

**REPORT**  
**of the**  
**PUBLIC SERVICE**  
**COMMISSION**  
**OF UTAH**

to the Governor



For the Period July 1, 1936 to June 30, 1937



# Public Service Commission

## COMMISSIONERS

July 1, 1936, to March 31, 1937

ELMER E. CORFMAN, President

THOMAS E. McKAY

JOSEPH S. SNOW

WENDELL D. LARSON, Secretary

April 1, 1937, to June 30, 1937

WARD C. HOLBROOK, President

OTTO A. WIESLEY

WALTER K. GRANGER

WENDELL D. LARSON, Secretary

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Office: State Capitol, Salt Lake City, Utah





To His Excellency, HENRY H. BLOOD,

Governor of the State of Utah.

Sir:

We have the honor to transmit herewith the nineteenth annual report of the Public Service Commission covering the fiscal year July 1, 1936, to June 30, 1937.

This report is submitted pursuant to the provisions of Section 76-1-11, Revised Statutes of Utah, 1933.

Respectfully submitted,

(Signed)

WARD C. HOLBROOK,

OTTO A. WIESLEY,

WALTER K. GRANGER,  
Commissioners,

(SEAL)

Attest:

(Signed) WENDELL D. LARSON,  
Secretary.



## CHAPTER I

THE COMMISSION, ITS FIELD OF JURISDICTION,  
STAFF, AND ORGANIZATION

The Public Service Commission of Utah and its predecessor commission, the Public Utilities Commission, have been in existence a little over twenty years. The act originally creating the commission was passed at the Twelfth Regular Session of the Utah Legislature in 1917, and became effective March 8, 1917, upon the Governor's approval of the act.

There was no change in the form of the commission until 1933, when by legislative act the commission was changed from three full time commissioners to a commission consisting of one full time member, one part time member, both appointed by the Governor by and with the consent of the Senate, and a third member ex officio. The State Engineer was designated as the ex officio member.

By an act passed at the regular session of the Twenty-first Legislature and effective May 14, 1935, the name of the commission was changed to "Public Service Commission," and the personnel changed to three full time members.

The present commission consists of three full time commissioners appointed in 1937 by the Governor by and with the consent of the Senate. The commissioners elect one of their number president of the commission.

A regulatory commission such as the public service commission sometimes is referred to as an "arm of the legislature" because it carries into effect certain policies determined upon by the legislature through specific statutory enactments delegating power to the commission to put such acts into effect.

The legislature has defined the general jurisdiction of the commission over public utilities as follows: "The commission is hereby vested with power and jurisdiction to supervise and regulate every public utility in this state, and to supervise all of the business of every such public utility in this state, and to do all things, whether herein specifically designated or in addition thereto, which are necessary or convenient in the exercise of such power and jurisdiction." (76-4-1, Revised Statutes of Utah, 1933.)

The Utah Legislature has defined the term "public utility" as follows:

“The term ‘public utility’ includes every common carrier, gas corporation, electric corporation, telephone corporation, telegraph corporation, water corporation, heat corporation, and warehouseman where the service is performed for, or the commodity delivered to, the public generally. And whenever any common carrier, gas corporation, electrical corporation, telephone corporation, telegraph corporation, water corporation, heat corporation, or warehouseman performs a service for or delivers a commodity to the public for which any compensation or payment whatsoever is received, such common carrier, gas corporation, electrical corporation, telephone corporation, telegraph corporation, water corporation, heat corporation, and warehouseman is hereby declared to be a public utility, subject to the jurisdiction and regulation of the commission and to the provisions of this title. ....” (76-2-1 (28), Revised Statutes of Utah, 1933.)

In determining whether or not the commission has jurisdiction over a given enterprise, two tests must be applied. The first test is whether or not the legislature has included such an enterprise in its definitions of a public utility. The second test is whether the enterprise in question is in fact a public utility.

It has been held that—

“.....the distinguishing characteristic of a public utility is the devotion of private property by the owner or person in control thereof to such a use that the public generally, or that part of the public which has been served and has accepted the service, has the right to demand that the use or service, so long as it is continued, shall be conducted with reasonable efficiency and under proper charges.....” (51 C. J. 4, Section 1.)

This commission occupies a rather unique position in the State government organization in that it performs both quasi-legislative and quasi-judicial functions. Among its quasi-legislative functions may be mentioned such things as prescribing rates, rules, and regulations for the future, and the issuance of a certificate of convenience and necessity authorizing the operation of a utility business in the future. In determining whether or not a rate which was in effect in the past was reasonable, the commission is exercising a quasi-judicial function.

It may be of interest to state in some detail the various functions of the commission in supervising and regulating public utilities. The functions are listed below without regard to the importance of any one compared with the others. The list is not all inclusive but gives a general idea of what regulation in the field of public utilities entails.

- Regulation of intrastate rates and charges
- Regulation of service standards
- Regulation of rules and practices
- Regulation of safety appliances and protection devices
- Valuations of public utility properties
- Supervision of accounts and accounting systems
- Reparation awards
- Investigation of interstate rates for the transportation of persons or property, or the transmission of messages or conversations, and the filing of complaints in relation thereto
- Issuance of certificates of convenience and necessity, contract carriers permits, and interstate licenses
- Investigation of accidents
- Investigation of complaints

The scope of utility regulation may be summed up briefly by saying that the objective sought to be accomplished is efficient, adequate, and safe service at reasonable rates. In approaching and deciding a question in the field of utility regulation a regulatory body proceeds under the doctrine that the public interest is of paramount importance.

Table No. 1 lists the number of utilities, by classes, operating in the State of Utah under the jurisdiction of this commission.

TABLE No. 1

**PUBLIC UTILITIES UNDER JURISDICTION  
OF COMMISSION  
AT JUNE 30, 1937**

Steam railroads—Classes I and II.....	8
Steam railroads—Class III.....	3
Electric railroads.....	4
Street railways.....	1
Terminal companies.....	3
Express companies.....	1
Sleeping car companies.....	1
Telegraph companies.....	2
Telephone companies.....	15
Electric light and power companies.....	14
Gas companies.....	2
Water companies.....	12
Common motor carriers—intrastate.....	51
Common and contract motor carriers—interstate.....	47
Contract motor carriers—intrastate.....	43
<b>Total.....</b>	<b>207</b>

Included in the above table are numerous utilities over which the Federal government and other states also exercise regulatory control, for the reason that such utilities operate in interstate commerce and in intrastate commerce in other states. Thus, many utilities are subjected to Federal regulation and to regulation by each of several states.

This commission's jurisdiction extends only to matters relating to intrastate commerce. The dividing line between intrastate commerce and interstate commerce is not always well defined. When the element of interstate commerce enters a given situation this commission's jurisdiction is limited to the intrastate features of the situation. Questions relating to interstate commerce must be handled by the Federal regulatory body having jurisdiction.

## STAFF

At June 30, 1937, the commission's staff consisted of the following:

Secretary .....	1
Commerce Attorney .....	1
Accountants .....	4
Engineers .....	2
Inspectors .....	3
Special Counsel .....	1
Reporter (per diem basis) .....	1
Assistant Reporter .....	1
Stenographers .....	5
<b>Total</b> .....	<b>19</b>

## ORGANIZATION

The organization of the commission as such has been pointed out above. Immediately under the commission is the secretary, who has general charge of the office under the direction of the commission. It is the secretary's duty to keep a true record of all proceedings, determinations, rulings, and orders of the commission; to conduct the correspondence, give notice of hearings, and to perform such other duties as the commission may require. The secretary is also custodian of the records and documents of the commission. It is a function of the secretary to coordinate the activities of the various departments of the commission.

Although the commission has authority under Section 76-1-7, Revised Statutes, 1933, to employ attorneys to handle the legal phase of its business it has done so only on one or two occasions for short periods of time. The attorney general's office has rendered practically all of the legal services required by the commission, both in formal investigations and in other matters.

Prior to May 1, 1937, the commission and its staff functioned largely as a single unit. There had never been a departmentalization within the organization with a delegation of definite responsibilities to each department. During many years of the commission's history the staff was few in number and the creation of departments within the organization was not practical. The past three years have seen considerable growth in the commission's staff as a result of an expanded program made possible through

increased appropriations. With an increased volume of work it became apparent that the commissioners could not devote their personal attention to each regulatory matter or question that required a ruling or answer. The creation of departments for administrative purposes thus became a necessity, and a development to be expected.

The new commission, therefore, created four departments, effective May 1, 1937, as follows:

- Accounting department
- Engineering department
- Inspection department
- Transportation rate department

In each department one person was placed in charge, and he is responsible for the proper conduct of the department. The department head is directly responsible to the secretary of the commission, who, in turn, is directly responsible to the commission.

Each of the four departments is charged with definite responsibilities and authority. Many questions that come up from day to day are referred directly to a particular department or to two or more departments for investigation and recommendations. In many instances a department is able to pass upon a question without referring the matter to the commission.

Individual commissioners are thereby relieved of considerable detail work, leaving more of their time available to devote to major problems. Matters of policy, formal rulings, and questions of major importance always are decided by the commissioners.

It is the commission's belief that more efficient and satisfactory administration of the laws is resulting and will result in the future by reason of the division of responsibilities which has been accomplished through the creation of the aforementioned departments. Under the present organization of the commission each person employed is assigned definite responsibilities and duties and knows what is expected of him. It should be pointed out, however, that the commission's organization is relatively small when compared with regulatory commissions of many other states.

A brief summary of the activities of each department is contained in the following pages. The head of the department prepared the summary for his respective department.



## Accounting Department

As previously pointed out, the present accounting department as such was created on May 1, 1937. Prior to that date and back through the commission's history to the early days of its existence, some accounting and auditing services had been employed by the commission. For a number of years only one or two persons were employed regularly to do accounting and auditing work. In 1933, after the passage of a new motor carrier act, it became necessary to employ four additional auditors to assist in the enforcement of that act, particularly in respect to the ton-mile and passenger-mile tax provisions of the act. From that time up to the present the commission has had from four to seven accountants and auditors on the staff at different intervals.

The personnel of the department at present consists of a chief accountant, two assistant accountants, and one stenographer. The principle duties of the department may be summarized as follows: to examine the financial and operating reports rendered by the utilities to the commission and to make necessary analyses thereof and recommendations to the commission thereon; to audit the records and accounts of public utilities; to make special investigations of utilities; to revise uniform systems of accounts for public utilities and make recommendations thereon to the commission; to prepare and revise annual and other report forms for utilities; and, to perform other duties at the direction of the commission.

A program of field audits of the accounts and records of public utilities has been inaugurated and is being carried out as fast as the personnel and facilities of the department will permit. The purpose of making field audits is four-fold and may be described as follows: to determine if correct accounting methods are being followed by utilities; to determine if adequate records are being kept by the utilities; to determine if correct reports are being rendered to the commission; and, to determine if any discriminatory practices are being followed by any utility.

Before making a field audit a detailed examination is made of the reports filed with the commission by the utility. Frequently this examination will develop certain errors and inconsistencies. Such errors or inconsistencies are corrected at the time the field audit is made. Many of the smaller utilities find it burdensome to keep adequate records because of insufficient funds with which to employ sufficient bookkeeping services. In such cases the auditors

of the commission explain to the utility officials the necessary records to be kept, and, as far as possible the way in which the records should be kept.

Uniformity in accounting methods and practices within a particular utility field is considered to be a desirable objective. During the past three or four years noteworthy progress has been made in the United States in the revision of accounting systems for public utilities, particularly for electric, telephone, and gas utilities. The systems of accounts that have been in effect for many years past have proved to be inadequate in some respects and revisions became necessary. On March 29, 1937, the commission issued General Order No. 34 adopting a revised uniform system of accounts for electric utilities having average annual operating revenues exceeding \$25,000. The system adopted was prepared by the Committee on Statistics and Accounts of the National Association of Railroad and Utilities Commissioners and recommended by said association for adoption by state commissions at its 1936 convention.

The adoption of a revised uniform system of accounts for telephone companies having average annual operating revenues in excess of \$50,000 is under consideration by the commission. Likewise, consideration is being given to the adoption of a new system of accounts for gas companies, and also one for motor transport companies.

### **Engineering Department**

The duties of the engineering department in general comprise the investigation of accidents involving gas, electric, water, steam heating, telephone, telegraph, and railroad utilities; analysis of property values and rates charged for service by such utilities; investigation of the type of service rendered and the inspection of the property used by utilities operating in Utah, other than transportation utilities; the determination of the adequateness of protective devices at railroad grade crossings; the supervision of the testing of electricity, water, and gas meters; investigation of complaints against the various utilities except those operating under the Motor Carrier Act; and, performing other duties required by the commission.

On December 9, 1936, the commission issued General Order No. 31 approving forms and instructions for the use of electric, gas, telephone, steam heat, and water utilities in reporting accidents involving personal injury or property damage. On June 8, 1937, General Order No. 36 was adopted by the commission, prescribing rules and regula-

tions governing the reports of accidents occurring on steam and electric railways. The accidents reported by the respective utilities in compliance with these general orders were investigated by this department in each instance when an investigation was deemed necessary.

In furtherance of the commission's program of instituting rules and regulations to reduce to a minimum the possibilities of accidents, General Order No. 32 was issued on January 8, 1937, adopting standard rules and regulations covering the protection of railroad crossings at grade by signals and signs. The commission, in cooperation with railroad company officials, was instrumental in having a suspended cross-buck sign adopted as a standard by the Association of American Railroads. This sign has been installed for test purposes by the Bamberger Electric Railroad Company. In cooperation with the Planning Survey of the State Road Commission, a survey was begun to determine the necessity of additional protective devices at railroad grade crossings. Applications made to the commission by various interests requesting permission to construct railroad tracks with less clearance than specified in the commission's General Order No. 25 were thoroughly investigated in all instances.

The physical property of a number of gas, electric, telephone, and water utilities was inspected, and the type of service being rendered to customers of these utilities was investigated, resulting in an improvement of service in many instances. On June 8, 1937, the commission issued General Order No. 35 promulgating rules and regulations for water utilities. These rules provide, among other things, for cooperation with the State Board of Health and the water utilities in improving the quality of water supplied by those utilities to their customers.

Members of the department investigated numerous complaints made by patrons in respect to the type of service being rendered by the various utilities. Some of the extension agreements between utilities and their patrons were investigated, and various other problems arising between the utilities and the public were adjusted by the engineering department. Maps showing the territories served by the various utilities operating in Utah and the location of major units of utility property in those areas have been prepared.

An agreement was made with the Electrical Engineering Department of the University of Utah whereby the reference electricity meters of the utilities are calibrated at intervals specified by the commission in its General Order

No. 33, adopted February 1, 1937. This general order provides that the various sizes of electricity meters shall be tested for accuracy at specified intervals. The engineering department has sufficient electrical equipment to spot check the results of meter tests made by the utilities, or to check meters in the event complaints are made directly to the commission by those using electricity meters. Equipment has also been purchased to test the accuracy of water meters.

The commission made an agreement with the Mechanical Engineering Department of the University of Utah whereby the University purchased equipment for testing the heat content of the fuel gas being distributed in Utah. The commission purchased equipment to be used when necessary by the University for calibrating the meter provers used by the gas utilities to calibrate their meters.

Several months' time was devoted to the preparation of evidence and testimony presented in formal proceedings involving the Utah Power & Light Company. Schedules effecting rate reductions received by the public during the year were thoroughly analyzed by this department.

### **Inspection Department**

The inspection department as created by the new commission on May 1, 1937, consists of a chief inspector, two assistant inspectors, and one stenographer. The duties of this department as it is now organized are: to enforce compliance with Chapter 65, Laws of Utah, 1935, known as the Motor Carrier Act, and to prosecute those in violation of this statute; to examine complaints received; to conduct investigations; to prepare reports and circulars; to carry on correspondence relating to the action and duties of motor carriers and the rights of the traveling and shipping public; to tend to miscellaneous duties that may arise in the proper enforcement of the Motor Carrier Act; to investigate all accidents wherein common carriers are involved; and, to perform other duties at the pleasure of the commission.

During the fiscal year ending June 30, 1937, special investigations were made by the commission's inspectors of all accidents causing death or personal injury wherein motor carriers, electric railroads, or steam railroads were involved. A report dealing with the statistics of these accidents is found in Appendix III of this report.

Due to the ever increasing business in the motor carrier industry it became necessary for this department to revise the commission's rules and regulations covering the operation of common and contract motor carriers over the public

highways of this state. The most important revisions were made in the rules and regulations dealing with such subjects as the filing of applications before the commission for operating rights, common carrier freight and passenger tariffs, making and filing of contracts by contract carriers, insurance and bond requirements, handling of C. O. D. shipments, transportation of explosives, hours of service for motor carrier operators to insure a greater degree of safety to the traveling and shipping public, and safety regulations. The safety regulations cover in detail the qualifications of employees and safety of operations and equipment of common and contract carriers by motor vehicle. These safety rules and regulations are being rigidly enforced with the cooperation of the local officers of the Bureau of Motor Carriers of the Interstate Commerce Commission, in an endeavor to minimize motor carrier accident hazards within the boundaries of our state.

Section 11, Chapter 65, Laws of Utah, 1935, authorizes this commission without a hearing to issue temporary, seasonal, or emergency permits to contract motor carriers in intrastate commerce, and temporary, seasonal, and emergency licenses to contract motor carriers in interstate commerce. Each permit or license issued under this section is limited to a period not to exceed sixty (60) days.

It was found necessary to define temporary, seasonal, and emergency permits and licenses, as the experience of the commission in the past had shown that certain types of carriers were securing an exorbitant number of permits and licenses under this provision of the law and in so doing were infringing upon the rights of the established common motor carriers of passengers and property who were giving daily service to various localities within our state. The definitions adopted are as follows:

“(a) The term ‘temporary permit or temporary license’ means a permit (intrastate operation) or license (interstate operation) issued to a contract carrier of persons or property, who has otherwise complied with the provisions of the law governing the operations of contract carriers of persons and property for hire, pending the filing of an application, hearing thereon, and the granting or denial of a permanent operating right.”

“(b) The term ‘emergency permit or emergency license’ means (1) a permit (intrastate operation) or license (interstate operation) issued to a contract carrier of persons or property, who has otherwise complied with the provisions of the

law governing the operations of contract carriers of persons and property for hire, where the route of the contemplated movement is over a route already served by scheduled operation by one or more common or contract carriers of persons or property, and when an unexpected occurrence or condition calls for immediate movement which is not possible or desirable for the established carrier or carriers to perform, or (2) to a contract carrier of persons or property for the movement over route or routes not served in whole or in part by established carrier or carriers."

"(c) The term 'seasonal permit or seasonal license' means a permit (intrastate operation) or license (interstate operation) issued to a contract carrier of persons or property, who has otherwise complied with the provisions of the law governing the operations of contract carriers of persons and property for hire, the contemplated movement of which may or may not be over the route of an existing common or contract carrier or carriers of persons or property, the issuance of said seasonal permit or seasonal license to be limited to the movement of persons or property covering a period characterized by special activity in some specified direction, or to meet the needs or requirements of a time, occasion, or circumstance, the servicing of which is not possible or desirable by existing common or contract carriers."

Any person, firm, partnership, or corporation now desiring to obtain a temporary, seasonal, or emergency permit or license must fill in an application blank showing the nature of the proposed shipment or movement, the route to be followed, the party for whom the shipment or movement is to be made, and certain other information. The application is checked by this department and then submitted to a commissioner for the necessary authorization.

The number of permits and licenses issued under this provision of the law during the period July 1, 1936, to June 30, 1937, is as follows:

	10 Days or Less	30 Days	60 Days	Total Permits and Licenses
Emergency Permits .....	520	---	---	520
Temporary Permits .....	329	66	---	395
Seasonal Permits .....	---	---	52	52
Emergency Licenses .....	25	---	---	25
Temporary Licenses .....	85	7	---	92
Seasonal Licenses .....	---	---	33	33
Total .....	959	73	85	1,117

For comparative purposes there is detailed below a summary of the number of temporary permits and licenses issued in previous periods. It will be observed that the number issued during the fiscal year under discussion is considerably lower than in previous periods. This is in line with the commission's policy of restricting the issuance of these types of permits and licenses.

	No. of Permits and Licenses Issued
June 26, 1933, to June 30, 1934.....	4,455
July 1, 1934, to June 30, 1935.....	40,903
July 1, 1935, to December 31, 1935.....	3,318
January 1, 1936, to June 30, 1936.....	841

NOTE: From June 26, 1933, to December 31, 1935, permits were issued under the provisions of Section 13, Chapter 53, Laws of Utah, 1933. Subsequent to December 31, 1935, permits and licenses have been issued under the provisions of Section 11, Chapter 65, Laws of Utah, 1935.

Section 18 of Chapter 65, Laws of 1935, provides that each common and contract motor carrier shall file insurance policies with the commission for the protection of shippers, travelers, and the public generally. Intrastate carriers are required to file public liability and property damage insurance, and cargo insurance, except that under certain circumstances the requirement of filing cargo insurance may be waived by the commission in the case of a contract carrier. Interstate carriers are required to carry public liability and property damage insurance but not cargo insurance. The minimum limits for which public liability and property damage insurance may be written both for intrastate and interstate carriers are \$5,000/10,000 public liability and \$5,000 property damage on each vehicle. In the case of passenger carriers, the commission has prescribed a schedule of minimum limits for public liability

coverage, which schedule increases with the seating capacity of the vehicle.

In compliance with this section the inspection department has an average of two hundred fifty (250) insurance policies to handle and keep in force, notifying carriers and insurance companies as to the expiration dates, etc., which entails a considerable amount of office work.

### **Transportation Rate Department**

Effective May 1, 1937, the Public Service Commission of the State of Utah established a rate department as a permanent agency to consider and deal with the rates of transportation companies, both railroads and motor carriers. A man of many years' experience in rate matters, both with railroad companies and shippers, was employed to take charge of this department under the title of Commerce Attorney.

The rate department was created for the express purpose of giving what aid and assistance it can to the solution of railroad and truck rate problems affecting the people of the State of Utah and in the interest of both the carriers and the shipping public. Not only is the rate department charged with the duty of supervising the intrastate rates, rules and regulations within the state, but it is the department's duty to appeal to the Interstate Commerce Commission, if necessary, to protect the citizens of the State of Utah against all existing or proposed interstate rates, fares, tolls, charges and classifications, etc., whenever such rates and practices are excessive or discriminatory or otherwise in violation of the Interstate Commerce Act. Such action is authorized and required under the public utilities laws of the State of Utah.

The rate department was instituted at the earnest request of many important shippers of this state. Practically all of the surrounding states, as well as many others throughout the country, have similar departments to represent their shippers and citizens in rate controversies, both intrastate and interstate. The commission felt that in order to comply with the mandate of the State Law as stated above a rate department was necessary.

During the two months the department functioned in the fiscal year covered by this report numerous additional tariffs of transportation companies were requested and received from the carriers. The checking of rates, both intrastate and interstate, was commenced also.

