an auto freight and express line between Ogden and Kamas, Utah, and intermediate points, under the name of Weber Transportation Co.....	1100	143, 147
UINTAH Gas Co., appn. to construct, maintain, and operate pipe lines and a gas distributing plant or system for supplying gas for all useful purposes to the City of Vernal in Uintah County, Utah, and the inhabitants thereof, and to said Uintah County, and the inhabitants thereof.....	1114	185
UNION Pacific R. R. Co., appn. to establish new rule covering shipments held for surrender of bill-of-lading.....	1093	132, 138

	Case No.	Page
UREN, John M. and Elias E. Thomas, appn. to operate shift buses from Payson, Santaquin and Goshen, Utah, to Dividend, Utah, and surrounding mines.....	1083	112
UTAH Central Truck Line, appn. to extend operation of its auto freight and express line between Salt Lake City and Provo, Utah, to include Marysvale, Utah, and intermediate points south of Santaquin.....	1026	50, 72
UTAH Idaho Central R. R. Co., and P. H. Mulcahy, Rec., et al. Def. vs Henry I. Moore and D. P. Abercrombie, Rec. for Salt Lake & Utah R. R. Co., Compl.....	928	15
UTAH Idaho Central R. R. Co., et al, appn. to establish new rule covering shipments held for surrender of bill-of-lading.....	1097	133, 140
UTAH Lake Distributing Co., et al, Compl. vs Utah Power & Light Co., a Corp. Def.....	1101	147
UTAH Light & Traction Co., appn. to discontinue service on Davis County Line, north of the north boundry of Salt Lake City.....	863	9
UTAH Light & Traction Co., appn. to operate an auto bus line over certain streets in Salt Lake City, Utah.....	966	28
UTAH Light & Traction Co., appn. to discontinue operation of its auto bus line between a point known as White's Hill, through Val Verda District to the State Highway in the City of Bountiful, Davis County, Utah.....	1063	9, 89
UTAH Light & Traction Co., appn. to discontinue a part of its street car service on Beck Street, to extend bus service in lieu thereof, and to revise schedules for bus service to Val Verda and Centerville, Utah.....	1075	9, 102
UTAH Light & Traction Co., appn. to construct, maintain, and operate an electric bus transportation system on certain streets in Salt Lake City and to discontinue street car service on certain streets therein, (9th East line).....	1112	180
UTAH Light & Traction Co., appn. to discontinue street car service on, and remove its tracks and equipment from Fifteenth East Street, between Seventeenth and Twenty-first South Streets, in Salt Lake City, Utah.....	1123	204
UTAH Parks Co., a Corp., appn. to operate an auto passenger, freight and express line between Zion National Park and Mt. Carmel, Utah, over the new Zion-Mt. Carmel Highway.....	1088	123
UTAH Parks Co., a Corp., appn. to operate an auto passenger, express and baggage line between Salt Lake City and the Utah Arizona State Line, over the Zion Park-Arrowhead Trail.....	1125	212

292 REPORT OF PUBLIC UTILITIES COMMISSION

	Case No.	Page
UTAH Parks Co., a Corp., appn. to assume and J. Lowe Barton to withdraw from operation of passenger bus line between Paragonah and Cedar City, Utah.....	1145	240
UTAH Power & Light Co., appn. to exercise the rights and privileges conferred by franchise granted by Wellington City, Carbon County, Utah.....	1085	115
UTAH Power & Light Co., appn. to exercise the rights and privileges conferred by franchise granted by Price City, Carbon County, Utah.....	1089	126
UTAH Power & Light Co., appn. to exercise the rights and privileges conferred by franchise granted by the Town of Millville, Cache County, Utah.....	1090	128
UTAH Power & Light Co., a Corp., Def. vs Utah Lake Distributing Co., at al., Compl.....	1101	147
UTAH Power & Light Co., appn. to exercise the rights and privileges conferred by franchise granted by the Town of Emery, Emery County, Utah.....	1106	160
UTAH Power & Light Co. and Telluride Power Co., appn. for a certificate of convenience and necessity and for approval of contract between them.....	1124	209, 210
UTAH Power & Light Co., appn. to exercise the rights and privileges conferred by franchise granted by the Town of Mona, Juab County, Utah.....	1127	215
UTAH Power & Light Co., appn. to exercise the rights and privileges conferred by franchise granted by the City of Orangeville, Emery County, Utah.....	1139	229
UTAH Power & Light Co., appn. to exercise the rights and privileges conferred by franchise granted by the City of Castle Dale, Emery County, Utah.....	1140	232
UTAH Railway Co., et. al., appn. to establish new rule covering shipments held for surrender of bill-of-lading.....	1097	133, 140
WATER Utilities, statistical information taken from annual reports.....		277
WESTERN Pacific R. R. Co., The, appn. to discontinue an agency at its station of Salduro, in the County of Tooele, State of Utah.....	1147	243
WHITE, Wallace M., appn. to assume operation of, and Virgil L. Ferrin to withdraw from operation of auto freight line between Ogden and Kamas, Utah, with Willis P. White, under the firm name of the White Trucking Co.....	1052	76
WILSON, J. C., appn. to withdraw from and D. R. Hout to assume operation of auto passenger bus line between Coalville and Ogden, Utah.....	1098	140

	Case No.	Page
WILSON, J. C., appn. to withdraw from and D. R. Hout to assume operation of auto passenger bus line between Salt Lake City and Coalville, Utah.....	1131	219
YOUNG, Walter S., appn. to operate an auto freight and express line from Woodland, Summit County, Utah, or from any point between Peoa and Woodland to Salt Lake City, Utah.....	1080	107