The first case of importance in which the rate department participated was the hearing at Salt Lake City on



May 20, 1937, in the railroad carriers' application to the Interstate Commerce Commission for a general increase in commodity rates, otherwise known as Ex Parte 115. Industries affected by the proposed increased rates were given the opportunity of presenting their testimony, and the case was covered by general testimony of this commission's commerce attorney and thoroughly briefed. The hearing referred to did not include any increased freight rates on agricultural products.

Much assistance was given also to individual truck lines in preparing and filing more complete and better arranged tariffs, and help was extended to Utah industries in securing freight rates necessary to place them in a position to meet rates from competitive producing points into the districts serviced by these industries.

As the rate department was not organized until May, 1937, and this report covers the period ending June 30, 1937, no detailed account of the activities of the department will be included in this report. Subsequent reports will contain detailed information covering the activities of the department along with similar statements of other departments of the commission.

### **Costs of Operation**

The funds available for the support and maintenance of the commission are handled and accounted for through two appropriation accounts, one known as the general fund appropriation and the other known as the motor transport fund. The commission expended a total of \$68,042.61 out of the two appropriations during the fiscal year.

An appropriation of \$100,000 was available for the commission's use from the State's general fund during the biennium July 1, 1935, to June 30, 1937. Of this amount, \$75,000 was assessed against the utilities operating in Utah and \$25,000 was appropriated from the general fund. The assessment against the utilities is made under the provisions of Chapter 64, Laws of Utah, 1935. Total expenditures from this appropriation during the fiscal year ended June 30, 1937, were \$55,699.13.

The expenditures from the motor transport fund amounted to \$12,343.48 during the fiscal year ended June 30, 1937. The funds in this appropriation were derived from payments made by motor carriers under the provisions of Chapter 53, Laws of Utah, 1933, and under the provisions of Section 150, Chapter 46, Laws of Utah, 1935.

Details of the commission's finances will be found in Table No. 42, Appendix III.

## CHAPTER II

## FORMAL CASES BEFORE THE COMMISSION

Each year the commission has before it many issues which require formal investigation and determination. Such matters are docketed and each one is assigned a formal case number with an appropriate descriptive title. The following table contains a general summary of all formal cases before the commission during the fiscal year under consideration.

TABLE NO. 2  
FORMAL CASES BEFORE THE COMMISSION  
July 1, 1936 to June 30, 1937

Type of Cases	Cases Pending July 1, 1936	Cases Filed July 1, 1936, to June 30, 1937	Total	Cases Disposed Of	Cases Pending June 30, 1937
Electric Power & Light Rates .....	2	2	4	1	3
Telephone Rates .....	2	---	2	1	1
Railroad Rates .....	2	4	6	6	---
Gas Rates .....	1	---	1	---	1
Water Rates and Service .....	2	---	2	2	---
Grade Crossings .....	9	8	17	10	7
Station Agency .....	---	1	1	1	---
Street Railway .....	1	3	4	3	1
Motor Transport .....	28	57	85	59	26
Certificate to Construct Railroad .....	1	---	1	1	---
Miscellaneous Cases .....	3	6	9	8	1
Total .....	51	81	132	92	40

Formal cases fall into two general classifications as follows:

1. Formal applications.
2. Formal complaints.

The first group embraces all applications made to the commission for authority or permission to do certain things. An application for a certificate of convenience and necessity to operate a motor truck line as a carrier for hire, and an application to discontinue the operation of an agency station on a railroad are examples of this type of case. An action brought by a shipper against a carrier alleging that an act or thing done or omitted to be done by the carrier is in violation of law, or an action initiated by the commission on its own motion against a utility alleging that the rates of the utility are unduly high or otherwise unreasonable are examples of the second group of cases.

Complaints may be initiated before the commission in any one of three ways, as follows:

1. By the commission on its own motion.
2. By the customers or prospective customers of a utility or by the officers of a city, town, or county.
3. By a public utility.

There is a restriction in the law, however,

"...that no complaint shall be entertained by the commission, except upon its own motion, as to the reasonableness of any rates or charges of any gas, electrical, water or telephone corporation, unless the same is signed by the mayor or the president or chairman of the board of trustees or commissioners or a majority of the council, commission or other legislative body of the city, county or town within which the alleged violation occurred, or by not less than twenty-five consumers or purchasers, or prospective consumers or purchasers, of such gas, electricity, water or telephone service."

This restriction does not apply to rates for other utility services, as, for example, freight rates. An individual shipper may bring a complaint before the commission against a carrier or against two or more carriers for an investigation of a specified rate or rates.

Orders or decisions of the commission (after rehearing) are subject to review by the supreme court of Utah, and under certain circumstances by the Federal courts. The applicant or any party to a proceeding before the commis-

sion deeming himself aggrieved by an order or decision of the commission may apply to the supreme court for a writ of certiorari for the purpose of having the lawfulness of the commission's order or orders inquired into and determined.

The commission has discontinued the practice of reproducing its opinions and orders in its annual reports. In past reports the full report and order or a digest of each decision has been included in the report. In appendix I of this report will be found tables which summarize briefly the opinions and orders issued in formal cases.

The following discussion is devoted to the principal cases handled by the commission during the period under review.

### **Electric Light and Power Cases**

#### **CASE NO. 1531**

"Public Service Commission of Utah, Complainant, vs. Utah Power & Light Company, a corporation, Defendant."

This case is an investigation of the rate structure, rules, and practices, and capital structure of the defendant company. The complaint was filed by the commission on December 19, 1933, but due to the time necessary for the preparation of evidence by the state and the defendant, hearings did not commence until November 23, 1936. The hearings continued at intervals until April 13, 1937, when the introduction of evidence was completed.

An interim report and order was issued by the commission on September 8, 1936, in which the Utah Power & Light Company was ordered to file revised residential lighting schedules and revised commercial lighting schedules containing reduced rates.

The revised residential lighting rates, effective on bills rendered after September 30, 1936, are shown below with the rates that were replaced thereby shown in parentheses.

#### **SCHEDULE NO. 1-B**

Residential Lighting—Effective in cities over 15,000 population.

##### **Net Charges**

90c	( 90c)	each month which will entitle consumer to use during such month 11 KWH.
6.0c	(7.0c)	per KWH next 75 KWH.
4.0c	(4.0c)	per KWH for all additional consumption.

**SCHEDULE NO. 12-D**

Residential Lighting—Effective in all territory outside of cities over 15,000 population.

**Net Charges**

\$1.00	(\$1.00)	each month which will entitle consumer to use during such month 11 KWH.
7.0c	( 8.0c)	per KWH next 75 KWH.
4.0c	( 4.0c)	per KWH for additional consumption.

The revised commercial lighting rates are detailed below with the rates superseded thereby immediately following.

**SCHEDULE NO. 58-A**

Commercial Lighting—Effective in cities over 15,000 population.

**Net Charges**

90c	each month which will entitle consumer to use during such month 11 KWH.
6.0c	per KWH next 750 KWH.
5.0c	per KWH next 750 KWH.
3.5c	per KWH for additional consumption.

**SCHEDULE NO. 59-A**

Commercial Lighting—Effective in all territory outside of cities over 15,000 population.

**Net Charges**

\$1.00	each month which will entitle consumer to use during such month 11 KWH.
7.0c	per KWH next 750 KWH.
6.0c	per KWH next 750 KWH.
4.5c	per KWH for additional consumption.

The rates replaced by the above schedules were as follows:

<u>58-A</u>	<u>59-A</u>	
90c	\$1.00	for first 11 KWH.
7.0c	8.0c	per KWH next 250 KWH.
6.5c	7.5c	per KWH next 250 KWH.
6.0c	7.0c	per KWH next 250 KWH.
5.5c	6.5c	per KWH next 250 KWH.
5.0c	6.0c	per KWH next 250 KWH.
3.5c	4.5c	per KWH for additional consumption.

The same interim report and order required a further modification of the residential lighting schedules, effective April 1, 1937. The further modification consists of reducing the 6c block to a 5c block in Schedule 1-B, and reducing the 7c block to a 6c block in Schedule 12-D.

The commission also ordered the company at the same time to proceed immediately with a study to determine the feasibility of extending the 5 minute peak provision in power schedules to a 15 minute peak, the results of such study to be furnished to the commission, and a 15 minute peak thereafter to apply.

A further interim report and order was issued in this case on December 30, 1936, dealing with the question of rates in apartment houses for lighting service in porches, halls, and basements, and energy for motors not exceeding two horsepower in rating. A situation had developed where apartment house owners or operators were being charged under different rates for such service, depending upon whether or not the individual apartments within an apartment building were equipped with electric ranges. When an apartment house was equipped with electric refrigerators and not ranges, the incidental lighting service paid for by the apartment house owner or operator was supplied under Schedule No. 2-D, Tariff No. 6. When electric range service was furnished the tenants of an apartment house the incidental lighting was charged to the owner or operator under Schedule No. 1-C, Tariff No. 6. Schedule No. 1-C was the lower of the two schedules in question.

The commission ordered appropriate changes in the two schedules to provide that incidental electric service in apartment houses of eight or more apartments would be served in the future under Schedule 1-C, the lower of the two rates, effective with meter readings after December 31, 1936.

The above described orders constitute all orders issued in this case during the period covered in this report. The estimated annual savings to consumers as a result of the reductions effected through these orders are \$192,000.

#### CASE NO. 1951

"Utah Lake Distributing Company, et al.,  
Complainants, vs. Utah Power & Light Company,  
a corporation, Defendant."

An order was issued in this case on May 12, 1937, extending to and until October 31, 1937, reduced power rates for irrigation purposes. Such reduced rates were

authorized originally by the commission in an order in Case No. 441, dated March 29, 1922, and have been continued in effect year after year by consent and order of the commission. In its original order in Case No. 441 the commission required Utah Power & Light Company to restore pumping rates that were in effect prior to 1921, when by order of the commission in Case No. 248 irrigation rates were increased.

### Telephone Cases

#### CASE NO. 1479

“Public Service Commission of Utah, Complainant, vs. The Mountain States Telephone & Telegraph Company, Defendant.”

Although this case had not been disposed of at June 30, 1937, some comment seems appropriate concerning the progress of the case. At the time the new commissioners took office on April 1, 1937, one of the first tasks to which their efforts were devoted was a conclusion of this case. To assist in disposing of the case certain members of the staff were assigned to review the evidence and to make summaries and recommendations for the commission's use in arriving at its conclusions on the issues involved.

#### CASE NO. 1870

“In the Matter of the Application of Park Valley-Rosette Telephone Company to increase its Rates.”

The applicant in this case is one of the smallest telephone utilities in the state, both from the standpoint of capital investment and number of subscribers. This is one of very few applications filed with the commission in recent years for authority to increase rates. The record developed in the case showed that it was essential for the company to have additional revenue in order to maintain its system in an operating condition. The company was authorized by the commission in an order dated February 10, 1937, to increase its rates.

### Railroad Freight Rates

#### CASE NO. 1573

“Utah Citizens Rate Association, Complainant, vs. Bamberger Electric Railroad Company, et al., Defendants.”

In this case the complainant contended for lower intra-

state freight rates on coal in Utah. Practically all of the steam railroads and electric railroads operating in Utah were made defendants to the complaint. The matter was heard and a voluminous amount of testimony and exhibits was introduced.

Subsequent to the time the matter was submitted to the commission an agreement was reached between the complainant and the defendants for the publication of reduced rates on coal. The proposed reduced rates were satisfactory to the commission. Accordingly, the complaint was dismissed on July 7, 1936, upon motion of the complainant.

#### CASE NO. 1658

##### "In the Matter of Increases in Freight Rates and Charges."

Carriers by rail operating in Utah filed a supplemental petition in this case with this commission on February 7, 1936, wherein authority was sought to continue in effect after June 30, 1936, without an expiration date, the emergency increases in freight rates and charges then in effect.

The same procedure was followed on the supplemental petition that was followed in previous proceedings in this case in that a hearing and decision on the petition on intrastate charges was delayed until after the Interstate Commerce Commission had ruled upon the carriers' supplemental petition on interstate charges.

In "Emergency Freight Charges, 1935, Ex Parte No. 115, Report of the Commission on Further Hearing," 215 I. C. C. 439, the Interstate Commerce Commission authorized the carriers to continue in effect until December 31, 1936, the existing emergency charges on interstate traffic with certain exceptions and modifications.

After a hearing and consideration of the record in the carriers' Utah petition the commission rendered a decision on July 21, 1936, authorizing an extension until December 31, 1936, of the emergency charges on intrastate traffic in effect at June 30, 1936. Filings were made by the carriers to re-establish the emergency charges effective July 28, 1936. These charges automatically expired on December 31, 1936.

In granting the supplemental petition in this matter the commission took cognizance of the fact that on the original petition of the carriers to this commission in the same case, after denial of the authority sought, the car-



riers appealed to the Interstate Commerce Commission and were successful in securing a reversal of this commission's decision. **No. 27138, Emergency Freight Charges Within Utah**, 213 I. C. C. 249. In disposing of the carrier's supplemental petition on Utah intrastate traffic this commission concluded that it was bound by the findings and requirements of the Interstate Commerce Commission in No. 27138. In commenting on this point this commission said:

"Fundamentally where the federal power is exercised under the Acts of Congress for the purpose of determining and setting a given relationship between interstate and intrastate rates the power of the state commissions to change that relationship is at an end."

The original proceedings in this case were discussed at some length on pages 7 and 8, Volume 18, of the commission's reports, which volume may be consulted for further information on this matter.

#### CASE NO. 1904

"Utah Coal Operators Association, Complainant, vs. The Denver & Rio Grande Western Railroad Company, Defendant."

This complaint concerned Amendment No. 55 to D. & R. G. W. Tariff No. 5904-E, which amendment contained a provision restricting the application of coal rates named therein to Careyhurst, Utah, from stations located on the D. & R. G. W. The complainants contended that the restriction should be removed to allow the same rates to apply to Careyhurst from stations on the Utah Railway Company. A formal hearing was assigned on the complaint, but prior to the date of the hearing the defendant offered to publish the same rates in connection with the Utah Railway Company. Thus the cause of the complaint was removed and the case was dismissed on September 18, 1936.

#### CASE NO. 1905

"In the Matter of the Application of M. A. Cummings, Agent for Pacific Freight Tariff Bureau, for permission to amend Page 2 of Supplement 6 to Circular No. 1-N, and Page 6 to Circular No. 1-N, naming size and character of packages, also weight of packages in pounds, for high explosive cartridges."

## CASE NO. 1906

"In the Matter of the Application of M. A. Cummings, Agent for the Pacific Freight Tariff Bureau, for permission to amend Pages 4, 5, and 6 of Circular No. 1-N, naming size and character of packages, also weight of packages in pounds, for electric fuse caps, high explosives, and powder."

The cases described above (1905 and 1906) as indicated by the captions, covered applications for authority to revise tariff specifications as to size, character, and weight of packages containing various kinds of explosives. The applications were made as a result of changed packaging practices on the part of powder manufacturers, which made it necessary to revise tariff specifications to fit current practices. There were no changes involved in the rates as such. An order was entered in each of the two cases on September 9, 1936, authorizing the publication of revised tariffs containing the requested changes.

## CASE NO. 1927

"In the Matter of the Application of The Denver & Rio Grande Western Railroad Company, Wilson McCarthy and Henry Swan, Trustees, for authority to publish rate on cars loaded with coal moved between locations at the mine for purpose of loading trucks with coal from said cars."

This case involved the question of a compensatory rate for intra-plant switching of cars loaded with coal at mines located on the D. & R. G. W. RR. in cases where no further rail movement is involved beyond the switching movement. The commission's order of February 1, 1937, authorized the publication of a rate of \$5.85 per car on cars loaded with coal moving between locations at a mine for the purpose of loading trucks with coal from said cars. The order authorized the application of the \$5.85 rate only in cases where no further rail movement will be involved. In cases where a further rail movement occurs a switching rate of \$2.70 per car will apply.

**Investigation and Suspension Docket No. 29**

The original protest and request in this docket was filed with the commission on January 18, 1936, by the Utah Motor Transport Association, Fuller-Toponce Truck Company, a corporation, and other common motor carriers

operating by motor vehicle in Utah. The Utah Motor Transport Association, a non-profit corporation, represented various common and contract motor carriers. A supplemental protest and request was filed by the same parties on January 20, 1936. The original and supplemental petitions were directed against certain rail tariffs containing free store-door collection and delivery service. The said petitions requested a suspension and investigation of these tariffs.

The commission suspended and ordered an investigation of certain of the tariffs involved, and also ordered an investigation without suspension of other tariffs complained of.

After investigation and hearing the commission issued an opinion and order on January 4, 1937, cancelling the suspension order and authorizing the carriers by rail involved in the proceeding to render pick-up and delivery service as provided for in the respective tariffs under investigation. In its opinion the commission said:

"The commission now believes after due investigation that pick-up and delivery service is generally desired by and will be an added convenience and service to the shipping public, more especially when shipments are to be made locally or in intrastate commerce in the manner tendered by the tariffs of the rail carriers heretofore suspended by our order, made and issued January 18, 1936. We think our belief in this respect is fully confirmed and borne out by the testimony given by the Utah shippers who have testified in these proceedings."

### **Water Rates and Service**

#### **CASE NO. 1869**

"In the Matter of the Application of St. Joseph Water & Irrigation Company for permission to discontinue service in a certain territory."

#### **CASE NO. 1881**

"In the Matter of the Application of the St. Joseph Water & Irrigation Company for permission to exclude from service a certain territory in North Salt Lake City, Davis County, Utah."

In each of the two cases described above the St. Joseph Water & Irrigation Company sought authority to

discontinue service in certain parts of the territory served by it. In each case protests were entered by the customers affected. An order was entered on July 7, 1936, upon motion of protestants, dismissing the application in Case No. 1869, and on November 3, 1936, upon motion of the applicant, a similar order was issued in Case No. 1881.

### Grade Crossing Cases

During the period covered by this report the commission disposed of ten cases dealing with questions involving grade crossings, and in addition three grade crossing permits were issued. Applications for authority to construct a grade crossing or to close a grade crossing are handled informally in some instances while in other cases a formal hearing is held, depending upon the circumstances in a given case. Where a matter of this kind is disposed of informally without a hearing, the commission assigns a member of the staff to make an investigation and recommendation. Formal hearings are always held on applications requesting authority for grade separations.

Each of the ten cases disposed of will not be discussed at this point, as a summary of the action taken will be found in Table 8, Appendix I. A general summary only will be included in this discussion.

In Case No. 1758, "Midvale City, a municipal corporation, et al., complainants vs. The Denver & Rio Grande Western Railroad Company, a corporation, defendant," a complaint was filed concerning the conditions at an open crossing on Center Street in Midvale City. Midvale City, its municipal officers, and numerous residents of Midvale City were the complainants in the case. The complaint requested the commission to order the defendant railroad company to install and operate an automatic, mechanical signal device at the crossing in question, and, in addition, to require the company to maintain a flagman at the intersection during the day time. The record developed in the case showed an ever increasing amount of traffic at the crossing in question and that numerous fatal accidents had occurred at said crossing. It was further developed that it was necessary for many school children to cross the railroad tracks in going to and from school.

In its decision dated September 22, 1936, the commission ordered the defendant company to install and operate two mechanical, flashing type, signal devices, one on either side of the tracks. It did not order the company to maintain a watchman in addition to the mechanical signal, but

made the observation that it would be well for the school authorities to station a watchman at the crossing during the hours of the day when school children cross the tracks.

The applicant in six cases was the State Road Commission of Utah. In five of these cases authority was requested and granted for the construction of grade separations in the form of overhead crossings or underpasses. The sixth case was an application for the construction of a crossing at grade.

The Denver and Rio Grande Western Railroad Company was the applicant in two cases, one seeking authority to construct a storage track that would cross a public street in Provo, and the other for authority to construct a semi-automatic signal arrangement with derailleurs at an intersection with the Union Pacific Railroad at Sandy, Utah. The Union Pacific Railroad Company sought and obtained authority to construct a similar signal device at an intersection with the Denver & Rio Grande Western Railroad at Midvale, Utah.

### Station Agency Cases

#### CASE NO. 1956

"In the Matter of the Application of the Railway Express Agency for permission to discontinue the Railway Express Agency at Holden, Utah."

The commission made findings in this case to the effect that the business done by the applicant at Holden was insufficient to justify continuance of the agency at that point, and that no serious inconvenience will be suffered by the company's patrons at Holden for the reason that the company provides agency service at Fillmore, nine miles distance from Holden, which service can be availed of by means of daily truck service between the two points. An order was issued on June 16, 1937, granting the application.

The above mentioned case is the only one of its kind filed with the commission during the period under discussion. One other case of long standing concerning a station agency also was disposed of and is discussed below.

#### CASE NO. 1217

"In the Matter of the Application of the Los Angeles & Salt Lake Railroad Company, a corporation, for permission to discontinue the operation of its station at St. John, Utah, as an agency station."

The original application in this case was filed with the commission on May 18, 1931. A report and order was issued on December 12, 1931, denying the application. Following a denial by the commission of application for rehearing the company applied to the Supreme Court of Utah for a writ of certiorari, which was granted. The Supreme Court rendered an opinion on November 21, 1932, setting aside the commission's denial order and remanded the case "with instructions to the commission to hold a hearing upon the question of whether the installation of the telephone at St. John would satisfy the requirements of the statute as to reasonable and adequate service, and as to whether at all events the petitioner should not be allowed to discontinue the agent for certain months of the year, and to make its findings and render judgment upon those questions."

In accordance with the court's instructions the commission held a hearing on May 23, 1933, at St. John, Utah. A report and order on rehearing was never issued. On March 26, 1937, the case was dismissed upon motion of the commission with the consent of the applicant.

### **Street Railway Cases**

Three applications of Utah Light and Traction Company relating to its street railway system were acted upon by the commission. This company has followed a program during the past five or six years of gradually replacing street railway service with gasoline bus service. Each time a line is changed from a street car route to a motor bus route authority must first be obtained from the commission. The three applications are reviewed below.

#### **CASE NO. 1883**

"In the Matter of the Application of Utah Light and Traction Company to substitute automobile bus service for street car service on its East Third South-State Capitol line, and to remove certain of its street car tracks in Salt Lake City, (Routes 6 and 23)."

This matter was heard by the commission on June 15, 1936. In a report and order dated July 16, 1936, the applicant was authorized to substitute motor bus service for street car service on its East Third South-State Capitol line (Routes 6 and 23) with certain changes in the routes. The same report and order authorized the company to

remove its tracks, poles, overhead wires, and other equipment from that portion of Route 6 as follows:

“Beginning at the terminus of said street car line and tracks at the intersection of Seventh South and Thirteenth East Streets, thence west on Seventh South to Eleventh East Street, thence north on Eleventh East to Fifth South Street, thence west on Fifth South to Tenth East Street, thence north on Tenth East to Third South Street.”

#### CASE NO. 1888

“In the Matter of the Application of Utah Light and Traction Company for permission to remove unused tracks of its street car system in Salt Lake City, Utah. (Routes 1, 2, and 3.)”

In an order dated August 3, 1935, (Case No. 1783) the commission authorized Utah Light and Traction Company to substitute motor bus service for street railway service on its Ninth Avenue, Sixth Avenue, and Third Avenue-Fort Douglas lines. (Routes 1, 2, and 3.)

In Case No. 1888 the commission found that public convenience and necessity no longer required the use and maintenance of the tracks and equipment in question and authorized their removal. The tracks, etc., authorized to be removed are as follows:

“All of petitioner’s tracks, poles, overhead wires and other equipment beginning at the intersection of State Street and First Avenue, then east along First Avenue to B Street, then north along B Street to the terminus of said tracks at Ninth Avenue; also, beginning at the intersection of B Street and Sixth Avenue, thence east along Sixth Avenue to the terminus of said tracks at N Street, all in Salt Lake City, Utah.”

#### CASE NO. 1953

“In the Matter of the Application of the Utah Light and Traction Company to remove certain of its street car tracks in Salt Lake City (West Temple, from First North to Second West and from First South to Thirteenth South).”

This application also involved trackage and equipment no longer in use due to the substitution of gas busses

or electric coaches to perform the service. The commission's report and order dated June 1, 1937, permitted the applicant to remove its tracks, poles, wires and equipment from Fifth South street to Thirteenth South Street on West Temple Street, and from First South Street to First North Street on West Temple Street, and from the corner of First North Street and West Temple Street west on First North to Second West Street.

### Motor Transport Cases

The table in the fore part of this chapter shows that the commission disposed of 59 motor transport applications during the fiscal year covered by this report. As a source of additional information these 59 cases are further analyzed in the accompanying Table No. 3.

TABLE NO. 3  
MOTOR TRANSPORT APPLICATIONS DISPOSED OF  
July 1, 1936 to June 30, 1937

Nature of Applications	Number of Applications			
	Granted	Denied	Dis- missed	Total
Certificate of Convenience and Necessity .....	11†	7	1	19
Contract Carrier permit (Intrastate) .....	13	2	5	20
Interstate Carrier License .....	19	.....	3	22
Total .....	43	9	9	61*

\*Includes one case in which both a certificate and a license were issued.

†Includes one case in which a certificate was issued after which the case was reopened for rehearing.

A certificate of convenience and necessity is issued to a motor carrier to authorize him or it to operate as a common carrier by motor vehicle in intrastate commerce. A certificate always specifies the nature of the business the carrier may engage in. This may be the transportation of property, the transportation of passengers, or the transportation of property and passengers. The route or



routes over which he may operate and the points he may serve are also specified in the certificate.

A contract carrier permit is issued to a carrier to authorize the transportation of property, passengers, or both in intrastate commerce for specified parties only. A carrier of this type may not hold his transportation services out to the public generally. A contract carrier permit also specifies the route or territory the operator may serve.

An interstate carrier license authorizes a carrier to occupy and use the highways of the state in the conduct of an interstate transportation business. The rights conferred under this type of license may cover the movement of property, passengers, or both. The license specifies the route or routes in the state that a carrier may follow.

There are three general types of applications entertained by the commission for motor carrier operating rights. The first type consists of applications made by a carrier for what might be termed new operating rights. The second type consists of applications for additions to or extensions of existing operating rights. The third type covers applications in which an existing carrier seeks authority to discontinue operating and transfer to another carrier the rights accruing under the certificate, permit, or license held by him.

Included in the application for certificates of convenience and necessity (Table No. 3) are two cases involving a transfer of operating rights. Three similar cases are included in the group of interstate license cases. The procedure in a case of this nature is for a joint application to be filed by the party desiring to discontinue operating and by the party desiring to assume and take over the operation. Ordinarily the certificate, license, or permit, as the case may be, held by the party seeking to transfer and dispose of operating rights is cancelled, and a new certificate, license, or permit is issued to the party seeking to take over and assume the operating rights.

The operating rights granted under certificates, permits, and licenses vary according to the circumstances in each case. Table No. 4 contains a summary of operating rights granted to motor carriers during the period covered by this report.

TABLE NO. 4

# SUMMARY OF OPERATING RIGHTS GRANTED TO MOTOR CARRIERS

July 1, 1936 to June 30, 1937

Nature of Rights Granted	No. of Certifi- cates Issued	No. of Permits Issued	No. of Licenses Issued
Freight service only .....	4	12	16
Passenger service only .....	---	1	---
Passenger and freight service.....	2	---	1
Passenger and express .....	2	---	2
Newspaper service only .....	3	---	---
Total .....	11	13	19

The nineteen interstate carrier licenses issued include 11 licenses conveying rights to use Utah highways as common carriers in interstate commerce and 8 licenses conveying rights to use the state highways as contract motor carriers in interstate commerce.

Individual cases involving motor carrier applications will not be discussed at this point. Details of the disposition of each motor transport application closed during the period will be found in Tables Nos. 9, 10, 11, and 12, Appendix I.

Each year the commission finds it necessary to cancel the operating rights of certain motor carriers. Failure to maintain the required insurance on file with the commission, failure to maintain operating schedules, and failure to observe other rules and regulations of the commission are the most common causes of cancellations.

During the period under review four certificates of convenience and necessity, 37 contract carrier permits, and 10 interstate carrier licenses were cancelled. An unusual situation was the reason for the revocation of such a large number of contract permits. Under the provisions of Chapter 65, Laws of 1935, contract carriers whose cargo consists exclusively of United States mail, newspapers, or livestock, farm, orchard or dairy products are excepted from the provisions of the act. Many contract carriers had obtained permits under Chapter 53, Laws of Utah, 1933, for the carriage of these particular commodities. Such permits were no longer necessary after the effective date of Chapter 65, Laws of Utah, 1935, hence they were

cancelled. Summaries of cancellation orders will be found in Tables Nos. 13 and 14, Appendix I.

### **Certificate to Construct Railroad**

#### **CASE NO. 1296**

"In the Matter of the Application of Gibson T. Berry, in a representative capacity, for a certificate of convenience and necessity to construct, maintain, and operate a line of railroad."

The application in this case was filed on November 1, 1932. The applicant, in a representative capacity, applied for a certificate of convenience and necessity to be issued to a corporation to be formed at a later date, authorizing the construction, maintenance, and operation of a narrow gauge railroad in a proposed tunnel between the Bingham Mining District and a point near the International Smelting & Refining Company smelter in Tooele County. At the conclusion of the hearing the commission indicated that a certificate would be issued upon the filing of a certified copy of the articles of incorporation of the proposed corporation. The matter was held in abeyance at the request of the applicant until November 5, 1936, when, upon authority of the applicant, the commission dismissed the application.

### **Miscellaneous Cases**

There were eight cases disposed of that are classified as miscellaneous cases. These cases may be found in Table No. 15, Appendix I. Only three of these cases will be discussed at this point.

#### **CASE NO. 1846**

"In the Matter of the Application of the Town of Moab, Grand County, Utah, a municipal corporation, for permission to sell water to residents outside of the boundaries of Moab."

The commission issued a report and order in this case on July 14, 1936, authorizing the Town of Moab to sell water for culinary and other purposes to residents outside of the boundaries of Moab.

#### **CASE NO. 1918**

"In the Matter of Application of Southern Pacific Company to discontinue all train service between Watercress and Lucin and to discontinue all regular service between Kelton and Watercress and to furnish between those points 'on-call' freight service."

The commission rendered an opinion in this case on March 31, 1937, in which it granted the application with the provision that "on-call" freight service be provided between Watercress and Kelton whenever car-load freight is presented for shipment or delivery between those points.

#### CASE NO. 1949

"In the Matter of the Application of Orderville Power & Light Company, of Orderville, Kane County, Utah, to construct and operate, according to the rules and regulations of the County of Kane, State of Utah, and the Town of Orderville, Kane County, State of Utah, electrical power plants situated at Orderville and Glendale, Kane County, State of Utah."

In the commission's report and order dated June 26, 1937, the Orderville Power & Light Company, a partnership, was authorized to operate a steam electric power plant for the production and sale of electrical energy to residents of Orderville, Utah. The application to serve Glendale was denied. The entrance of the Orderville Power & Light Company into the electrical field in Kane County marks the first time that electrical service has been made available to the residents of Orderville.

The other cases in this group include a complaint brought by one motor carrier against another motor carrier; two applications of Utah Power & Light Company for a certificate of convenience and necessity to exercise the rights and privileges conferred by franchises granted by the Towns of Woods Cross, Utah, and Maeser, Utah; and two cases seeking approval of inter-change power agreements between Utah Power & Light Company and other electricity producing agencies.

## CHAPTER III

## RATE REDUCTIONS AND MISCELLANEOUS MATTERS

**Rate Reductions**

During the period covered by this report substantial reductions were made in certain electric rates of Utah Power & Light Company. Some of these reductions were discussed in Chapter II. The estimated annual savings resulting from these reductions are summarized below.

Residential lighting—urban .....	\$102,000
Residential lighting—rural .....	35,000
Commercial lighting—urban .....	35,000
Commercial lighting—rural .....	10,000
Apartment house lighting .....	10,000
Miscellaneous residential and small power.....	5,000
Total .....	<hr/> \$197,000

The first five items of reductions shown above, amounting to estimated annual savings of \$192,000, were formally ordered by the commission. The sixth item covering miscellaneous residential and small power uses covers various reductions brought about informally.

**Informal dockets**

The commission disposed of 39 informal dockets. Matters covered in this type of docket are handled without a formal hearing or formal investigation. In practically all cases the matter was disposed of to the complete satisfaction of the parties involved. These dockets involved such matters as reparation claims, clearance permits, and complaints concerning the service being rendered by a utility. The reparation claims awarded by the commission totaled \$6,757.45. A summary of these dockets will be found in Table No. 43, Appendix III.

**Ex Parte Orders**

The commission issued 216 ex parte orders to the various carriers and other utilities operating in Utah, authorizing the publication of reduced rates. As a general rule the publication is authorized on one day's notice to the commission and the public. Applications of this nature are handled informally. Table No. 44, Appendix III, contains a summary of ex parte orders.

### **General Orders**

Six general orders were issued by the commission. These orders were discussed in Chapter II and will not be discussed further at this point. A summary of the general orders issued will be found in Table No. 45, Appendix III.

### **Ton-Mile and Passenger-Mile Tax Assessments**

Chapter 53, Laws of Utah, 1933, which required this commission to assess ton-mile and passenger-mile taxes against motor carriers operating for hire over Utah highways, was repealed effective December 31, 1935. Subsequent to the date of repeal of this law audits were made of the carriers' records to determine if correct reports had been rendered to the commission of all operations down to December 31, 1935. In some instances additional assessments were made based upon the disclosures of the audits of the carriers' records. A summary of these assessments may be found in Tables Nos. 52 and 53, Appendix III.

### **Opposition to Pettengill Bill**

As early as February, 1935, this commission adopted a policy of active opposition to the enactment by the Congress of the so-called Pettengill Bill. This bill provides for the repeal of paragraph one of the Fourth Section of the Interstate Commerce Act. This part of the Fourth Section is known as the "long and short haul clause," and provides that a carrier may not charge less for the transportation of passengers or of like kind of property, for a longer haul than for a shorter haul over the same line or route in the same direction, the shorter being included within the longer distance, except upon special authority from the Interstate Commerce Commission. There is also a provision which states that in granting authority to the carriers to depart from the provisions of the Fourth Section the commission shall not permit the establishment of any charge to or from the more distant point that is not reasonably compensatory for the service performed.

The present amended long and short haul clause was enacted in 1920. Prior to that time there was no "reasonably compensatory" provision in the act similar to that described above.

A survey of the freight rates applying to shipments from eastern manufacturing districts to Utah and the Pacific Coast covering approximately 300 different commodities revealed the following situation:

Prior to 1920 these freight rates averaged \$1.49 per 100 pounds to the Pacific Coast and \$2.05 to Utah common points which include Salt Lake City and Ogden. After the "reasonably compensatory" clause became a part of the law this discrimination against Utah was largely eliminated. A check-up of the rates existing in 1935 on the same commodities from the same points to Utah and the Pacific Coast shows the following situation:

Average rate to Utah .....	\$1.58
Average rate to Pacific Coast.....	1.70

In other words, prior to the enactment of the present long and short haul clause as amended, Utah's rates from the east averaged 137 per cent of those to the Pacific Coast. In 1935 Utah's rates averaged only 81 per cent of those applying to the Pacific Coast.

The Legislature of the State of Utah twice has adopted resolutions memorializing the Congress to defeat the Pettengill Bill or any similar attempt to modify or repeal the present Fourth Section of the Interstate Commerce Act. The resolution adopted at the 1937 session of our State Legislature was passed by a unanimous vote. On May 7, 1937, this commission adopted a resolution opposing the enactment into law of the Pettengill Bill or any similar bill to eliminate or modify the present "long and short haul clause." This commission has felt it a positive duty to oppose the passage of the Pettengill Bill and has had a representative testify in opposition thereto at hearings before the Interstate Commerce and Foreign Commerce Committee of the House of Representatives, and before the Interstate Commerce Committee of the Senate at Washington. We will continue to take every reasonable means at our disposal to defeat the Pettengill Bill and any similar bill that may be presented in Congress.

### Cases in Courts

Three cases in which the commission is involved are pending in the courts of the State. These cases are described below.

"Wilson McCarthy, et al., Plaintiffs, vs. Public Service Commission of Utah, Defendant."

This action is pending in the Supreme Court of Utah. It involves the lawfulness of an order of the commission granting a contract permit to George A. Sims and Milton K. Sims, a partnership, doing business as the Salt Lake

Transfer Company, authorizing said partnership to operate as a contract motor carrier over all of the highways of the state in the transportation of merchandise, machinery, and other property.

“Utah California Motor Lines, Inc., Plaintiff,  
vs. Public Service Commission of Utah, et al,  
Defendants.”

This suit was instituted by the plaintiff to recover protested ton-mile taxes assessed against the plaintiff by this commission under the provisions of Section 16, Chapter 53, Laws of Utah, 1933. The case will be tried in the Third District Court of Utah. At the closing date of this report the case had not come up for trial.

“Clay Larsen, Petitioner, vs. Public Service  
Commission of Utah, Respondent.”

The petitioner in this case filed an application with the commission on January 26, 1937, for a permit to operate as a contract motor carrier of property between North Ogden, Ogden City, Salt Lake City, Provo, Price, and Farnum, Utah. The application was filed under the provisions of Section 9 of Chapter 65, Laws of Utah, 1935. The commission refused to issue the permit applied for.

On February 26, 1937, the petitioner filed a “Petition for Alternative Writ of Mandamus and Writ of Prohibition in Aid Thereof” with the Supreme Court of Utah. The court issued a writ on the same date in which it ordered the commission to issue a permit to the petitioner to operate as a contract motor carrier, and also to desist from interfering with the operations of the petitioner pending determination of the action. The matter had not been disposed of by the court at the closing date of this report.



## APPENDIX I

## SUMMARY OF ORDERS ISSUED IN FORMAL CASES

	Table No.
Electric Light and Power Cases.....	5
Telephone Cases .....	5
Railroad Rate Cases.....	6
Water Rates .....	7
Station Agency .....	7
Street Railways .....	7
Grade Crossings .....	8
Certificates of Convenience and Necessity Issued.....	9
Contract Carrier Permits Issued.....	10
Interstate Carrier Licenses Issued.....	11
Certificates, Permits, and Licenses—Dismissals and Denials .....	12
Certificates and Licenses Cancelled.....	13
Contract Carrier Permits Cancelled.....	14
Miscellaneous Cases .....	15

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TABLE NO. 5  
SUMMARY OF ORDERS ISSUED IN ELECTRIC POWER AND LIGHT  
CASES AND TELEPHONE CASES

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
<u>ELECTRIC POWER AND LIGHT</u>				
1531	9- 8-36*	Public Service Commission of Utah, Compt. vs. Utah Power & Light Co., Deft.	Investigation of rates, practices, etc., of defendant.	Reductions ordered in residential and commercial lighting schedules.
1531	12-30-36*	Public Service Commission of Utah, Compt. vs. Utah Power & Light Co., Deft.	Investigation of rates, practices, etc., of defendant.	Changes ordered in schedules covering apartment house lighting.
1951	5-12-37	Utah Lake Distributing Co., et al, Compts. vs. Utah Power & Light Co., Deft.	Extension of reduced pumping rates.	Reduced pumping rates previously in effect extended to October 31, 1937.
<u>TELEPHONE</u>				
1570	2-10-37	Park Valley-Rosette telephone Co.	Tele- To increase telephone rates.	Increased rates authorized of \$2.00 per month, or \$10.00 per year if annual charge is paid in advance.

\*Interim report and order.

TABLE NO. 6  
SUMMARY OF ORDERS ISSUED IN RAILROAD RATE CASES

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
1510	1-16-37	Utah Construction Co., Compt., vs. The D. & R. G. W. RR. Co., et al. Defts.	Rates on contractor's equipment.	Complaint dismissed.
1573	7- 7-36	Utah Citizens Rate Ass'n, Compt., vs. Bamberger Electric RR. Co., et al, Defts.	Rates on coal.	Complaint dismissed.
1658	7-21-36	In the Matter of Increases in Freight Rates and Charges (application of carriers by rail).	Emergency charges on freight.	Carriers by rail authorized to extend until Dec. 31, 1936, the emergency charges that were in effect up to June 30, 1936.
1904	9-18-36	Utah Coal Operators Ass'n. Compt., vs. The D. & R. G. W. RR. Co., Deft.	Coal rates to Careyhurst, Utah.	Complaint dismissed.
1905	9- 9-36	M. A. Cummings, Agent for Pacific Freight Tariff Bureau	Tariff specifications on explosives.	Authority granted to revise tariff specifications covering size, character, and weight of packages containing high explosive cartidges.
1906	9- 9-36	M. A. Cummings, Agent for Pacific Freight Tariff Bureau	Tariff specifications on explosives.	Authority granted to revise tariff specifications covering size, character, and weight of packages containing electric fuse caps, high explosives, and powder.
1927	2- 1-37	The D. & R. G. W. RR. Co., Wilson McCarthy and Henry Swan, Trustees	Rate for intra - mine switching of loaded coal cars at mines.	Rate of \$5.85 per car authorized on cars loaded with coal moving between locations at mine for purpose of loading trucks with coal from cars.
I. & S. Docket No. 29	1- 4-37	Utah Motor Transport Ass'n, et al.	Suspension and investigation of rail pick-up and delivery tariffs.	Suspension order cancelled and carriers by rail authorized to render pick-up and delivery service in intrastate commerce.

TABLE NO. 7

SUMMARY OF ORDERS ISSUED IN CASES INVOLVING WATER RATES AND SERVICE,  
STATION AGENCIES, AND STREET RAILWAY SERVICE

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
<b>WATER RATES AND SERVICE</b>				
1869	7- 7-36	St. Joseph Water & Irrigation Co.	To discontinue serving certain territory.	Case dismissed.
1881	11- 3-36	St. Joseph Water & Irrigation Co.	To discontinue serving certain territory.	Case dismissed.
<b>STATION AGENCY</b>				
1217	3-26-37	Los Angeles & Salt Lake RR. Co.	To discontinue agency station at St. John.	Case dismissed.
1956	6-16-37	Railway Express Agency	To discontinue agency station at Holden.	Application granted.
<b>STREET RAILWAY</b>				
1883	7-16-37	Utah Light and Traction Co.	To substitute motor bus service for street car service and remove tracks and equipment. (routes 6 and 23.)	Application granted.
1888	8-22-36	Utah Light and Traction Co.	To remove unused tracks and equipment from Routes 1, 2, and 3.	Application granted.
1953	6- 1-37	Utah Light and Traction Co.	To remove tracks and equipment from West Temple, from First North to Second West and from Fifth South to Thirteenth South.	Application granted.

TABLE NO. 8  
**SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES AND  
 GRADE CROSSING PERMITS ISSUED**  
**JULY 1, 1936 to JUNE 30, 1937**

Case No.	Permit No.	Applicant or Parties to Complaint	Authority Granted or Action Taken	Location
1758		Midvale City, et al, vs. The Denver & Rio Grande Western RR. Co.	Defendant ordered to install and maintain two mechanically operated flashing signal devices.	Midvale, Utah, at Center Street crossing of D. & R. G. W. RR.
1816		State Road Commission of Utah	Replace crossing at grade with an underpass crossing.	Cliff, Emery County, Utah, on US 50 and D. & R. G. W. RR.
1829		State Road Commission of Utah	Construct and maintain an overhead crossing.	Wanship, Summit County on US 530 and Park City Branch of U. P. RR.
1871		State Road Commission of Utah	Replace crossing at grade with an overhead crossing.	West Center St., Provo, Utah, on Utah 114 and D. & R. G. W. RR. and S. L. & U. RR.
1872		State Road Commission of Utah	Replace crossing at grade with an underpass crossing.	Janet Street, Helper, Utah, and D. & R. G. W. RR.
1895		State Road Commission of Utah	Replace crossing at grade with an overhead crossing.	Near Garfield, Salt Lake County on Saltair highway and L. A. & S. L. RR., W. P. RR.

TABLE NO. 8  
SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES AND  
GRADE CROSSING PERMITS ISSUED  
JULY 1, 1936 to JUNE 30, 1937  
(Continued)

Case No.	Permit No.	Applicant or Parties to Complaint	Authority Granted or Action Taken	Location
1901		State Road Commission of Utah	Construct a crossing at grade.	Brigham City, Box Elder County on local road and U. I. C. RR.
1938		The Denver & Rio Grande Western RR. Co.	Construct semi-automatic signal arrangement with derailleurs at intersection.	Sandy, Utah, at intersection of D. & R. G. W. RR. and U. P. RR. Co.
1939		Union Pacific RR. Co.	Construct semi-automatic signal arrangement with derailleurs at intersection.	Clearfield, Utah, at intersection of U. P. RR. and D. & R. G. W. RR.
1959	181	The Denver & Rio Grande Western RR. Co.	Construct a storage track.	Bullock Lane & 9th South in Provo, Utah.
	179	The Denver & Rio Grande Western RR. Co.	Construct a spur track.	Near Cudahy Plant North Salt Lake, Davis County, Utah.
	180	The Denver & Rio Grande Western RR. Co.	Relocate transfer track.	Sixth West and South Temple Streets, Salt Lake City, Utah.

TABLE NO. 9  
**CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED DURING PERIOD  
 JULY 1, 1936 to JUNE 30, 1937**

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued	Route		Via Highways
					Between	And	
455	1846	7-14-36	#	Town of Moab			
456	1879	7-29-36	N	Burlington Transportation Company	Salt Lake City	Nev., Ariz., Wyo. Lines	US 91, U 49, 30 S, US 40.
457	1892	8- 3-36	*	Utah Power & Light Co.	In Woods Cross, Utah		
458	1883	7-16-36	P	Utah Light and Traction Company	Certain Routes in Salt Lake City		
459	1902	10-21-36	PF	Daisy Rowley	Milford, Utah	Utah-Nevada Line	U 21 and 27.
460	1909	10-10-36	PF	Owen V. George	Delta, Utah	Fillmore, Utah	U 26, US 91.
461	1907	10-21-36	N	Interstate Transit Lines	Payson, Utah	Ogden, Utah	US 91.
462	1908	10-21-36	N	Union Pacific Stages, Inc.	Salt Lake City	Utah-Idaho Line	US 91, 30-S, U 41.
463	1914	3-20-37	PEMN	Rio Grande Motor Way, Inc.	Sevier, Utah	Cove Fort, Utah	U 13.
464	1839	3-30-37	F	Fuller - Toponce Truck Co.	Salt Lake City	Utah-Idaho Line	US 91, U 101, 61.
465	1922	3-31-37	F	Jos. J. Milne Line	Salt Lake City	Santa Clara	US 91.
466	1930	3-31-37	F	M. R. & Garth Cameron	Salt Lake City	Kanab, Utah	US 91, U 28, US 89.
467	1931	3-31-37	F	Elmer Bates	Salt Lake City	Grantsville, Utah	US 40 and 50.
468	1923	3-31-37	PE	Pacific Greyhound Lines, Inc.	Salt Lake City	Utah-Nevada Line	US 40.
469	1940	5- 7-37	*	Utah Power & Light Co.	In Maeser, Utah		
470	1949	6-26-37	★	Orderville Power & Light Co.			

# To sell water outside municipal limits of Moab.

\* Certificate to exercise privileges granted under franchise from town shown.

★ Certificate to operate and maintain steam electric power plant, and sell electrical energy to residents of Orderville.

† F denotes freight service; P passenger service; E express service; N newspaper service; M mail service.



TABLE NO. 10  
CONTRACT CARRIER PERMITS ISSUED DURING PERIOD  
JULY 1, 1936 to JUNE 30, 1937

Permit No.	Case No.	Date of Order	Type of Service	To Whom Issued	Route		Via Highways
					Between	And	
129	1837	11- 6-36	F	I. Sander	Provo, Utah	Vernal, Utah	U 7, US 40.
132	1864	7-21-36	F	Hemmingsen & Reed	Lark, Utah	Salt Lake City	U 48, US 91.
133	1847	7- 2-36	F	Wilson J. Smith	Bauer, Salt Lake City	Butterfield Can- yon Bingham Canyon	US 91. U 36, US 50, U 48.
134	1896	7- 9-36	P	Salt Lake Transporta- tion Co.	All points in Utah	All points in Utah	All highways.
135	1880	7-17-36	F	George Maycock Motor Co.	Salt Lake City	Moon Lake, Utah	US 91, 89, 40.
136	1890	9-17-36	F	Lewis Johnson	Ogden, Utah	Morgan, Utah	30-S.
137	1897	10-13-36	F	Homer Harwood d/b/a Harwood Truck Line	Salt Lake City	Price, Utah	US 91, 50, U 150.
138	1911	10-14-36	F	R. A. Gould	Woods Cross, Utah	Tremonton, Smithfield, Richfield, Fill- more, Wyoming Line.	US 91, 30-S, US 49. U 28, US 89.
139	1915	12-19-36	F	Western Operating Co.	Uinta Basin points	Heber, Provo, Salt Lake City, and Price	US 40, 89, U 52, US 91, U 33.
140	1936	3-31-37	F	Dewey Ward Lashus	Fort Duchesne	Provo, Price	US 40, U 7, U 33.
141	1943	5- 4-37	F	Kenneth Mac Doan	Cedar City, St. George	Alton, Utah	US 89, 91, U 14, 15.
142				(Not issued)			
143	1948	6- 4-37	F	Alma Fernelius Randall	Morgan, Ogden	Salt Lake City	US 91, 30-S.
144	1912	6-26-37	F	Leland Hair	Salt Lake City	Duchesne, Utah	US 40, 91.

†F denotes freight service.

P denotes passenger service.

TABLE NO. 11  
INTERSTATE CARRIER LICENSES ISSUED DURING PERIOD  
JULY 1, 1936 to JUNE 30, 1937

License No.	Case No.	Date of Order	Type of Service ★	Route		
				To Whom Issued	Between	And
3*	1928	2- 9-37	PE	Pacific Greyhound Lines	Salt Lake City	Utah-Nev. Line
107	1860	7- 9-36	F	Paul McDaniel d/b/a Ace Tank Line Co.	Salt Lake City	Utah-Nev. Line
108	1855	6-17-36	F	E. M. Cragun	Salt Lake City	Utah-Wyo. Line
112	1884	7-29-36	F	Red Line Motor Company	Salt Lake-Ogden	Utah-Wyo. Line
113	1845	7-31-36	F	I. A. Taylor	Utah-Idaho Line	Utah-Wyo. Line
114	1887	8- 3-36	F	Contract Carriers, Inc.	Santa Clara, Utah	Utah-Arizona Line
115	1886	9-22-36	F	Colorado-Wyoming Express, Inc.	Salt Lake City	Utah-Wyoming Line
116	1882	9- 8-36	F	William B. Patterson	Salt Lake City	Utah-Nevada Line
117	1891	9-15-36	F	Israel Thompson Smith	Salt Lake City	Utah-Idaho Line
118	1894	10-14-36	F	Leatham Bros Trucking Co.	Utah-Colorado Line	Utah-Idaho Line

★F designates freight service; P passenger service; E express service.

\*Assignment of license from Pacific Greyhound Lines, Inc.

TABLE NO. 11  
 INTERSTATE CARRIER LICENSES ISSUED DURING PERIOD  
 JULY 1, 1936 to JUNE 30, 1937  
 (Continued)

License No.	Case No.	Date of Order	Type of Service*	Route		
				To Whom Issued	Between	And
119	1874	1-15-37	F	Pacific Intermountain Express, Inc.	Salt Lake City	Utah-Nevada Line
120	1877	9-12-36	F	Halley Thomas	Utah-Nevada Line	Midvale, Utah
121	1893	10- 2-36	F	Eucalyptus Wood Co.	Utah-Nevada Line	Midvale & Tooele, Utah
122	1913	11-20-36	F	Sterling Transporta- tion Co.	Salt Lake City	Utah-Colorado Line
123	1902	10-21-36	FP	Daisy Rowley	Milford, Utah	Utah-Nevada Line
124	1921	12-22-36	F	W. G. Cameron, d/b/a Cameron-Utah- Arizona Truck Line	Salt Lake City	Utah-Arizona Line
125	1924	3-17-37	F	Everett Asa Tyler, d/b/a Oneonta Trans- fer & Storage	Santa Clara	Utah-Wyoming Line
126	1937	3-20-37	PE	Rio Grande Motor Way, Inc.	Salt Lake City	Marysville, Utah
128	1941	6-28-37	F	Gustave Bush & George Bush d/b/a Bush Bros. Truck Line	Salt Lake City	Utah-Arizona Line

\*F designates freight service; P passenger service; E express service.

\*Assignment of license from Pacific Greyhound Lines, Inc.

U S 40  
 U S 40 and 50  
 U S 40, 50, 91, U  
 36  
 U S 91, U 52, US  
 89, and 40  
 U 21 and 27  
 U S 91, U 28, US  
 89  
 U S 91, U 40, US  
 30-S  
 U S 91, U 189,  
 U 116, and US  
 89  
 U S 91

TABLE NO. 12

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

Case No.	Date of Order	Name of Applicant	Nature of Application	Disposition
1803	8- 3-36	J. J. Milne Truck Line, Inc.	Certificate of Convenience and Necessity	Denied
1822	1-16-37	Arrow Auto Line	Contract Carrier Permit	Denied
1848	6-18-37	J. Claude Hicken & Son	Certificate of Convenience and Necessity	Denied
1857	6-15-37	J. W. Ault	Contract Carrier Permit	Dismissed
1859	6-16-37	Thos. C. Warner d/b/a Cole Transfer & Storage Co.	Contract Carrier Permit	Dismissed
1861	6-21-37	Ordan Transfer & Storage Co.	Contract Carrier Permit	Dismissed
1867	3-31-37	Arrowhead Freight Lines, Ltd.	Certificate of Convenience and Necessity	Denied
1878	10-23-36	Dave Roberts	License	Dismissed
1885	9 -5-36	Pacific Greyhound Lines, Inc.	Certificate of Convenience and Necessity	Denied
1898	10-17-36	Peter Olson	License	Dismissed
1903	9-11-36	Oneonta Transfer & Storage	License	Dismissed
1916	12-22-36	Zimara Palmer	Contract Carrier Permit	Denied
1919	3-31-37	Southern Utah Truck Co.	Certificate of Convenience and Necessity	Denied
1920	3-17-37	Newell K. Warner	Contract Carrier Permit	Dismissed
1925	3-31-37	Geo. R. Adair	Certificate of Convenience and Necessity	Denied
1934	3-31-37	John Chamberlain	Certificate of Convenience and Necessity	Denied
1942	6- 7-37	Harris Bethers	Certificate of Convenience and Necessity	Dismissed
1950	6-16-37	Thos. C. Warner d/b/a Cole Transfer & Storage Co.	Contract Carrier Permit	Dismissed

**TABLE NO. 13**  
**CERTIFICATES OF CONVENIENCE AND NECESSITY**  
**AND INTERSTATE CARRIER LICENSES CANCELLED**  
**DURING PERIOD JULY 1, 1936 to JUNE 30, 1937**

**CERTIFICATES**

Certificate No.	Case No.	Date of Cancellation	Name of Carrier
312	995	11-28-36	Lion Coal Company
354	1144	4-15-37	A. R. Barton and L. R. Lund
438	1776	6- 2-37	George Gourley
439	1621	6- 2-37	Homer A. Lyman

**LICENSES**

License No.	Case No.	Date of Cancellation	Name of Carrier
40	1493	1- 8-37	W. F. Pratt
48	1522	5-21-37	Oscar M. Cragun
54	1555	9-23-36	L. Torre
100	1820	8-13-36	F. C. Calhoun d/b/a Calhoun Transportation Lines
101	1835	3-26-37	Riss and Company, Inc.
106	1840	5-21-37	Wilford Fluckiger
111	1804	3-26-37	Inland Pacific Stages
117	1891	3-26-37	Israel Thompson Smith
118	1894	3-26-37	Leatham Bros.
120	1877	5-21-37	Halley Thomas

**TABLE NO. 14**  
**CONTRACT CARRIER PERMITS CANCELLED DURING**  
**PERIOD JULY 1, 1936 to JUNE 30, 1937**

Permit No.	Case No.	Date of Cancellation	Name of Carrier
16	1340	3-26-37	Isaac Bradley
32	1309	2-19-37	Alfred Randall
33	1317	2-19-37	Blake Messinger
40	1471	2- 2-37	Lorin Christensen
42	1481	2- 2-37	David J. Williams
43	1503	2-19-37	Grant Waldron
46	1472	2- 2-37	B. H. Beckstead
49	1507	2-24-37	Rex Shepherd d/b/a Motor Express Co. of Wyoming
53	1461	2-24-37	W. F. Pratt
59	1539	3-26-37	Clay Larsen
62	1551	2-19-37	R. C. Johnson
65	1552	2-19-37	A. F. and Mary E. Milner
66	1556	2-24-37	Albert Kohler
76	1589	2-24-37	Harold Hansen
80	1595	2-24-37	J. M. Schwendeman
84	1695	8-12-36	Loren E. Twitchell
85	1597	2-24-37	Wm. H. Henline
87	1640	2-20-37	Frank Allen
88	1624	2-19-37	Ernest N. Sabin
89	1699	2-20-37	Wm. J. Ahlstrom
90	1676	2-20-37	Lewellyn Staples
92	1636	2-24-37	Amos Davis
94	1702	2-24-37	Melvin A. Robbins
95	1639	3-20-37	Adrian Janse
96	1647	2-20-37	Lorenzo Belnap
97	1672	2-24-37	James W. Cox
98	1628	2-24-37	J. B. Haycock
102	1653	2-24-37	Lavern Clark
108	1693	2-20-37	William Lund
109	1627	2-19-37	Glen P. Johnson
111	1673	2-20-37	Parley B. Steele
114	1668	2-24-37	Ben Peterson
115	1618	2-19-37	Wm. Ray Nielson
118	1792	2-20-37	Harris Bethers
119	1701	2-24-37	George Carlos Murdock
135	1880	11-12-36	George Maycock Motor Company
140	1936	5-21-37	Dewey Ward Lashus

TABLE NO. 15  
SUMMARY OF ORDERS ISSUED IN MISCELLANEOUS CASES

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
1296	11- 5-36	Gibson T. Berry in a representative capacity	Certificate to construct railroad	Application dismissed
1664	10- 7-36 11- 3-36	"Arrow Auto Line, Compt., vs. B. E. Johnson, Deft."	Complaint concerning service rendered by B. E. Johnson	Contract carrier permit No. 51 cancelled. By supplemental order of Nov. 3, 1936, defendant authorized to continue operating between Price and Hiawatha, Mohrland, Sunnyside, Columbia, National, Consumers, and Sweets Mine, Utah.
1846	7-14-36	Town of Moab	Certificate to sell water outside of boundaries of Moab	Application granted. Certificate of convenience and necessity No. 435 issued
1892	8- 3-36	Utah Power & Light Co.	Certificate to exercise franchise in Woods Cross, Utah	Application granted. Certificate of convenience and necessity No. 457 issued
1900	9-24-36	Utah Power & Light Co.	Interchange power agreement with Strawberry Water Users Ass'n.	Interchange power agreement approved
1910	10-10-36	Utah Power & Light Co.	Interchange power agreement with Brigham City	Interchange power agreement approved
1918	3-31-37	Southern Pacific Co.	To discontinue all train service between Watercross and Lucin and regular service between Kelton and Watercross	Application granted. Applicant required to furnish "on-call" carload freight service between Kelton and Watercross
1940	5- 7-37	Utah Power & Light Co.	Certificate to exercise franchise in Maeser, Utah	Application granted. Certificate of convenience and necessity No. 469 issued
1949	6-26-37	Orderville Power & Light Co.	Certificate to operate power plants and sell electrical energy	Applicant authorized to operate steam electric power plant and sell electricity to residents of Orderville. Certificate of convenience and necessity No. 470 issued





## APPENDIX II

### STATISTICS OF PUBLIC UTILITY OPERATIONS

	Table No.
Steam Railroads—Operating Revenues .....	16
Steam Railroads—Operating Expenses—Entire Line .....	17
Steam Railroads—Operating Expenses—State of Utah .....	18
Railroad Statistics .....	19
Railroad Statistics .....	20
Steam Railroads—Revenue Freight Carried .....	21
Steam Railroads—Class III .....	22
Electric Interurban Railroads—Operating Revenues, Expenses, Etc. ....	23
Electric Interurban Railroads—Mileage, Traffic, Etc. ....	24
Street Railways .....	25
Electric Utilities—Operating Revenues and Expenses .....	26
Electric Utilities—Miscellaneous Statistics .....	27
Electric Utilities—Kilowatt Hour Statistics .....	28
Electric Utilities—Customers .....	29
Gas Utilities .....	30
The Mountain States Telephone & Telegraph Company.....	31
Small Telephone Companies .....	32
Telegraph and Cable Companies .....	33
Railway Express Agency .....	34
The Pullman Company .....	35
Water Utilities .....	36
Common Motor Carriers—Intrastate .....	37
Common Motor Carriers—Intrastate .....	38
Common Motor Carriers—Interstate .....	39
Common Motor Carriers—Interstate .....	40
Contract Motor Carriers .....	41

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TABLE NO. 16  
OPERATING REVENUES, CLASS I AND CLASS II STEAM RAILROADS  
YEAR ENDED DECEMBER 31, 1936

Name of Carrier	ENTIRE LINE				WITHIN STATE OF UTAH			
	Freight Revenues	Passenger Revenues	Other Operating Revenues	Total Operating Revenues	Freight Revenues	Passenger Revenues	Other Operating Revenues	Total Operating Revenues
Bingham and Garfield Ry. Co. ....	\$ 359,958	\$ .....	\$ 5,235	\$ 365,193	\$ 359,958	\$ .....	\$ 5,235	\$ 365,193
Denver & Rio Grande Western RR. Co., The .....	22,922,897	1,469,462	1,206,950	25,599,309	8,418,446	360,563	290,291	9,069,300
Southern Pacific Co. ....	122,087,866	20,899,622	19,395,184	162,382,642	4,205,658	405,664	367,114	4,978,436
Tooele Valley Ry. Co. ....	91,770	10,545	24,589	126,904	91,770	10,545	24,589	126,904
Utah Railway Co., The .....	223,232	1,061	7,826	232,119	39,646	103	1,186	40,935
Union Pacific RR. Co. ....	126,916,646	15,062,417	13,234,620	155,213,583	11,101,630	1,762,835	1,090,755	13,956,220
Utah Railway Co. ....	1,084,934	.....	3,275	1,088,209	1,084,934	.....	3,275	1,088,209
Western Pacific RR. Co., The .....	14,151,068	427,675	381,157	14,959,900	1,757,700	53,389	51,899	1,862,988
Total .....	\$287,838,371	\$ 37,870,782	\$ 34,258,706	\$359,967,859	\$ 27,059,742	\$ 2,593,099	\$ 1,834,344	\$ 31,487,185

TABLE NO. 17  
OPERATING EXPENSES, CLASS I AND CLASS II STEAM RAILROADS  
YEAR ENDED DECEMBER 31, 1936

Name of Carrier	ENTIRE LINE								
	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Transportation Rail Line	Transportation Water Line	Miscellaneous Operations	General Expense	Transportation for Investment Credit	Grand Total
Bingham and Garfield Ry. Co.	\$ 72,884	\$ 76,018	\$ 15,275	\$ 75,454	\$ .....	\$ .....	\$ 58,822	\$ .....	\$ 298,403
Denver & Rio Grande	4,015,100	6,503,865	689,247	8,800,742	.....	182,735	1,012,407	235,137	20,988,959
Western RR. Co., The	14,291,311	25,945,333	3,998,911	57,576,841	4,263,160	3,370,985	7,176,303	29,352	116,593,482
Southern Pacific Co.	13,195	34,970	4,694	65,409	.....	.....	11,979	.....	130,247
Tooele Valley Ry. Co.	36,611	44,868	1,127	46,484	.....	1,454	50,989	.....	181,528
Utah Railway Co., The	16,927,971	29,090,749	3,835,288	49,194,354	6,088	3,166,227	6,507,726	288	108,728,115
Union Pacific RR. Co.	162,924	300,562	5,268	260,470	.....	.....	52,792	1,465	780,549
Utah Railway Co.	3,109,800	2,354,677	678,091	5,722,385	.....	106,261	463,519	47,917	12,886,816
Western Pacific RR. Co., The									
Total	\$ 38,629,746	\$ 64,851,037	\$ 9,197,899	\$ 121,742,139	\$ 4,269,238	\$ 6,827,662	\$ 15,334,537	\$ 314,159	\$ 260,538,099

TABLE NO. 18  
OPERATING EXPENSES, CLASS I AND CLASS II STEAM RAILROADS  
YEAR ENDED DECEMBER 31, 1936

Name of Carrier	WITHIN STATE OF UTAH							
	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Transporta- tion Rail Line	Transporta- tion Water Line	Miscellane- ous Operation	General Expenses	Transporta- tion for Investment Credit
Bingham and Garfield Ry. Co. ....	\$ 72,834	\$ 76,018	\$ 15,275	\$ 75,454	.....	\$ .....	\$ 58,822	.....
Denver & Rio Grande Western RR. Co., The. ....	1,149,023	2,548,518	228,288	3,185,615	.....	38,599	355,909	73,486
Southern Pacific Co. ....	291,058	513,539	78,552	1,191,841	.....	63,779	143,840	608
Tooele Valley Ry. Co. ....	13,195	34,970	4,694	66,409	.....	.....	11,979	.....
Utah Railway Co., The. ....	7,849	9,619	242	9,966	.....	.....	10,932	.....
Union Pacific RR. Co. ....	1,505,975	2,594,895	342,108	4,388,136	.....	282,427	580,490	26
Utah Railway Co. ....	162,924	300,562	5,266	260,470	.....	.....	52,792	1,465
Western Pacific RR. Co., The. ....	366,020	345,130	81,981	691,836	.....	12,847	56,039	5,793
Total .....	\$ 3,572,878	\$ 6,423,251	\$ 756,406	\$ 9,868,727	.....	\$ 403,964	\$ 1,270,803	\$ 81,378
								\$ 22,214,651

Grand  
Total

TABLE NO. 19  
STATISTICS OF RAIL LINE OPERATIONS—STATE OF UTAH, YEAR  
ENDED DECEMBER 31, 1936  
CLASS I AND CLASS II STEAM RAILROADS

Name of Carrier	Average Mileage of Road Operated		Tons Revenue Freight Transported	Revenue Passengers Carried	Averages Per Mile of Road		Utah Tax Accruals
	Entire Line	Utah			Operating Revenues	Operating Expenses	
Bingham and Garfield Ry. Co.	33.33	33.33	1,261,733	.....	\$ 10,956.89	\$ 8,952.99	\$ 52,390
Denver & Rio Grande Western RR. Co., The	2,582.05	691.28	5,641,136	113,639	13,119.58	12,004.37	671,145
Southern Pacific Co.	8,606.43	259.53	3,758,777	201,992	19,182.51	8,815.91	248,340
Tooele Valley Ry. Co.	7.27	7.27	475,294	210,820	17,455.85	17,915.68	6,186
Utah Railway Co., The	68.46	17.72	23,582	250	2,310.10	2,579.95	5,550
Union Pacific RR. Co.	9,859.80	901.73	8,585,382	644,574	15,476.06	10,754.59	1,040,478
Utah Railway Co.	111.10	111.10	1,070,482	.....	3,794.86	8,073.70	101,200
Western Pacific RR. Co., The	1,207.51	143.72	1,831,479	29,479	12,962.62	10,771.36	70,299
Total	22,475.95	2,165.68	22,647,845	1,200,754	\$ 14,539.17	\$ 10,257.59	\$ 2,195,588

TABLE NO. 20  
STATISTICS OF RAIL LINE OPERATIONS—STATE OF UTAH, YEAR  
ENDED DECEMBER 31, 1936  
CLASS I AND CLASS II STEAM RAILROADS

Name of Carrier	Ton-Miles Revenue Freight	Passenger Miles Revenue	Average Revenue Per Ton of Freight	Average Revenue Per Ton-Mile of Freight	Average Revenue Per Passenger	Average Revenue Per Passenger Mile	Operating Ratio
Bingham and Garfield Ry. Co.	11,159,201	97,230,219	\$ 28529	\$.03226	\$ 3.17232	.....	81.71%
Denver & Rio Grande Western RR. Co., The	2,133,915,000	22,213,910	1.49233	.00892	2.00832	.01385	81.96%
Southern Pacific Co.	433,941,616	1,11889	1.11889	.00869	.05002	.01826	45.96%
Tooele Valley Ry. Co.	3,271,757	1,054,097	1.19308	.02805	.41200	.01000	102.63%
Utah Valley Ry. Co., The	249,224	1,564	1.68262	.15908	2.73488	.06586	96.08%
Union Pacific RR. Co.	1,033,319,572	112,530,545	1.29309	.01074	.....	.01567	69.49%
Utah Pacific RR. Co.	95,567,828	.....	1.01350	.01135	.....	.....	71.73%
Western Pacific RR. Co., The	216,490,560	3,606,318	.95971	.00812	1.81105	.01480	83.10%
Total	3,987,917,758	236,636,653	1.19480	.00679	2.15956	.01096	70.55%

TABLE NO. 21  
REVENUE FREIGHT CARRIED WITHIN THE STATE OF UTAH  
DURING THE YEAR 1936  
CLASS I AND CLASS II STEAM RAILROADS\*

Groups of Commodities	Revenue Freight Originating on Carriers' Roads Within the State			All Other Revenue Freight Carried Within the State			Total Revenue Freight Carried Within the State			Total Revenue Freight Terminating on Carriers' Roads Within State		
	No. of Carloads	Tons	(2,000 lb.)	No. of Carloads	Tons	(2,000 lb.)	No. of Carloads	Tons	(2,000 lb.)	No. of Carloads	Tons	(2,000 lb.)
Products of Agriculture.....	17,798	588,465		121,317	1,982,887		139,115	2,571,352		18,596	179,357	
Animals and Products.....	11,777	138,231		16,767	263,840		28,544	402,071		8,221	100,633	
Products of Mines.....	98,499	4,921,291		47,902	2,387,841		146,401	7,309,132		79,653	4,296,468	
Products of Forests.....	134	4,153		59,063	1,665,331		59,197	1,669,484		3,413	97,950	
Manufactures and Miscellaneous.....	25,614	936,777		109,481	2,803,176		135,095	3,741,953		24,687	658,989	
Trans-State Traffic not Subdivided by Commodities**				270,065	6,820,867							
Grand Total, Carload Freight.....	153,822	6,590,917		624,595	15,923,942		778,417	22,514,859		134,600	5,332,797	
All L. C. L. Freight.....		40,314			92,672			132,986			50,286	
Grand Total, Carload and L. C. L. Freight.....	153,822	6,631,231		624,595	16,016,614		778,417	22,647,845		134,600	5,383,083	

\*Includes Bingham and Garfield Ry. Co., The Denver & Rio Grande Western RR. Co., Southern Pacific Co., Tooele Valley Ry. Co., The Uintah Ry. Co., Union Pacific RR. Co., Utah Railway Co., and The Western Pacific RR. Co.

\*\*Includes trans-state shipments both carload and L. C. L. on Union Pacific RR. Co.



TABLE NO. 22  
**CLASS III—STEAM RAILROADS**  
**OPERATIONS WITHIN STATE OF UTAH**  
**Year Ended December 31, 1936**

	Carbon County Railway Company	Deep Creek Railroad Company
Operating Revenues:		
Freight Revenues .....	\$ 49,414	\$ 3,579
Other Operating Revenues .....		730
Total Operating Revenues.....	\$ 49,414	\$ 4,309
Operating Expenses:		
Maintenance of Way and Structures.....	7,597	5,493
Maintenance of equipment.....	1,481	1,044
Traffic Expenses .....	1,159	74
Transportation—rail line .....	9,527	4,877
General .....	4,488	1,017
Total Operating Expenses.....	\$ 24,252	\$ 12,505
Net Revenue from railway operations.....	\$ 25,162	\$ 8,196R
Railway tax accruals .....	3,602	906
Railway Operating Income.....	\$ 21,560	\$ 9,102R

**MISCELLANEOUS STATISTICS**

Average mileage of road operated .....	4.72	46.00
Tons of revenue freight carried:		
Products of agriculture		
Animals and products .....		179
Products of mines .....	237,960	2,226
Products of forests .....	157	
Manufactures and Miscellaneous .....	671	84
All L. C. L. Freight .....	101	73
Total tons revenue freight carried.....	238,889	2,562
Revenue passengers carried .....		69
Train-miles .....	1,530	4,590
Locomotive-miles .....	1,530	5,304
Car-miles .....	33,587	15,952
Operating Ratio .....	49.08%	290.21%

R Denotes Red Figure.

TABLE NO. 23

**ELECTRIC INTERURBAN RAILROADS—OPERATIONS WITHIN STATE OF UTAH  
YEAR ENDED DECEMBER 31, 1936**

Name of Carrier	OPERATING REVENUES				MISCELLANEOUS STATISTICS			
	Freight Revenues	Passenger Revenues	Other Operating Revenues	Total Operating Revenues	Road and Equipment End of Year	Tax Accruals	Employees	
							Average Number	Aggregate Salaries and Wages Paid for Year
Bamberger Electric RR. Co. ....	\$ 321,228.22	\$ 130,966.46	\$ 25,211.21	\$ 477,405.89	\$3,664,300.60	\$ 27,747.96	118	\$ 128,967.77
Salt Lake Garfield & Western Ry. Co. ....	72,627.13	23,928.73	520.17	97,076.03	1,584,023.02	7,632.74	23	26,425.33
Salt Lake & Utah RR. Co. ....	425,351.57	78,362.81	30,219.99	533,934.37	5,407,940.37	38,780.73	195	208,238.78
Utah Idaho Central R. R. Co., The*	439,533.91	69,588.09	64,650.22	573,772.22	5,599,364.74	43,041.09	151	209,743.59
Total.....	\$1,258,740.83	\$ 302,846.09	\$ 120,601.59	\$1,682,188.51	\$16,255,628.73	\$ 117,202.52	487	\$ 568,275.77
Name of Carrier	OPERATING EXPENSES				Traffic	General and Miscel- laneous	Trans- portation for Investment Cr.	Total Operating Expenses
	Way and Structures	Equipment	Power	Conducting Trans- portation				
	Bamberger Electric RR. Co. ....	\$ 73,031.69	\$ 43,395.90	\$ 63,922.49	\$ 65,326.32	\$ 14,632.73	\$ 139,815.92	
Salt Lake Garfield & Western Ry. Co. ....	9,217.71	15,837.64	13,077.29	14,042.15	2,830.20	7,618.31		62,623.30
Salt Lake & Utah RR. Co. ....	69,315.70	52,124.24	60,441.53	104,361.93	20,825.88	144,413.03	71.72	451,410.59
Utah Idaho Central RR. Co., The.....	69,106.60	39,140.04	67,980.71	119,572.84	11,546.96	91,702.65		399,049.80
Total.....	\$ 220,671.70	\$ 150,497.82	\$ 205,422.02	\$ 303,303.24	\$ 49,835.77	\$ 383,549.91	71.72	\$1,313,208.74

\*Includes operations in Utah and Idaho.  
Figures cover rail and motor bus operations.

TABLE NO. 24  
ELECTRIC INTERURBAN RAILROADS—OPERATIONS WITHIN STATE OF UTAH  
YEAR ENDED DECEMBER 31, 1936  
MILEAGE, TRAFFIC, AND MISCELLANEOUS STATISTICS

Name of Carrier	Miles of Road Operated	Tons Revenue Freight Transported	Revenue Passengers Carried	Average Fare Per Passenger	Total Car Mileage	Total Car Hours
Bamberger Electric RR. Co.	36.90	255,330	563,676	.23234	985,766	68,528
Salt Lake Garfield & Western Ry. Co.	16.31	*	370,426	.06459	147,520	6,528
Salt Lake & Utah RR. Co.	76.12	362,297	246,677	.31767	1,244,034	124,712
Utah Idaho Central RR. Co., The (1)	117.12	385,517	230,470	.18081	1,365,796	69,573
Utah Idaho Central RR. Co., The (2)	.....	.....	190,168	.14680	165,071	8,918
Total.....	246.45	1,003,144	1,601,417	.18911	3,901,187	278,259

  

Name of Carrier	Operating Revenues Per Mile	Operating Revenues Per Car—Hour	Operating Expenses Per Car—Mile	Operating Expenses Per Car—Hour	Operating Ratio
Bamberger Electric RR. Co.	\$ .48430	\$ 6,96558	\$ .40590	\$ 5.83885	83.81%
Salt Lake Garfield & Western Ry. Co.	.65805	14,87071	.42450	9.59303	64.51%
Salt Lake & Utah RR. Co.	.42920	4,28134	.36286	3.61963	66.82%
Utah Idaho Central RR. Co., The (1)	.40172	7,84580	.27522	5.37525	} 69.55%
Utah Idaho Central RR. Co., The (2)	.16912	3,13034	.15192	2.81198	
Total.....	\$ .43120	\$ 6,04541	\$ .33662	\$ 4.71938	78.07%

(1) Rail line operations Utah and Idaho.

(2) Motor bus operations Utah and Idaho.

\*Figures not available.

TABLE NO. 25

**STREET RAILWAYS**  
**OPERATIONS WITHIN STATE OF UTAH**  
**YEAR ENDED DECEMBER 31, 1936**

	Utah Light and Traction Company	Utah Rapid Transit Company*
Operating Revenues:		
Passenger Revenues .....	\$1,125,332.69	\$ 140,493.19
Other Operating revenues .....	10,249.47	14,945.13
Total Operating revenues .....	\$1,135,582.16	\$ 155,438.32
Operating Expenses:		
Way and Structures .....	112,171.64	4,826.51
Equipment .....	218,352.68	23,482.82
Power .....	163,756.50	16,007.31
Conducting transportation .....	310,415.60	47,126.33
Traffic .....	7,933.76	.....
General and Miscellaneous .....	145,543.07	32,351.56
Transportation for investment—Cr. ....	254.45	.....
Total Operating expenses .....	\$ 957,918.80	\$ 123,794.53
Taxes assignable to railway operations.....	70,898.47	9,528.83
Operating income .....	\$ 106,764.89	\$ 22,114.96
Road and equipment end of year.....	\$6,447,845.15	\$1,455,979.69
<b>Statistics</b>		
Miles of road operated.....	51.32	29.70
Regular fare passengers carried.....	16,221,012	†2,932,205
Free transfer passengers carried.....	2,232,326	†266,202
Total passengers carried.....	18,453,338	†3,198,407
Average fare, revenue passengers .....	.06937	.04758
Average fare, total passengers (incl. transf. Pass.) .....	.06098	.04362
Total car mileage .....	4,766,186	786,929
Total car hours.....	406,950	71,537
Operating revenues per car mile.....	.23826	.19753
Operating revenues per car hour.....	2.79047	2.17284
Operating expenses per car mile.....	.20098	.15731
Operating expenses per car hour.....	2.35389	1.73050

\*Period January 1st to December 15th, 1936.

†Motor bus operations only.

TABLE NO. 26  
ELECTRIC UTILITIES—OPERATIONS IN STATE OF UTAH  
YEAR ENDED DECEMBER 31, 1936  
OPERATING REVENUES AND EXPENSES

Name of Company	Sales of Electricity	Merchandise and Miscellaneous	Total Operating Revenues	Operating Expenses	Uncollectible Bills	Taxes	Total Operating Deductions	Operating Income	Plant Rentals	Balance of Income
Utah Power & Light Co.*	\$10,094,473.98*	147,532.37*	\$10,242,006.35*	\$4,043,940.84	37,414.79	\$1,548,507.96	\$5,629,863.59	\$4,612,142.76	\$522,010.43	\$4,090,132.33
Telluride Power Co.	297,263.98	15,738.17	313,002.15	181,742.44	4,481.97	32,018.69	218,243.10	94,764.05	.....	94,764.05
Southern Utah Power Co.	200,465.15	1,078.82	201,543.97	88,739.75	2,132.70	21,012.63	111,885.08	89,658.89	.....	89,658.89
Utah Power & Light Co.	46,063.98	.....	46,063.98	25,649.06	3,000.00	4,873.06	33,427.12	12,658.86	.....	12,658.86
Bountiful Light & Power Co.	25,762.31	1,129.45	26,891.76	23,547.84	515.26	2,402.13	26,465.23	426.53	.....	426.53
Big Springs Power Co.	20,728.53	55.90	20,784.43	11,883.30	500.00	1,700.00	14,083.30	6,701.13	.....	6,701.13
Swan Creek Electric Co.	10,641.12	.....	10,641.12	9,389.44	.....	375.66	9,765.10	876.02	.....	876.02
Western States Utilities Co.	5,497.80	15.00	5,512.80	4,742.64	27.40	379.51	5,149.55	363.25	.....	363.25
Peoples Light & Power Co.	6,261.34	1,878.03	8,139.37	7,657.40	175.00	639.32	8,471.72	R331.85	.....	R331.85
Goshen Electric Co.	3,775.46	.....	3,775.46	3,411.70	.....	212.68	3,624.38	154.08	.....	154.08
Orderville Power & Light Co.	2,420.00	750.00	3,170.00	2,775.00	.....	117.70	2,892.70	277.30	.....	277.30
Leland Elect. Light and Tel. Co.	2,314.33	619.00	2,933.33	2,553.90	.....	156.08	2,709.98	223.35	.....	223.35
North Logan Tel. & Elect. Light Co.	1,890.40	\$473.52	2,363.92	1,742.43	.....	233.63	1,976.06	387.86	.....	387.86
Escalante Light & Power Co.	1,702.27	.....	1,702.27	1,875.00	200.00	178.34	2,254.34	R552.07	.....	R552.07
Total	\$10,719,291.15	169,270.26	\$10,888,561.41	\$4,409,551.74	48,447.12	\$1,612,812.39	\$6,070,811.25	\$4,817,750.16	\$522,010.43	\$4,295,739.73

\*System Operations.

\*Includes steam heating revenue of \$113,213.05.

\*Includes telephone revenue of \$350.51.

R Denotes red figure or deficit.

TABLE NO. 27  
ELECTRIC UTILITIES, MISCELLANEOUS STATISTICS  
YEAR ENDED DECEMBER 31, 1936

Name of Company	Investment In Fixed Capital End of Year	Capital Stock Outstanding End of Year		Long Term Debt Outstanding End of Year	Dividends Declared During Year	Number of Employees End of Year	Number of Installed Generators		Total Rated Capacity (K. W.)
		Common	Preferred				Hydro	Steam	
Utah Power & Light Co.*	\$83,088,412.82	\$30,000,000.00	\$24,958,787.16	\$45,021,000.00	\$ 568,253.67	1,726	66	11	2,241,332
Telluride Power Co.	1,737,222.98	912,597.00	28,100.00	712,200.00	129,416.09	84	6	...	3
Southern Utah Power Co.	1,639,275.18	740,650.00	\$317,975.00	635,000.00	21,000.00	54	4	...	2,800
Utah Power & Light Co.	322,640.93	190,000.00	39,800.00	118,100.00	...	8	1	...	7
Bountiful Light & Power Co.	80,430.55	41,404.00	...	...	...	5	...	...	600
Big Springs Power Co.	127,220.05	20,000.00	...	...	...	5	...	...	...
Swan Creek Electric Co.	42,288.00	34,250.00	...	...	...	6	2	...	400
Western States Utilities Co.**	24,119.31	...	...	...	...	6	2	...	350
Peoples Light & Power Co.	31,954.38	29,000.00	...	...	...	10	3	...	264½
Goshen Electric Co.	10,000.00	\$10,000.00	...	...	...	1	...	...	...
Orderville Power & Light Co.	6,000.00	...	...	...	...	3	...	1	50
Leland Elect. Light and Tel. Co.	4,400.00	4,400.00	...	...	...	2	...	...	...
North Logan Tel. & Elect. Light Co.	7,616.01	3,500.00	...	...	...	2	...	...	...
Escalante Light & Power Co.	7,650.00	7,650.00	...	...	...	4	1	...	60
Total	\$87,129,230.21	\$31,993,451.00	\$25,344,662.16	\$46,571,300.00	\$ 718,669.76	1,912	85	12	12,251,278½

\*System figures.

†Includes \$300,000 "Prior Preference" stock.

\*\*The major portion of this company's operation is in states other than Utah. For this reason figures on capital stock and long term debt are not shown in this schedule as no allocation is made to Utah.

§Figure represents individual ownership equity.

TABLE NO. 28  
ELECTRIC UTILITIES—KILOWATT-HOUR STATISTICS  
YEAR ENDED DECEMBER 31, 1936

Name of Company	Station Output During Year (K.W.H's)	Received From Other Companies (K.W.H's)	Total to Account for (K.W.H's)	Delivered to Customers (K.W.H's)	Furnished Free to Muni- cipalities (K.W.H's)	Used by Respondent (K.W.H's)	Total Accounted for (K.W.H's)	Unaccounted for (K.W.H's)
Utah Power & Light Co.*	484,509,000	252,193,000	736,702,000	617,849,000	.....	4,291,000	622,140,000	114,562,000
Telluride Power Co.	12,751,644	1,634,995	14,386,639	19,339,098	3,860	620,171	9,963,129	4,423,510
Southern Utah Power Co.	8,238,748	391,080	8,655,828	7,169,925	.....	146,213	7,316,138	1,339,690
Uintah Power & Light Co.	893,518	.....	893,518	7,670,139	.....	.....	670,139	223,379
Bountiful Light & Power Co.	.....	704,251	893,518	592,465	.....	.....	592,465	121,786
Big Springs Power Co.	872,830	159,800	1,032,350	933,835	15,003	6,682	955,500	76,830
Swan Creek Electric Co.	\$420,000	.....	\$420,000	\$273,000	\$65,000	\$300	\$338,300	\$81,700
Western States Utilities Co.	.....	80,520	80,520	65,313	.....	.....	65,313	15,207
Peoples Light & Power Co.	\$265,490	.....	\$265,490	\$244,800	.....	.....	\$244,800	\$20,690
Goshen Electric Co.	.....	78,435	78,435	.....	.....	.....	.....	.....
Orderville Power & Light Co.	22,997	.....	22,997	20,277	2,190	.....	22,997	.....
Leland Elect. Light and Tel. Co.	.....	67,090	67,090	52,211	144	.....	52,355	14,735
North Logan Tel. & Elect. Light Co.	.....	41,960	41,960	26,162	.....	.....	26,162	15,798
Escalante Light & Power Co.	10,400	.....	10,400	10,400	.....	.....	10,400	.....
Total	508,004,327	255,357,131	763,361,458	637,236,625	86,197	5,064,876	642,387,698	120,895,325

\*System Figures.

†Includes 1,336,000 KWH for which no revenue was received.

§Estimated.

‡No record.

TABLE NO. 29  
ELECTRIC UTILITIES—OPERATIONS IN STATE OF UTAH  
YEAR ENDED DECEMBER 31, 1936

Name of Company	Number of Customers at December 31, 1936				Consumption in KWH's During Year					
	Residential and Farm	Commercial	Industrial	Municipal and Others	Total Number of Customers	Residential and Farm	Commercial	Industrial	Municipal and Others	Total KWH Consumption
Utah Power & Light Co.*	90,865	9,029	1,769	1,124	102,787	76,735,000	48,405,000	440,925,000	51,784,000	617,849,000
Telluride Power Co.	4,530	992	283	87	5,892	2,074,117	928,012	3,205,668	1,795,301	8,003,098
Southern Utah Power Co.	2,594	444	61	37	3,136	1,667,214	1,583,529	778,426	3,140,756	7,169,925
Uintah Power & Light Co.	521	113	67	3	704	228,050	407,961	125,620	34,128	670,139
Bountiful Light & Power Co.	621	46	5	5	677	391,446	56,903	125,620	8,496	582,465
Big Springs Power Co.	545	33	7	6	591	129,680	19,959	129,334	654,362	933,835
Swan Creek Electric Co.	356	10	4	4	374	\$100,000	\$6,000	\$162,000	\$5,000	\$273,000
Western States Utilities Co.	121	7	2	.....	130	37,510	2,233	25,570	.....	65,313
Peoples Light & Power Co.	420	7	.....	.....	434	\$85,000	\$7,200	.....	.....	\$244,800
Goshen Electric Co.	136	9	1	1	147	.....	.....	.....	.....	.....
Ogdenville Power & Light Co.	75	.....	76	1	152	20,277	.....	.....	.....	22,467
Leland Elect. Light and Tel. Co.	54	1	.....	1	56	20,431	31,780	.....	2,190	52,355
North Logan Tel. & Elect. Light Co.	74	.....	.....	1	74	26,162	.....	.....	144	26,162
Escalante Light & Power Co.	105	.....	.....	.....	105	10,400	.....	.....	.....	10,400
Total	101,017	10,691	2,209	1,226	115,143	81,535,287	51,448,577	445,351,618	57,567,477	635,902,959

\*System figures.

§Estimated.

¶No record.



TABLE NO. 30  
GAS UTILITIES  
OPERATIONS IN STATE OF UTAH  
YEAR ENDED DECEMBER 31, 1936

	Mountain Fuel Supply Company†	Uintah Gas Company
Sales of Gas:		
Domestic .....	\$ 1,264,184.66	\$* .....
Industrial .....	1,049,729.61	* .....
Miscellaneous gas sales.....	28,302.26	* .....
Total Gas sales .....	\$ 2,342,216.53	20,847.03
Other operating revenues .....	47,261.52	372.92
Total operating revenues.....	\$ 2,389,478.05	\$ 21,219.95
Operating expenses .....	1,406,804.94	8,709.79
Uncollectible bills .....	2,271.00	469.63
Taxes .....	283,473.78	1,920.73
Total revenue deductions .....	\$ 1,692,549.72	\$ 11,100.15
Operating income .....	\$ 696,928.33	\$ 10,119.80
Investment in fixed capital, end of year.....	\$25,045,171.85	\$ 106,615.93
Capital Stock outstanding, end of year:		
Common .....	20,000,000.00	40,000.00
Preferred .....		40,000.00
Long term debt outstanding, end of year .....		
Dividends declared during year .....	498,233.08	
<u>Statistics</u>		
Number of employees, end of year.....	352	3
Transmission mains (feet), end of year....	2,368,397	58,900
Distribution mains (feet), end of year .....	3,554,707	36,800
Number of customers, end of year:		
Domestic .....	22,989	218
Industrial .....	561	1
Others .....	1	
Number of meters, end of year:		
Domestic .....	28,742	223
Industrial .....	703	1
Others .....	1	
M Cubic feet of gas sold:		
Domestic .....	1,964,138	46,280
Industrial .....	9,051,656	2,351
Others .....	6,555	
Average B. T. U. per cubic foot:		
Natural .....	998	980
Manufactured .....	560	

\*Figures not available.

†System operations.

**TABLE NO. 31**  
**THE MOUNTAIN STATES TELEPHONE & TELEGRAPH**  
**COMPANY**  
**OPERATIONS WITHIN STATE OF UTAH**  
**YEAR ENDED DECEMBER 31, 1936**

<b>Operating Revenues:</b>	
Local service revenues .....	\$ 2,290,708.18
Toll service revenues .....	918,468.61
Miscellaneous revenues .....	109,806.90
Less: Uncollectible revenues (Dr.) .....	8,734.95
<b>Total Operating Revenues .....</b>	<b>\$ 3,310,248.74</b>
<b>Operating Expenses and Deductions:</b>	
Operating Expenses .....	\$ 2,332,802.54
Taxes .....	371,094.65
<b>Total Operating Expenses and Deductions .....</b>	<b>\$ 2,703,897.19</b>
<b>Net Operating Income .....</b>	<b>\$ 606,351.55</b>
Plant and equipment at Dec. 31, 1936 .....	\$13,382,620.90

**PLANT AND OPERATING STATISTICS**

<b>Stations as of December 31, 1936:</b>	
Main Telephones—Urban .....	44,136
Main Telephones—Rural .....	3,766
Private branch exchange Telephones .....	10,626
Extension telephones .....	5,599
<b>Total company stations .....</b>	<b>64,127</b>
Average number of local calls originating on company's lines per month .....	11,322,946
Average number of toll calls originating on company's lines per month .....	264,019
Average number of local calls originating on company's lines per telephone per month .....	181.99
Average number of toll calls originating on company's lines per telephone per month .....	4.24
<b>Number of Central offices:</b>	
Magneto—Manual .....	24
Common battery—Manual .....	31
<b>Total number of central offices .....</b>	<b>55</b>
<b>Plant mileage (Owned mileage)</b>	
Miles of pole line .....	4,021
Miles of wire in cable .....	195,582
Miles of aerial wire .....	27,918
Miles of underground conduit (single duct) .....	320
Miles of carrier channel .....	2,586
Miles of phantom circuit .....	2,978

TABLE NO. 32  
INDEPENDENT TELEPHONE UTILITIES—OPERATIONS IN STATE OF UTAH  
YEAR ENDED DECEMBER 31, 1936

Name of Company	Location	Total Operating Revenues	Operating Expenses	Taxes	Total Deductions	Operating Income	Plant and Equipment End of Year	No. of Customers End of Year
Bear River Valley Telephone Co.	Tremonton	\$ 14,400.11	\$ 11,866.40	\$ 305.70	\$ 12,172.10	\$ 2,228.01	\$ 52,847.82	502
Big Springs Power Co.	Fountain Green	939.50	1,576.60	55.83	1,632.43	R692.93	5,418.70	60
Castle Dale Telephone Co.*	Castle Dale	322.29	295.11	27.26	322.37	R.08	1,030.00	82
Eastern San Juan Telephone Co.	Monticello	124.40	18.28	21.50	39.78	84.62	665.00	10
Gunnison Telephone Co.	Gunnison	6,283.66	7,137.56	438.80	7,576.36	R1,292.70	26,813.24	252
Kansas-Woodland Telephone Co.	Kansas	3,204.14	3,070.00	52.63	3,122.63	81.51	10,000.00	102
Manti Telephone Co.	Manti	6,778.71	4,905.20	698.32	5,603.52	1,175.19	15,000.00	347
Midland Telephone Co., The	Moab	12,542.35	11,644.34	268.51	11,912.85	629.50	45,070.75	200
Millard Co. Tel. & Tel. Co.	Filmore	21,474.66	17,827.05	2,096.94	19,923.99	1,550.67	104,431.51	354
Moroni Telephone Co.	Moroni	1,847.34	1,775.00	66.11	1,841.11	6.23	6,216.12	65
North Logan Tel. & Elec. Light Co.†	North Logan	100.42	557.10	3.00	560.10	R459.68	3,895.00	24
Park Valley Rosette Tel. Co.	Rosette	2,491.07	2,747.71	165.41	2,913.12	R422.05	8,434.00	51
Utah-Wyo. Independent Tel. Co.	Randolph							
Total		\$ 70,508.65	\$ 63,420.35	\$ 4,200.01	\$ 67,620.36	\$ 2,888.29	\$279,762.14	2,073

\*Reported for period October, November and December, 1936.

†Operating figures included with electric utilities.

R Denotes red figure or deficit.

TABLE NO. 33

**TELEGRAPH AND CABLE CORPORATIONS  
OPERATIONS FOR YEAR ENDED DECEMBER 31, 1936**

	Postal Telegraph- Cable Company of Utah (1)	The Western Union Telegraph Company (2)
Operating Revenues:		
Commercial telegraph tolls.....\$	92,237.27	\$ 74,642,153.66
Other revenues from transmission- tele- graph .....	5,839.97	10,577,782.03
Revenues from transmission-cable .....		6,507,870.83
Nontransmission revenues .....	5,234.98	8,245,446.05
Contract revenues—Dr. ....		1,553,032.86
 Total operating revenues.....\$	 103,312.22	 \$ 98,420,219.71
Operating Expenses:		
Maintenance expenses .....	18,191.59	\$ 17,301,847.34
Conducting operations .....	70,594.84	58,650,201.66
General and miscellaneous expenses.....	5,452.09	4,277,225.54
 Total operating expenses .....	 94,238.52	 \$ 80,229,274.54
Net operating revenue .....	9,073.70	\$ 18,190,945.17
Uncollectible operating revenues .....	208.50	586,645.00
Taxes assignable to operations.....	5,432.37	4,143,609.97
 Deductions from net operating revenues .....	 5,640.87	 \$ 4,730,254.97
 Operating income .....	 3,432.83	 \$ 13,460,690.20
 Investment in plant and equipment end of year .....	 50,000.00	 \$325,668,848.52
(1) Covers operations in State of Utah only.		
(2) Covers operations of company as a whole.		

TABLE NO. 34  
RAILWAY EXPRESS AGENCY  
OPERATIONS FOR YEAR ENDED DECEMBER 31, 1936

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System Operations	
Operating Revenues:	
Charges for transportation.....	\$155,446,478.31
Express privileges—Dr. ....	59,326,143.33
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Revenue from transportation.....	96,120,334.98
Revenues from operations other than transportation.....	2,513,484.14
<hr/>	
Total operating revenues.....	\$ 98,633,819.12
Operating Expenses:	
Maintenance .....	\$ 4,166,913.81
Traffic .....	549,775.25
Transportation .....	82,350,158.86
General .....	5,601,216.90
<hr/>	
Total operating expenses.....	\$ 92,668,064.82
<hr/>	
Net operating revenue.....	\$ 5,965,754.30
Uncollectible revenue from transportation.....	13,761.29
Express taxes .....	4,534,170.48
<hr/>	
Operating income .....	\$ 1,417,822.53
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Investment in real property and equipment, end of year..	\$ 44,182,171.48

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**TABLE NO. 35**  
**THE PULLMAN COMPANY**  
**OPERATIONS FOR YEAR ENDED DECEMBER 31, 1936**

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System Operations	
Revenues:	
Sleeping car operating revenues.....	\$ 56,347,041.08
Revenues from auxiliary operations.....	1,936,643.26
Total Revenues .....	\$ 58,283,684.34
Sleeping car operating expenses:	
Maintenance .....	\$ 26,552,539.83
Conducting car operations.....	20,258,331.86
General expenses .....	3,291,087.21
Total expenses of sleeping car operations.....	\$ 50,101,958.90
Expenses of auxiliary operations.....	1,568,387.42
Total operating expenses.....	\$ 51,670,346.32
Net revenues .....	\$ 6,613,338.02
Sleeping car tax accruals .....	3,077,476.36
Auxiliary operations—tax accruals.....	81,641.12
Total taxes .....	\$ 3,159,117.48
Operating income .....	\$ 3,454,220.54
Investment in sleeping car property.....	\$251,632,851.64

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TABLE NO. 36  
**WATER UTILITIES—OPERATIONS WITHIN THE STATE OF UTAH**  
**YEAR ENDED DECEMBER 31, 1936**

Name of Company	Location	Total Revenues	Operating Expenses	Taxes	Total Deductions	Operating Income	Plant and Equipment End of Year	No. of Customers End of Year
Birch Creek Canyon Water Co. ....	Ogden	\$ 1,510.54	\$ 1,243.71	\$ 179.98	\$ 1,423.69	\$ 86.85	\$ 20,846.00	163
Echo Water System Co. ....	Echo	587.76	435.19	28.59	458.58	123.18	3,625.00	29
Henefer Pipe Line Co. ....	Henefer	5.48	78.34	.....	78.34	R72.86	12,869.00	63
Mammoth Mining Co. ....	Mammoth	2,554.54	3,179.46	298.31	3,477.77	R323.23	64,725.29	121
Miller Ditch Co. ....	Murray, R. D.	1,340.66	2,554.40	25.15	2,579.55	R1,238.89	8,618.76	98
Mt. Ab Pipe Line Co. ....	Moab	1,708.18	1,231.01	205.86	1,436.87	271.31	9,776.13	98
Odell, Francis H. ....	North Salt Lake	599.63	249.50	30.00	279.50	419.53	41,500.00	51
Pleasant Green Water Co. ....	Magna	12,106.48	10,887.22	816.45	11,703.67	402.81	61,368.10	500
Riverton Pipe Line Co. ....	Riverton	6,686.36	5,864.01	506.48	6,369.49	316.87	61,587.27	236
St. Joseph Water & Irrigation Co. ....	North Salt Lake	855.85	3,717.20	301.57	4,018.77	R3,159.92	*	28
Union & Jordan Irrigation Co. ....	Union	9,333.04	6,621.50	630.70	7,252.20	2,080.84	74,690.00	334
Total.....		\$ 37,390.92	\$ 36,061.54	\$ 3,016.59	\$ 39,078.43	\$ R1,687.51	\$319,599.55	2,021

\* Figures not available.

† Estimated.

R Denotes red figure or deficit.

TABLE NO. 37  
COMMON MOTOR CARRIERS OPERATING IN INTRASTATE COMMERCE—  
OPERATIONS WITHIN STATE OF UTAH  
YEAR ENDED DECEMBER 31, 1936

Name of Line or Operator	Freight and Express Revenues	Passenger Revenues	Mail and Miscellaneous Revenues	Total Operating Revenues	Operating Expenses	Taxes	Total Operating Deductions	Operating Income
Arrow Auto Line.....	\$ 3,465.00	\$ 1,438.00	\$ 2,350.00	\$ 7,253.00	\$ 6,897.30	\$ 265.21	\$ 7,162.51	\$ 90.49
Bamberger Transportation Company.....	466.50	4,329.66	116.98	4,446.64	3,875.75	514.16	4,389.91	56.73
B. & O. Transportation Company, Inc. ....	4,942.39	.....	.....	4,665.60	666.12	18.27	684.39	\$217.89
Barton Truck Line, Inc., The .....	14.95	737.05	.....	4,942.39	5,813.60	216.18	6,029.78	\$1,087.39
Bea Lake Stages .....	14.95	737.05	.....	752.00	792.00	22.81	814.81	\$82.31
Bee Hive Stages, Inc. ....	2,164.48	4,084.96	1,083.33	7,332.77	7,056.29	410.89	7,467.18	\$134.41
Bingham Stage Lines Company.....	1,073.93	5,436.00	2,734.91	9,244.54	12,125.56	266.36	12,391.92	\$3,147.08
Black, Martin I. ....	346.82	.....	.....	346.82	313.10	43.00	356.10	\$39.18
Brinkhurst, Lyle, Company .....	3,992.26	.....	8,750.00	12,742.26	9,826.99	266.44	9,783.43	2,958.83
Brinkerhoff .....	970.29	.....	.....	970.29	871.25	35.00	906.25	64.04
Cameron Truck Line .....	12,470.88	.....	31.50	12,502.38	8,994.06	713.26	9,707.32	2,795.06
Chamberlain, M. & James O. ....	4,860.00	.....	.....	4,860.00	3,177.38	147.00	3,857.00	993.00
Child, Donald .....	10,683.76	156.05	3,109.68	13,902.38	8,775	87.75	3,265.73	.....
Colby Truck Line .....	24,791.69	.....	.....	10,683.76	9,855.89	348.00	10,303.89	379.87
Comet Motor Express Company, Inc. ....	1,260.00	1,362.61	20,039.32	46,193.62	44,475.58	1,551.10	46,026.68	166.94
Delta-Fillmore Stages .....	457.38	190.90	480.00	1,950.90	1,358.41	33.50	1,391.91	558.99
Denver-Salt Lake-Pacific Stages, Inc. ....	624.50	78,960.41	7,732.70	87,150.49	88,575.07	6,098.98	94,674.05	\$7,523.56
Duke, E. J. ....	31,470.82	40.00	828.00	1,492.50	1,490.00	92.50	1,582.50	\$ 90.00
Eastern Utah Transportation Company†.....	2,736.48	15.40	.....	31,470.82	20,744.26	1,170.65	21,914.81	9,556.01
Forsey, George .....	49,693.61	.....	1,821.36	2,751.88	2,475.80	42.18	2,517.98	233.90
Fuller-Tonopce Truck Company .....	619.35	.....	51,014.97	48,723.97	48,723.97	2,085.43	50,758.50	256.47
Grantville-Salt Lake Truck Line①.....	6,693.96	.....	619.35	6,693.96	336.61	.....	336.61	282.74
Hurricane Truck Line .....	.....	411,827.10	49,320.18	461,147.28	3,988.10	623.98	4,612.08	2,081.88
Interstate Transit Lines†.....	600.00	.....	.....	342,420.79	45,562.55	387,983.34	73,163.94	.....
Jepson, Jesse N. ....	2,987.24	.....	.....	600.00	365.00	70.60	435.60	164.40
Magna Garfield Truck Line .....	27,129.88	.....	.....	2,987.24	2,867.60	54.40	2,922.00	15.24
Milne, Jos. J. Truck Line, Inc. ....	41,383.80	1,810.40	.....	27,129.88	27,773.06	1,518.38	29,291.44	\$2,167.56
Moab Garage .....	.....	.....	.....	45,194.20	35,486.74	5,404.70	40,891.44	2,302.76

R Denotes Red Figure.

†These figures are after commission's audit adjustments.

①Record of operations from May 25 to December 31, 1936.  
‡Figures relate to Utah proportion of operation, apportionment calculated on the mileage operated in Utah to the total system mileage.



TABLE NO. 37  
COMMON MOTOR CARRIERS OPERATING IN INTRASTATE COMMERCE—  
OPERATIONS WITHIN STATE OF UTAH  
YEAR ENDED DECEMBER 31, 1936

(Continued)

Name of Line or Operator	Freight and Express Revenues	Passenger Revenues	Mail and Miscellaneous Revenues	Total Operating Revenues	Operating Expenses	Taxes	Total Operating Deductions	Operating Income
McIntire, B. F.	\$ 801.40	.....	\$ 784.80	1,586.20	1,532.50	30.00	1,562.50	23.70
Ogden Transit Company <sup>②</sup>	267.16	7,918.95	38.33	8,224.44	5,622.09	363.02	5,985.11	2,239.33
Peter and Riddle, Inc.	5,788.17	.....	6,095.16	11,823.33	10,409.70	708.40	11,113.10	710.23
Rio Grande Motor Way, Inc.	226,916.19	187,132.69	54,727.74	468,776.62	431,900.71	23,845.85	455,746.56	13,030.06
Salt Lake Bingham Freight Line	5,308.12	.....	.....	5,308.12	5,943.17	126.89	6,070.06	1,764.94
Salt Lake-Coalville Stages	3,748.49	289.50	.....	4,008.99	3,529.81	32.73	3,562.54	1,446.45
Salt Lake-Ogden Transportation Company	37,728.84	.....	37,728.84	75,457.68	77,872.11	1,041.50	78,913.61	11,184.77
Salt Lake & Tooele Stage Line, Inc.	2,745.75	6,119.10	3,240.96	12,105.81	11,552.60	428.77	11,981.37	124.44
Salt Lake Transportation Company	18,181.25	71,567.15	36,989.28	108,566.43	98,213.88	4,685.74	97,906.62	10,660.81
Southern Utah Truck Company	.....	.....	90.00	18,211.23	18,396.02	338.41	18,934.43	1,660.81
Sterling Transportation Company†	.....	55,783.83	2,751.00	58,534.83	50,169.92	2,388.41	52,558.33	5,976.50
Ungrecht, W. F.	6,064.72	.....	.....	6,064.72	5,742.59	305.00	6,047.59	17.13
Union Pacific Stages, Inc.	3,069.99	123,756.97	6,011.85	132,838.81	96,430.17	18,268.67	114,698.84	18,139.97
Utah Central Stages	5.75	348.75	.....	354.50	1,326.71	33.09	1,359.80	1,005.30
Utah Central Truck Line	28,846.72	697.58	833.45	30,377.75	25,893.07	1,831.21	27,224.28	3,153.47
Utah Idaho Central R. R. Company, The	.....	21,506.19	.....	21,506.19	16,899.22	2,092.69	18,991.91	2,514.28
Utah Parks Company	412.25	86,063.85	*496,812.96	583,289.06	†591,248.06	**37,331.82	628,579.88	R45,290.82
Utah Transportation Company	53,377.83	17,231.43	44,069.68	114,678.94	109,046.11	2,527.98	111,574.09	3,104.85
Warner, Newel K. (Warner Truck Line)...	7,200.00	.....	.....	7,200.00	4,388.00	121.00	4,509.00	2,691.00
TOTAL.....	\$ 636,320.70	\$1,088,774.53	\$ 750,293.17	\$2,475,388.40	\$2,215,184.42	\$ 163,599.36	\$2,378,783.78	\$ 96,604.62

R Denotes Red Figure.

\*\*Includes \$11,445.67 taxes outside of Utah.

†Includes \$173,187.09 operating expenses outside of Utah.

‡Figures relate to Utah proportion of operation, apportionment calculated on the mileage operated in Utah to the total system mileage.

§These figures are after commission's audit adjustments.

①Record of operations from May 25 to December 31, 1936.

②Record of operations from December 15 to December 31, 1936.

\*Includes \$166,853.27 operating revenues outside of Utah.

TABLE NO. 38

**COMMON MOTOR CARRIERS OPERATING IN INTRASTATE COMMERCE  
OPERATIONS WITHIN STATE OF UTAH, YEAR ENDED DECEMBER 31, 1936  
MISCELLANEOUS STATISTICS**

Name of Line or Operator	Investment in Property and Equipment End of Year	Tons Freight and Express Transported	Number of Passengers Carried	Vehicle Mileage During Year		No. of Motor Vehicles Licensed for Service in Utah		Total Route Mileage In Utah
				In Freight Service	In Passenger Service	Property Carrying Vehicles	Passenger Carrying Vehicles	
Arrow Auto Line.....	\$ 3,500.00	834	917 (	.....	56,808)	3	1	49
Bamberger Transportation Company.....	22,694.55	.....	12,396	.....	21,256	.....	2	37
B. & O. Transportation Company, Inc. ....	.....	416	.....	7,416	.....	.....	.....	12
Barton Truck Line, Inc., The.....	5,146.25	664	.....	24,036	.....	1	.....	34
Bear Lake Stages.....	300.00	.....	459	.....	16,100	.....	1	44
Bee Hive Stages, Inc. ....	12,573.25	135	3,210 (	.....	45,260)	1	3	31
Bincham Stage Lines Company.....	\$165.04	.....	6,023	.....	78,765	.....	.....	27
Black Martin I.....	1,178.00	.....	.....	4,032	.....	1	.....	21
Brinkhurst, Lyle, Co. ....	3,154.19	464	.....	90,000	.....	3	.....	118
Brinkhoff, J. D. & Floyd.....	1,200.00	177	.....	6,960	.....	1	.....	57
Cameron Truck Line.....	3,910.00	596	.....	62,250	.....	4	.....	245
Chamberlain, John, Truck Line.....	2,300.00	760	.....	43,500	.....	4	.....	205
Child, Donald M. & James O. ....	1,200.00	60	145 (	.....	.....	1	.....	57
Coby Truck Line.....	5,900.00	1,241	.....	43,000	.....	3	.....	144
Comet Motor Express Co., Inc. ....	16,853.72	3,08	750 (	50,000	.....	9	.....	209
Delta-Fillmore Stages.....	800.00	212	223 (	371,756	.....	2	.....	41
Denver-Salt Lake-Pacific Stages, Inc.**	60,672.07	.....	33,583	22,960	496,263	.....	5	209
Duke, E. J. ....	850.00	31	80 (	11,884	.....	1	.....	19
Eastern Utah Transportation Company.....	12,622.21	7,026	.....	108,249	.....	3	.....	225
Forsey, George.....	1,478.00	85	1,409 (	14,600	.....	1	.....	5
Fuller-Toponce Truck Company.....	11,940.45	8,653	.....	200,694	.....	9	.....	145
Grantville-Salt Lake Truck Line①.....	500.00	88	.....	5,084	.....	1	.....	41
Hurricane Truck Line.....	3,095.00	2,232	.....	50,000	.....	3	.....	42
Interstate Transit Lines?.....	830,866.80	.....	287,172	.....	1,726,028	9	70	464
Jepson, Jesse N. ....	1,100.00	45	.....	2,561	.....	1	.....	306
Magna-Garfield Truck Line.....	3,797.14	505	.....	14,122	.....	2	.....	23

①Operations conducted under contract by an individual.

②Shows investment in furniture and fixtures—Equipment used was owned by and rented from the president and Gen. Mgr. of the company.

③Information not available.

④Record of operations from May 25 to Dec. 31, 1936.

⑤Record of operations from Dec. 15 to Dec. 31, 1936.

\*Applicable to Utah and Arizona operations, other figures apply to Utah operations only.

\*\*Covers operations in Utah and Colorado.

†Figures relate to Utah proportion of operation, apportionment calculated on the mileage operated in Utah to the total system mileage.

TABLE NO. 38  
COMMON MOTOR CARRIERS OPERATING IN INTRASTATE COMMERCE  
OPERATIONS WITHIN STATE OF UTAH, YEAR ENDED DECEMBER 31, 1936  
MISCELLANEOUS STATISTICS  
(Continued)

Name of Line or Operator	Investment in Property and Equipment End of Year	Tons Freight and Express Transported	Number of Passengers Carried	Vehicle Mileage During Year		No. of Motor Vehicles Licensed for Service in Utah		Total Route Mileage In Utah
				In Freight Service	In Passenger Service	Property Carrying Vehicles	Passenger Carrying Vehicles	
Milne, J. J. Truck Line, Inc. ....	\$ 16,293.71	2,601	560	154,279	.....	9	.....	323
Moab Garage Co. ....	62,147.04	3,500	560	398,854	.....	11	2	346
McIntire, B. F. ....	900.00	150	.....	17,614	.....	11	.....	16
Ordgen Transit Company <sup>1</sup> .....	31,963.56	.....	156,305	.....	38,216	.....	18	116
Petty and Riddle, Inc. ....	3,348.31	1,035	.....	84,680	.....	3	.....	424
Rio Grande Motor Way, Inc. ....	400,178.11	21,530	140,203	1,615,933	.....	24	.....	27
Salt Lake-Coeville Stages ....	2,051.64	793	163	19,008	.....	2	.....	44
Salt Lake-Ordgen Transportation Company	1,537.82	322	.....	.....	27,632	.....	1	37
Salt Lake-Ogden Stages ....	21,496.52	6,022	8,065	68,894	.....	14	.....	50
Salt Lake-Tooele Stage Lines	11,613.18	347	1,712	136,462	.....	23	.....	265
Salt Lake Transportation Company	283,888.95	.....	.....	17,784	.....	.....	.....	217
Southern Utah Truck Company	6,182.41	.....	.....	47,670	.....	5	.....	178
Sterling Transportation Company	24,703.57	.....	.....	179,640	.....	12	.....	99
Ungright Truck Line	3,300.00	416	.....	168,310	.....	2	.....	94
Utah Central Stages	1,200.00	.....	137	21,384	.....	6	1	66
Utah Central Truck Line	8,609.99	3,993	1,442	106,614	.....	.....	.....	208
Utah Idaho Central Railroad Co., The	12,976.07	.....	57,209	120,628	.....	.....	36	426
Union Pacific Stages, Inc. ....	214,907.91	.....	1986,207	510,141	.....	.....	*72	.....
Utah Parks Company	*3,878,236.33	72	7,416	156,626	.....	31	8	151
Utah Transportation Company	23,366.71	5,120	\$	.....	.....	24	.....	.....
Warner Truck Line	2,700.00	908	.....	51,000	.....	4	.....	.....
Total .....	\$5,519,498.50	74,259	1,705,757	4,051,590	3,469,353	211	249	5,977

<sup>1</sup>Information not available.

<sup>2</sup>Operations conducted under contract by an individual.

<sup>3</sup>Shows investment in furniture and fixtures—Equipment used was owned by and rented from the president and Gen. Mgr. of the company.

<sup>4</sup>Record of operations from May 25 to Dec. 31, 1936.

<sup>5</sup>Record of operations from Dec. 15 to Dec. 31, 1936.

<sup>6</sup>Applicable to Utah and Arizona operations, other figures apply to Utah operations only.

<sup>7</sup>Covers operations in Utah and Colorado.

<sup>8</sup>Applies to entire system, other figures apply to Utah operations.

TABLE NO. 39

**COMMON MOTOR CARRIERS OPERATING IN UTAH IN INTERSTATE COMMERCE  
OPERATIONS FOR YEAR ENDING DECEMBER 31, 1936**

Name of Line or Operator	Freight and Express Revenues	Passenger Revenues	Mail and Miscellaneous Revenues	Total Operating Revenues	Operating Expenses	Taxes	Total Operating Deductions	Operating Income
Ames, O. J.	\$ 5,760.00	\$	\$	\$ 5,760.00	\$ 4,750.00	\$ 84.00	\$ 4,814.00	\$ 946.00
Arrowhead Freight Lines, Ltd. <sup>1</sup>	106,811.28			106,811.28	106,782.01	5,519.43	112,301.44	\$5,490.16
B. & H. Truck Line	4,703.35			4,703.35	4,128.59	185.64	4,314.23	395.12
Blaser, R. A.	5,586.14			5,586.14	4,868.29	303.91	5,172.20	413.94
Brown and Lund			2,675.00	2,675.00	2,369.09	101.60	2,470.60	204.40
Burlington Transportation Company	388,928.61	1,289,665.24	19,051.00	1,697,644.85	1,790,722.51	222,147.66	2,012,870.17	\$315,325.32
Campbell, Marion	2,524.44			2,524.44	1,727.51	101.11	1,828.62	695.82
Central Arizona Transportation Lines, Inc.	5,492.22		4,369.93	128,133.45	105,012.91	8,347.49	113,360.40	14,773.05
Cotant, J. O. Truck Lines, Inc.	91,036.96			91,036.96	79,987.43	5,967.55	85,954.98	5,081.98
Cox, Lynn	573.00		1,075.00	1,648.00	1,387.15	48.34	1,435.49	212.51
Cragun, E. M.	1,842.80		1,000.00	2,842.80	1,800.00	270.00	2,070.00	772.80
Cragun, Oscar M.	5,760.00			5,760.00	5,535.00	755.00	6,290.00	\$530.00
Garrett Transfer & Storage Co., Inc.	584,624.05			584,624.05	448,316.30	90,041.89	538,358.19	46,265.86
Hart, H. W. (Hart Truck Line)	2,794.96			2,794.96	2,608.32	44.14	2,652.46	142.50
Hawkes, Lee, Transfer	4,226.86			4,226.86	2,955.63	308.48	3,304.11	922.75
Interstate Motor Lines	208,572.80		90.00	208,572.90	182,671.97	21,785.00	204,456.97	4,115.93
Johnson, E. R.	10,280.85		61.95	10,370.85	9,124.11	429.89	9,554.00	816.85
Lewis Brothers Stages	2,535.10			14,866.87	10,048.60	455.04	10,503.64	4,363.23
Lyman, M. F.	2,295.26			2,295.26	1,598.00	92.00	1,685.00	610.26
Maxfield, J. F.	1,708.00			1,708.00	1,579.09	45.85	1,624.94	783.15
Messinger Truck Lines	18,668.89			16,668.89	11,322.72	434.37	11,757.09	4,911.80
Motor Express Company of Wyoming	42,018.24		79.83	42,098.07	37,200.96	1,346.39	38,555.31	3,542.76
McCann, W. W.	34,693.94			34,693.94	30,956.96	2,766.98	33,722.94	971.00
Orange Transportation Company, Inc.	193,396.84			193,396.84	169,574.33	9,122.11	178,696.44	14,700.40
Overland Stages (E. H. Curry & Earl Nash)		30,600.00		30,600.00	25,743.80	264.00	26,007.80	4,592.20
Pacific Greyhound Lines <sup>1</sup>	1,183.60			57,414.23	46,524.06	8,767.06	56,281.12	2,133.11
Rapid Express, Inc.	20,472.23		159.86	20,632.09	21,857.44	474.54	22,331.98	\$1,699.89
Rasmussen Trucking Company	2,444.43		1,936.08	4,380.51	4,147.50	313.56	4,461.06	\$80.55

R Denotes Red Figure.

<sup>1</sup>Applies to Utah proportion of operations only.

TABLE NO. 39

**COMMON MOTOR CARRIERS OPERATING IN UTAH IN INTERSTATE COMMERCE  
OPERATIONS FOR YEAR ENDING DECEMBER 31, 1936**

(Continued)

Name of Line or Operator	Freight and Express Revenues	Passenger Revenues	Mail and Miscellaneous Revenues	Total Operating Revenues	Operating Expenses	Taxes	Total Operating Deductions	Operating Income
Red Line Motor Transport, Inc. ....	\$ 25,865.47	.....	.....	\$ 25,865.47	\$ 24,980.43	409.50	\$ 25,389.93	\$ 475.54
Reed, Levi R. ....	2,079.00	.....	.....	2,079.00	1,869.43	109.53	1,978.96	100.04
Riss & Company, Inc. ....	678,251.06	.....	.....	678,251.06	496,381.43	55,013.82	551,395.25	126,855.81
Sim, L. S. ....	13,547.58	.....	.....	13,547.58	8,759.17	817.05	9,576.22	3,971.36
Simpson, J. C. ....	29,688.55	.....	.....	29,688.55	13,004.86	1,274.22	14,279.08	15,409.47
Slagowski Truck Line ....	1,350.48	.....	.....	1,350.48	604.07	47.00	651.07	699.41
Smith, Charles ....	18,638.31	.....	7,026.84	25,665.15	21,531.49	796.02	22,327.51	3,337.64
Stucki & Wittwer ....	15,458.16	.....	7,486.68	22,944.84	19,332.84	2,639.56	22,972.40	370.44
Tri-State Motorways ....	15,062.43	.....	.....	15,062.43	14,564.32	419.90	14,984.22	78.21
Utah California Motor Lines, Inc. ....	206,919.25	.....	.....	206,919.25	180,164.62	17,802.05	197,966.67	8,952.58
Utah California Motor Lines, Inc. ....	389,981.13	.....	.....	389,981.13	370,732.83	32,127.74	402,860.57	R12,879.44
Utah California Motor Lines of Colorado, Inc. ....	115,217.99	.....	.....	115,217.99	104,474.68	7,322.37	111,797.05	3,420.94
Williams Transportation ....	7,847.20	.....	.....	7,847.20	7,116.94	434.18	7,551.12	296.08
<b>Total</b> .....	<b>\$3,266,845.56</b>	<b>\$1,508,936.99</b>	<b>\$ 45,012.17</b>	<b>\$4,818,794.72</b>	<b>\$4,378,759.17</b>	<b>\$ 499,705.97</b>	<b>\$4,878,465.14</b>	<b>R59,670.42</b>

NOTE: All figures cover entire line operations unless otherwise indicated.

R Denotes Red Figure.

†Applies to Utah proportion of operations only.

TABLE NO. 40  
COMMON MOTOR CARRIERS OPERATING IN UTAH IN INTERSTATE COMMERCE  
OPERATIONS FOR YEAR ENDED DECEMBER 31, 1936

Name of Line or Operator	Investment in Property and Equipment End of Year	Tons Freight and Express Transported	Number of Passengers Carried	Vehicle Mileage During Year		No. of Motor Vehicles Licensed for Service in Utah		Total Route Mileage In Utah
				In Freight Service	In Passenger Service	Property Carrying Vehicles	Passenger Carrying Vehicles	
Ames, O. J.	\$ 3,040.00	400		23,280		2		79
Arrowhead Freight Lines, Ltd. <sup>†</sup>	27,222.74	8,276		1,000,500		15		347
B. & H. Truck Line	1,900.00	273		43,000		1		79
Blaser, R. A.	2,976.64	1,326		35,724		2		141
Brown and Lund	544.00	†		55,000		1		29
Burlington Transportation Company	\$1,395,584.89		149,521		\$803,924		26	565
Campbell, Marion	1,315.00	2,741		14,400		1		96
Central Arizona Transportation Lines, Inc.	53,911.04	12			755,207		3	317
Cotant, J. O. Truck Lines, Inc.	\$55,791.32	\$401	6,000	\$23,400		11		113
Cox, Lynn	710.00	94		25,000		1		20
Cragun, E. M.	900.00	135		50,000		1		79
Cragun, Oscar M.	2,200.00	*		*		1		347
Garrett Transfer & Storage Company	345,175.36	39,036		2,141,696		55		681
Hart, H. W. (Hart Truck Line)	1,250.00	175		24,860		1		108
Hawkes, Lee, Transfer	5,978.00	130		14,508		1		101
Interstate Motor Lines	95,941.81	\$13,324		\$322,493		16		227
Johnson, E. R.	3,892.40	494		56,562		1		141
Lewis Brothers Stages	3,663.61	60	1,803		179,310		8	127
Lyman, M. F.	1,150.00	114		20,300		1		39
Maxfield, J. F.	1,000.00	220		11,000		1		108
Messinger Truck Lines	6,594.70	1,384		85,272		2		104
Motor Express Company of Wyoming	4,909.03	2,812		\$33,840		6		158

NOTE: All figures cover entire line operations unless otherwise indicated.

\*Applies to Utah proportion of operations only.

†Carries only mail—weight not known.

‡Applies to entire system.

\*Information not available.

TABLE NO. 40  
COMMON MOTOR CARRIERS OPERATING IN UTAH IN INTERSTATE COMMERCE  
OPERATIONS FOR YEAR ENDED DECEMBER 31, 1936  
(Continued)

Name of Line or Operator	Investment in Property and Equipment End of Year	Tons Freight and Express Transported	Number of Passengers Carried	Vehicle Mileage During Year		No. of Motor Vehicles Licensed for Service in Utah			Total Route Mileage In Utah
				In Freight Service	In Passenger Service	Property Carrying Vehicles	Passenger Carrying Vehicles	Passenger Carrying Vehicles	
McCann, W. W. ....	\$ 10,964.37	1,477	.....	145,329	.....	.....	4	.....	141
Orange Transportation Company, Inc. ....	44,364.02	17,309	.....	852,364	.....	.....	17	.....	163
Overland Stages (E. H. Curry & Earl Nash) ..	12,100.00	.....	6,120	.....	576,000	.....	.....	4	127
Pacific Greyhound Lines <sup>1</sup> ..	205,586.92	.....	35,591	.....	273,463	.....	.....	18	141
Rapid Express, Inc. ....	3,045.47	4,501	.....	.....	.....	.....	.....	.....	132
Rasmussen Trucking Co. ....	9,270.31	1,03	.....	.....	.....	.....	.....	.....	108
Red Line Motor Transport ..	3,100.00	1,478	.....	.....	.....	.....	.....	.....	108
Reed, Levi R. ....	2,070.00	392	.....	.....	.....	.....	.....	.....	108
Russ & Company, Inc. ....	221,869.81	44,629	.....	3,291,360	.....	.....	.....	.....	Varies
Sim, L. S. ....	4,354.00	1,756	.....	.....	.....	.....	.....	.....	108
Simpson, J. C. ....	54,878.50	*	.....	.....	.....	.....	.....	.....	108
Slagowski Truck Line. ....	1,200.00	119	.....	.....	.....	.....	.....	.....	108
Smith, Charles ..	6,100.00	2,482	.....	.....	.....	.....	.....	.....	102
Stucki & Wittwer ..	4,127.54	624	.....	.....	.....	.....	.....	.....	29
Tri-State Motorways ..	3,860.15	1,447	.....	.....	.....	.....	.....	.....	104
Utah California Motor Lines ..	117,944.94	*	.....	.....	.....	.....	.....	.....	290
Utah California Motor Lines, Inc. ....	93,304.12	*	.....	.....	.....	.....	.....	.....	347
Utah California Motor Lines of Colorado, Inc. ....	*	4,124	.....	.....	.....	.....	.....	.....	158
Williams Transportation ..	2,013.62	1,622	.....	.....	.....	.....	.....	.....	101
Total .....	\$3,019,636.31	153,470	99,035	9,351,824	2,587,904	189	59	.....	6,508

NOTE: All figures cover entire line operations unless otherwise indicated.

\*Information not available.

†Carries only mail—weight not known.

‡Applies to entire system.

§Applies to Utah proportion of operations only.

TABLE NO. 41  
**CONTRACT MOTOR CARRIERS OF PROPERTY—  
 OPERATIONS WITHIN THE STATE OF UTAH  
 YEAR ENDED DECEMBER 31, 1936**

Name of Line or Operator	Total Operating Revenues	Operating Expenses	Taxes	Total Operating Deductions	Operating Income	Investment in Property and Equipment End of Year	Tons Freight and Express Transported	Vehicle Mileage During Year
Adair, George R. ....	\$ 2,790.00	1,633.69	52.00	1,685.69	1,104.31	1,140.73	112	35,784
Anderson, W. C. ....	5,142.61	2,982.00	36.06	3,018.06	2,124.55	1,200.00	564	13,490
Ashton, Leslie & Sons. ....	10,428.45	3,873.48	.....	3,873.48	6,554.97	4,001.62	11,977	17,000
Ashworth, R. C. ....	18,490.21	20,795.95	1,577.69	22,373.64	R3,883.43	23,398.00	1,500	83,291
Bradley, Isaac M. ....	1,800.00	1,501.00	.....	1,501.00	299.00	900.00	180	6,325
Campbell's Transfer & Storage .....	6,200.00	3,600.00	430.89	4,030.89	2,169.11	2,909.00	405	35,000
Canoso, Frank & I. Truck Line .....	2,763.93	2,188.05	94.39	2,282.44	501.49	1,665.32	133	18,800
Carter Drayage & Transfer Company .....	3,615.21	2,868.34	99.74	2,968.08	647.13	3,040.00	320	6,008
Contract Carriers, Inc. ....	4,320.26	391.40	985.31	1,377.71	R937.43	79,674.06	858	1,000
Cutler, Beely S. ....	1,400.00	530.50	159.55	690.05	700.95	930.00	40	28,170
Davis, Lorenzo R. ....	1,741.50	1,726.00	13.50	1,741.50	.....	250.00	31	18,720
DeSpain, Elbert G. ....	8,285.04	8,076.05	148.16	8,224.21	60.83	4,001.26	3,241	44,600
Edwards, Oliver .....	2,083.76	2,008.20	131.00	2,139.20	R105.44	825.00	401	3,500
Elsmore, D. G. ....	4,353.86	3,078.88	86.68	3,165.56	1,193.30	3,382.66	285	24,050
Gross, F. L. ....	471.69	348.67	7.03	355.70	115.99	896.07	74	3,928
Hadley Transfer & Storage Company .....	62,875.27	64,632.01	4,742.92	69,374.93	R6,493.66	23,542.09	10,000	175,000
Harwood, Homer .....	4,830.00	3,481.00	141.00	3,622.00	1,208.00	1,495.00	730	78,400
Heaton, Glen .....	11,298.35	6,879.11	374.32	7,253.43	4,044.92	3,848.00	4,081	17,881
Hemmingsen and Reed .....	12,702.86	6,897.26	336.45	7,233.71	5,469.15	5,186.80	17,152	33,800
Hicken, J. Claude & Sons. ....	4,026.63	2,714.10	332.25	3,066.35	960.28	3,148.00	373	31,462
Hunt, Joseph C. ....	2,652.71	1,279.93	50.00	1,329.93	1,322.78	1,176.00	136	10,744
Jeffery Brothers .....	2,414.66	2,674.26	51.43	2,725.69	R311.03	1,029.00	317	30,615
Johnson, B. E. ....	2,855.92	1,647.00	83.45	1,730.45	1,125.47	1,325.00	300	10,448
Larson, Clay (Larson Truck Line) .....	3,154.50	3,306.26	426.66	3,732.92	R578.42	3,935.20	145	103,968
Marsden, R. J. ....	10,126.80	7,387.57	387.48	7,775.05	2,371.25	2,135.82	1,993	50,600
Miles, I. A. ....	3,115.83	3,070.58	45.25	3,115.83	.....	1,057.50	621	59,126
McHale, J. A. ....	7,875.04	4,066.00	131.56	4,197.56	3,687.48	1,912.15	1,405	33,759
Olsen, W. L. ....	8,895.88	6,527.86	149.65	6,677.51	2,218.37	2,464.13	888	109,718
Paterson, William B. (Truck Line) .....	5,767.46	2,987.65	317.82	3,305.47	2,461.99	2,468.23	514	66,000

R Denotes Red Figure.  
 † Applies to entire system. Other figures apply to Utah operations only.



TABLE NO. 41  
 CONTRACT MOTOR CARRIERS OF PROPERTY—  
 OPERATIONS WITHIN THE STATE OF UTAH  
 YEAR ENDED DECEMBER 31, 1936  
 (Continued)

Name of Line or Operator	Total Operating Revenues	Operating Expenses	Taxes	Total Operating Deductions	Operating Income	Investment in Property and Equipment End of Year	Tons Freight and Express Transported	Vehicle Mileage During Year
Perry, T. W. ....	\$ 2,592.00	\$ 2,014.20	\$ 90.00	\$ 2,104.20	\$ 487.80	\$ 1,250.00	141	16,128
Pickering Transfer Company†	341.42	124.00	*	124.00	217.42	1,779.00	30	*
Salt Lake Transfer Company	145,280.86	102,782.36	5,013.71	107,796.07	37,484.79	70,485.12	*	44,091
Seamons, Ray	3,494.00	3,195.68	62.60	3,258.28	235.72	814.65	89	10,250
Skillhorn, S. G.	1,400.00	865.00	10.00	875.00	525.00	550.00	55	25,000
Smith, Leo G.	2,021.00	1,428.78	44.50	1,473.28	547.72	700.00	111	180,000
Stanton, J. J.	105,242.76	76,043.96	7,027.32	83,071.28	22,171.48	114,334.88	19,500	17,520
Talbot, James O.	1,562.00	635.00	32.70	667.70	894.30	675.00	70	198,132
Taylor, I. A.	30,500.12	26,408.97	3,617.80	30,026.77	473.35	16,500.00	1,064	25,000
Thomas, Halley	3,427.31	3,596.45	330.30	3,925.75	R498.44	2,377.45	385	60,000
Tietjen, J. E.	5,612.00	5,400.00	24.00	5,424.00	188.00	828.00	202	16,711
Timpson, H. E.	1,963.39	1,687.83	20.25	1,708.08	255.31	850.00	206	9,568
Tuckett, J. A.	450.65	386.00	56.52	442.52	8.13	1,083.00	90	19,500
Wasatch Trucking Co. (Osmond C. Hansen)	3,347.43	2,298.33	90.00	2,388.33	959.10	5,077.28	774	85,700
Wycroft Stages	4,337.80	3,420.25	16.55	3,436.80	901.00	845.00	300	15,000
Yellow Cab Company	7,808.60	7,701.88	124.82	7,826.70	R18.10	2,016.70	3,000	15,000
Total	\$ 531,914.27	\$ 411,099.49	\$ 27,976.31	\$ 439,075.80	\$ 92,838.47	\$ 400,042.27	84,803	1,864,736

R Denotes Red Figure.

\*Information not available.

†Applies to entire system. Other figures apply to Utah operations only.

‡Covers operations beyond the Salt Lake City radius.



APPENDIX III  
MISCELLANEOUS TABLES

	Table No.
Commission's Finances .....	42
Informal Dockets .....	43
Special Permissions .....	44
General Orders .....	45
Accidents—Railroad .....	46
Accidents—Railroad .....	47
Accidents—Motor Transport .....	48
Accidents—Electric Companies .....	49
Accidents—Gas Companies .....	49
Accidents—Telephone Companies .....	49
Accidents—Water Companies .....	49
Crossings and Protective Devices—Railway with Highway.....	50
Crossings and Protective Devices—Railway with Railway.....	51
Ton-Mile Taxes Assessed .....	52
Passenger-Mile Taxes Assessed .....	53



TABLE NO. 42

STATEMENT OF COMMISSION FINANCES FISCAL YEAR—JULY 1, 1936 to JUNE 30, 1937  
GENERAL FUND APPROPRIATION

Appropriation Account	Unexpended Balance July 1, 1936	Appropriation Allotments	Credits	Transfers	Total Available for Ex- penditure	Expen- ditures	Lapsed to Appropriation Res. Acct. General Fund
Salaries, Wages, and Fees.....	\$ 1,359.19	\$ 36,738.36	1,836.60	.....	\$ 39,934.15	\$ 39,296.44	\$ 637.71
Office Expenses .....	1,173.69	7,737.88	23.09	*23.70	8,958.36	9,367.94	R409.58
Travel .....	410.39	839.12	.....	.....	1,249.51	1,257.23	R7.72
Equipment .....	155.10	5,127.46	.....	*23.70	5,258.86	5,777.52	R518.66
Total.....	\$ 3,098.37	\$ 50,442.82	1,859.69	.....	\$ 55,400.88	\$ 55,693.13	R298.25
MOTOR TRANSPORT FUND							
Salaries, Wages, and Fees.....	\$ 412.05	\$ 10,625.74	102.62	.....	\$ 11,140.41	\$ 9,895.88	\$ 1,241.53
Office Expenses .....	120.46	225.00	62.01	.....	407.47	590.41	R182.94
Travel .....	6.45	1,738.11	.....	.....	1,744.56	1,683.93	60.63
Equipment .....	.....	510.50	.....	.....	510.50	170.26	340.24
Total.....	\$ 538.96	\$ 13,099.35	164.63	.....	\$ 13,802.94	\$ 12,343.48	\$ 1,459.46
GRAND TOTAL, General Fund and Motor Transport Fund.....	\$ 3,637.33	\$ 63,542.17	2,024.32	.....	\$ 69,203.82	\$ 68,042.61	\$ 1,161.21

\*Transferred from Equipment to Office Expenses.

R Denotes Red Figure.

NOTE: At the end of the biennium the State Auditor had in his appropriation account the following amounts, which had not been allotted to the commission: \$99.52 in the General Fund and \$4,969.13 in the Motor Transport Fund. These amounts lapsed to the Appropriation Reserve Account of the State General Fund.

TABLE NO. 43  
**INFORMAL DOCKETS**  
**JULY 1, 1936 to JUNE 30, 1937**

No.	Description	Disposition
370	Jensen Brothers Packing Co., Compt. vs. U. P. RR. Co., Deft.	Deft. authorized on July 14, 1936, to waive collection of \$101.68 undercharge.
371	John Armstrong, Compt. vs. The D. & R. G. W. RR. Co., Deft.	Deft. authorized to waive collection of undercharge of \$21.00.
372	Robert Regan, Compt. vs. Mountain Fuel Supply Co., Deft.	Deft. authorized to credit account of compt. in amount of \$1.32.
373	Application of The D. & R. G. W. RR. Co. to maintain a bridge with impaired clearance from center line of U. P. RR. during period of one month for reconstruction of bridge at Mile Post No. 12.56 on Tintic Branch of D. & R. G. W. RR.	Application granted and Clearance Permit No. 23 issued on September 10, 1936.
374	Columbia Steel Co., Compt. vs. U. P. RR. Deft.	Deft. authorized to refund \$475.74.
375	Pacific States Cast Iron Pipe Co., Compt. vs. The D. & R. G. W. RR. Co., Deft.	Deft. authorized to waive collection of undercharge of \$21.15.
376	Utah Junk Co, Compt. vs. The D. & R. G. W. RR. Co., Deft.	Deft. authorized to waive collection of undercharge of \$35.56.
377	Public Service Commission of Utah, Compt. vs. Joseph Morris, Deft.	Complaint dismissed and road tax of \$264.35 previously assessed against Deft. cancelled.
378	Pariette Gilsonite Co., Compt. vs. The D. & R. G. W. RR. Co., Deft.	Deft. authorized to waive collection of undercharge of \$806.62.
379	John Armstrong, Compt. vs. The D. & R. G. W. RR. Co., Deft.	Deft. authorized to waive collection of undercharge of \$14.00.
380	Salt Lake Valley Sand & Gravel Co., Compt. vs. The D. & R. G. W. RR. Co., Deft.	Deft. authorized to waive collection of demurrage charges in the amount of \$181.00.
381	Application of The D. & R. G. W. RR. Co. & Salt Lake Union Stock Yards to construct stock loading shutes with impaired clearance from center of the loading track.	Application granted and Clearance Permit No. 24 issued on October 22, 1936.
382	American Smelting & Refining Co., Compt. vs. U. P. RR. Co., Deft.	Deft. authorized to refund \$313.14.
383	Mrs. S. E. Marchel, Compt. vs. Mountain Fuel Supply Co, Deft.	Deft. authorized to credit account of compt. with \$1.66.

TABLE NO. 43  
**INFORMAL DOCKETS**  
**JULY 1, 1936 to JUNE 30, 1937**  
**(Continued)**

No.	Description	Disposition
384	Application of Amalgamated Sugar Co., To continue to use a loading dock at Ogden Sugar Factory with impaired clearance of 8 inches from center line of the railroad track of D. & R. G. W. RR.	Application granted and Clearance Permit No. 25 issued on January 8, 1937.
385	Ideal Sand Co., Compt. vs. The D. & R. G. W. RR. Co., Deft.	Deft. authorized to waive collection of \$50.00 demurrage charge.
386	U. S. Smelting, Refining & Mining Co., Compt. vs. U. P. RR. Co., et al., Defts.	Deft. authorized to make refund of \$213.45.
387	Jack Weinstock, Compt. vs. Mountain Fuel Supply Co., Deft.	Deft. authorized to credit account of compt. with \$5.10.
388	Utah Fuel Co., Compt. vs. The D. & D. G. W. RR. Co., Deft.	Deft. authorized to refund to compt. \$11.27.
389	Sego Milk Products Co., Compt. vs. U. I. C. RR. Co. & The D. & R. G. W. RR. Co., Defts.	Defts. authorized to refund to compt. \$542.53.
390	White City Auto Laundry (William Lalli) Compt. vs. Mountain Fuel Supply Co., Deft.	Deft. authorized to credit account of compt. with \$1.27.
391	Utah Idaho Sugar Co., Compt. vs. S. L. & U. RR. Co., (B. L. Ball, Receiver) Deft.	Deft. authorized to waive collection of undercharge of \$475.20.
392	Carbon Dioxide Co., W. H. Bintz Co., Utah Liquor Control Commission, et al., Compts. vs. Rio Grande Motor Way, Inc., Deft.	Deft. authorized to waive collection of undercharges in amount of \$2,555.98.
393	The Amalgamated Sugar Co., Compt. vs. U. P. RR. Co., Deft.	Deft. authorized to refund overcharge of \$50.73.
394	Blue Blaze Coal Co., Compt. vs. Utah Ry. Co., Deft.	Deft. authorized to make reparation of \$197.11.
395	H. S. Scott, W. C. Best, C. H. Morgan, K. R. White, W. D. Zallinger, G. A. Rogers, John Rip, J. C. Jacobs, Arrow Press, Mulcock Building, Compts. vs. Mountain Fuel Supply Co., Deft.	Deft. authorized to make reparation for wasted gas in amount of \$12.20.
396	J. R. Blackett, Compt. vs. Western Weighing and Inspection Bureau, Deft.	Deft. authorized to make refund of demurrage charges of \$23.00.
397	Ogden Union Stock Yards Co., Compt. vs. U. P. RR., Deft.	Deft. authorized to waive collection of \$49.10 undercharge, also to make refund of \$42.31 overcharge.
398	Royal Crystal Salt Co., Compt. vs. U. P. RR. Co., Deft.	Deft. authorized to refund to compt. in the amount of \$14.35.

TABLE NO. 43  
**INFORMAL DOCKETS**  
**JULY 1, 1936 to JUNE 30, 1937**  
**(Continued)**

No.	Description	Disposition
399	R. W. Howland, A. J. Wheelwright, Compts. vs. Odell Water System, Deft.	Deft. ordered to provide satisfactory water service to compts.
400	M. Wayne Cutler, Irvin A. Swenson, Reuben Sharp, Clarence S. Sharp, Earl L. Sharp, Compts. vs. Union & Jordan Irrigation Co., Deft.	Deft. ordered to construct pipeline to provide water service for compts.
401	The Eddington Canning Co., Compt. vs. Mountain Fuel Supply Co., Deft.	Deft. authorized to credit account of compt. in the amount of \$21.56.
402	Application of Amalgamated Sugar Co. for permission to construct canopy between warehouses Nos. 1 & 2, and also to construct a shed covering loading dock for warehouse No. 3 with impaired clearances.	Application granted and Clearance Permit No. 26 issued on May 19, 1937.
403	Utah Oil Refining Co., Compt. vs. The D. & R. G. W. RR. Co., & Utah Ry. Co., Defts.	Defts. authorized to make refund to compt. of \$244.57.
404	Application of The D. & R. G. W. RR. Co. for permission to erect temporary false work with impaired clearance above top of rail; also to maintain impaired clearance from center line of each track for period of 45 days at overpass being constructed on West Center St., Provo, Utah.	Application granted and Clearance Permit No. 27 issued June 3, 1937.
405	Application of Union Pacific RR. Co., to maintain impaired overhead clearance above top of rail for period of 45 days for construction of overhead crossing on West Center St., Provo, Utah.	Application granted and Clearance Permit No. 28 issued June 3, 1937.
406	Nick Vlahos, Compt. vs. Mountain Fuel Supply Co., Deft.	Deft. authorized to credit account of compt. in the amount of 96c.
407	Pioneer Coal & Lumber Co., Compt. vs. U. P. RR. Co., and Utah Ry. Co., Defts.	Defts. authorized to waive collection of \$9.54 undercharge.
408	Application of Board of Trustees of Town of North Ogden for bus service to be rendered by Ogden Transit Co.	Authority for trial service authorized on June 3, 1937.



TABLE NO. 44  
SPECIAL PERMISSIONS ISSUED DURING THE PERIOD  
JULY 1, 1936, to JUNE 30, 1937

To Whom Issued	Number Issued
American Trucking Ass'n.....	1
Bamberger Electric Railroad Co. ....	8
Bee Hive Stages.....	1
Bingham & Garfield Railway Co. ....	1
Bountiful Light & Power Co. ....	2
Cameron, M. R. & Garth.....	4
Central Freight Ass'n.....	2
Colby Truck Line.....	2
Conrad, G. P. ....	1
D. & R. G. W. RR. Co., The.....	50
Fuller-Toponce Truck Co. ....	1
Hamilton, G. W. ....	1
Jones, B. T. ....	1
Local Utah Freight Tariff Bureau.....	21
Mountain States Tel. & Tel. Co., The ..	1
National Bus Traffic Ass'n.....	2
Pacific Freight Tariff Bureau.....	5
Postal Telegraph Cable Co. ....	1
Potter, L. F. ....	3
Rio Grande Motor Way, Inc. ....	11
Salt Lake Garfield & Western Ry. Co. ....	2
Salt Lake-Ogden Transportation Co. ....	2
Salt Lake-Tooele Stage Line.....	2
Southern Pacific Co. ....	3
Southern Utah Power Co. ....	3
Spencer, Howard.....	1
Sterling Transportation Co. ....	2
Uintah Power & Light Co. ....	2
Ungricht Truck Line.....	1
Union Pacific Railroad.....	52
Utah Central Truck Line.....	1
Utah Idaho Central Railroad Co. ....	9
Utah Light and Traction Co. ....	2
Utah Power & Light Co. ....	1
Western Pacific Railroad Co., The.....	3
Western Passenger Ass'n.....	1
Western Truck Line Committee.....	3
Western Union Telegraph Co., The.....	7
Total.....	216

TABLE NO. 45  
GENERAL ORDERS ISSUED DURING THE PERIOD  
JULY 1, 1936 to JUNE 30, 1937

No.	Subject Matter	Date Issued
31	Rules and regulations for reporting accidents—electric, gas, steam heat, telephone, and water utilities.	December 9, 1936
32	Standard rules and regulations covering the protection of railroad crossings at grade by signals and signs.	December 9, 1936
33	Rules, regulations, standards, and classifications for electricity meters.	February 1, 1937
34	Uniform system of accounts for electrical corporations.	March 29, 1937
35	Rules and regulations for water utilities.	June 8, 1937
36	Rules and regulations governing accident reports occurring on steam and electric railways.	June 8, 1937

**TABLE NO. 46**  
**NUMBER OF ACCIDENTS OCCURRING ON COMMON**  
**CARRIERS BY RAIL OPERATING IN UTAH**  
**JANUARY 1, 1936 to DECEMBER 31, 1936**

Name of Carrier	Train Accidents	Train Service Accidents	Non- Train Accidents	Total Accidents
Steam Railroads & Terminal Companies:				
Bingham & Garfield Ry. Co. ....	6	6	4	16
Denver & Rio Grande Western RR. Co., The .....	40	64	37	141
Ogden Union Ry. & Depot Co., The .....	3	4	1	8
Southern Pacific Co. ....	5	5	7	17
Tooele Valley Ry. Co. ....			2	2
Union Pacific R.R. Co. ....	23	21	14	58
Utah Railway Co. ....	5	4	4	13
Western Pacific R.R. Co., The .....	4	1	1	6
Total .....	86	105	70	261
Electric Interurban Railroads:				
Bamberger Electric RR. Co. ....		2	1	3
Salt Lake Garfield & Western Ry. Co. ....			1	1
Salt Lake & Utah RR. Co. ....		9	12	21
Utah Idaho Central RR. Co., The .....		8	13	21
Total .....		19	27	46
GRAND TOTAL .....	86	124	97	307

NOTE: Roads reporting no accidents are omitted from above tabulation.

TABLE NO. 47  
FATALITIES AND INJURIES ON RAILROADS OPERATING IN UTAH  
JANUARY 1, 1936 to DECEMBER 31, 1936

Name of Carrier	Passengers		Pedestrians or Occupants of Motor Vehicles		Employees		Trespassers		Non- Trespassers		Grand Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
<b>STEAM RAILROADS &amp; TERMINAL COMPANIES:</b>												
Bingham & Garfield Ry. Co.	.....	.....	.....	.....	.....	6	1	.....	.....	7	1	13
Denver & Rio Grande West. RR. Co., The.	.....	1	.....	18	2	78	4	4	.....	1	6	102
Ogden Union Ry. & Depot Co.	.....	1	.....	.....	1	1	1	1	.....	1	2	4
Southern Pacific Co.	.....	.....	.....	.....	.....	11	.....	1	.....	.....	.....	12
Tooele Valley Ry. Co.	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Union Pacific RR. Co.	.....	1	1	7	1	21	4	2	1	.....	7	31
Utah Railway Co.	.....	.....	.....	.....	.....	2	1	.....	.....	.....	1	2
Western Pacific RR. Co., The.	.....	.....	.....	3	.....	4	.....	.....	.....	.....	.....	7
Total.....	.....	3	1	28	4	125	11	8	1	9	17	173
<b>ELECTRIC INTERURBAN RAILROADS:</b>												
Bamberger Electric RR. Co.	.....	1	.....	5	.....	1	.....	.....	.....	.....	.....	7
Salt Lake Garfield & West. Ry. Co.	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Salt Lake & Utah RR. Co.	.....	11	.....	7	.....	14	.....	.....	.....	.....	.....	32
Utah Idaho Central RR. Co., The.	.....	.....	.....	.....	.....	16	.....	.....	.....	.....	.....	16
Total.....	.....	12	.....	12	.....	32	.....	.....	.....	.....	.....	66
GRAND TOTAL.....	.....	15	1	40	4	157	11	8	1	9	17	229

NOTE: Roads reporting no accidents are omitted from above tabulation.

TABLE NO. 48  
FATAL AND INJURIOUS ACCIDENTS TO PERSONS FROM  
MOTOR TRANSPORT OPERATIONS WITHIN THE STATE OF UTAH  
JANUARY 1, 1936 to DECEMBER 31, 1936

Name of Carrier	No. of Acci- dents	Passengers		Pedestrians or Occupants of Motor Vehicles		Employees		Grand Total	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
PASSENGER LINES:									
Interstate Transit Lines.....	5	.....	13	1	7	.....	.....	1	20
Salt Lake Transportation Co. ....	1	.....	.....	1	.....	.....	.....	1	.....
Union Pacific Stages.....	1	.....	2	.....	.....	.....	.....	.....	2
Utah Light and Traction Co. ....	1	.....	.....	.....	1	.....	.....	.....	1
Utah Parks Co. ....	1	.....	.....	.....	.....	1	.....	1	.....
Total.....	9	.....	15	2	8	1	.....	3	23
FREIGHT LINES:									
Fuller Toponce Truck Co. ....	1	.....	.....	.....	3	.....	.....	.....	3
Garrett Transfer & Storage Co. ....	1	.....	.....	.....	2	.....	.....	.....	2
J. J. Milne Truck Line, Inc. ....	1	.....	.....	.....	1	.....	.....	.....	1
Utah California Motor Lines.....	1	.....	.....	2	1	.....	.....	2	1
Total.....	4	.....	.....	2	7	.....	.....	2	7
GRAND TOTAL.....	13	.....	15	4	15	1	.....	5	30

NOTE: Carriers reporting no accidents are omitted from above tabulation.

TABLE NO. 49

**ACCIDENTS TO PERSONS AND PROPERTY DAMAGE ACCIDENTS FROM ELECTRIC,  
GAS, TELEPHONE AND WATER COMPANIES, OPERATIONS WITHIN THE STATE OF UTAH  
JULY 1, 1936 to JUNE 30, 1937**

Name of Company	Employees			Other Persons			Number of Property Damage Accidents			GRAND TOTAL		
	Killed	Injured	Total	Killed	Injured	Total	Utility	Non-Utility	Total	Killed	Injured	Total
Mountain Fuel Supply Co. ....	1	7	8	.....	2	2	1	.....	1	1	2	3
Southern Utah Power Co. ....	.....	2	2	.....	.....	.....	.....	.....	.....	.....	.....	.....
The Mountain States Tel. & Tel. Co. ....	.....	16	16	1	2	3	4	1	1	1	2	3
Utah Power & Light Company.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Total.....</b>	<b>1</b>	<b>25</b>	<b>26</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>29</b>	<b>31</b>

NOTE: Most of the accidents were subsequent to the effective date of General Order No. 31 which was issued December 9, 1936. Prior to this date no rules had been adopted as to what accidents were to be reported.

TABLE NO. 50

RAILWAY WITH HIGHWAY GRADE CROSSINGS AND CROSSING PROTECTION WITHIN  
THE STATE OF UTAH, STEAM RAILROADS AND TERMINAL COMPANIES,

DECEMBER 31, 1936

Name of Carrier	Gates, with or without other protection, operated 24 hours per day.	Gates, with or without other protection, operated less than 24 hours per day.	Watchmen alone or with protection other than gates, on duty 24 hours per day.	Watchmen alone or with protection other than gates, on duty less than 24 hours per day.	Both audible and visible signals, without other protection.	Audible signals only.	Visible signals only.	Special fixed signs or barriers with or without standard fixed signs.	Standard fixed signs only.	Otherwise unprotected.	GRAND TOTAL
Bingham and Garfield Ry. Co.	.....	.....	.....	6	1	5	2	.....	604	.....	9
Denver & Rio Grande Western RR. Co., The	.....	.....	.....	2	1	6	.....	1	19	.....	637
Ogden Union Railway and Depot Co., The	.....	.....	.....	.....	.....	4	.....	.....	18	.....	29
Southern Pacific Co.	.....	.....	.....	.....	.....	.....	.....	.....	10	.....	22
Tooele Valley Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	10	.....	12
Union Pacific RR. Co.	1	2	.....	9	45	16	.....	17	677	.....	767
Utah Railway Co.	.....	.....	.....	.....	.....	.....	.....	14	5	.....	19
Western Pacific RR. Co., The	.....	.....	.....	.....	.....	.....	.....	.....	43	.....	43
GRAND TOTAL	1	2	.....	17	67	31	2	34	1,383	1	1,538





TABLE NO. 52  
STATEMENT OF TON-MILE TAXES ASSESSED  
AGAINST MOTOR CARRIERS DURING PERIOD

MARCH 1, 1936 to JUNE 30, 1937

(See Note Below)

CARRIERS OF PROPERTY

Name of Carrier	Tons Trans- ported	Hard Surface Tax	Other Surface Tax	Total Tax
Arrowhead Freight Lines.....	57	\$ 110.40	\$ .05	\$ 110.45
Ashworth Transfer & Storage.....	330	198.71	6.30	205.01
Brinkerhoff, J. D. & Floyd.....	6	.89	.38	1.27
Cameron, Philo .....	10	2.25	.75	3.00
Cotant, J. O. ....	46	2.43	.....	2.43
Comet Motor Express Co. ....	338	154.13	45.87	200.00
Garrett Transfer & Storage Co. ....	1,051	2,380.79	.....	2,380.79
Hadley Transfer & Storage Co. ....	40	6.81	.03	6.84
Hemmingsen and Reed .....	76	10.64	.76	11.40
Henrie Brothers Trucking Co. ....	12	3.22	.....	3.22
Hunt, Joseph C. ....	6	6.70	.....	6.70
Hurricane Truck Line .....	1,705	452.57	8.30	460.87
Interstate Motor Lines .....	1,556	1,117.57	7.43	1,125.00
Leatham, Charles B. ....	40	18.93	.....	18.93
Lyman, Homer .....	142	7.61	15.76	23.37
Marsden, R. J. ....	4	1.84	.....	1.84
Moab Garage Co. ....	11	2.67	.....	2.67
Mollerup Moving & Storage Co. ....	190	143.91	.32	144.23
Morris, Joe .....	R251	R264.35	.....	R264.35
Moss Brothers .....	163	33.69	4.48	38.17
Murdock, Carlos .....	.....	.05	.....	.05
Nield Brothers .....	7	4.81	.....	4.81
Ogden Transportation & Storage ....	92	14.97	2.80	17.77
Oneonta Transfer & Storage Co. ....	5	14.20	.....	14.20
Rasmussen, John .....	R30	R26.17	.....	R26.17
Red Line Motor Transport Co. ....	202	95.71	1.78	97.49
Redman Van & Storage Co. ....	49	60.63	.44	61.07
Rio Grande Motor Way, Inc. ....	58	52.62	.....	52.62
Roper, T. A. & C. E. ....	68	199.19	9.47	208.66
Salt Lake Transfer Co. ....	40	1.87	2.50	4.37
Sanders, I. ....	49	12.11	6.71	18.82
Savage Transportation Co. ....	1,642	528.74	331.04	859.78
Smith, J. T. ....	630	544.93	R1.06	543.87
Smith, Leo G. ....	20	3.41	.....	3.41
Southern Utah Truck Co. ....	52	69.20	.....	69.20
Stanton, J. J. ....	3,528	191.39	713.56	904.95
Tuckett, J. A. ....	5	1.02	.19	1.21
Ungricht, W. F. ....	14	12.58	.....	12.58
Utah California Motor Lines, Inc....	1,682	3,149.12	27.92	3,177.04
Utah California Motor Lines .....	1,676	541.25	1.34	542.59
Utah Calif. Motor Lines of Colo., Inc. ....	12	14.07	.78	14.85
Total .....	15,333	\$ 9,877.20	\$ 1,189.70	\$11,066.90

R Denotes Red Figure.

NOTE: The above assessments were made under the provisions of Chapter 53, Laws of Utah, 1933, based on audits of the carriers' records made subsequent to February 29, 1936, but covering operations prior to January 1, 1936.

TABLE NO. 53  
**STATEMENT OF PASSENGER-MILE TAXES  
 ASSESSED AGAINST MOTOR CARRIERS DURING  
 PERIOD MARCH 1, 1936, to JUNE 30, 1937**

(See Note Below)

**CARRIERS OF PASSENGERS**

Name of Carrier	Pas- sengers Trans- ported	Hard Surface Tax	Other Surface Tax	Total Tax
Bringhurst, Lyle & Co. ....	46	\$ 2.37	\$ 1.36	\$ 3.73
Burbidge, R. O. (University of Tours) .....	250	114.38	.....	114.38
Denver, Salt Lake Pacific Stages, Inc. ....	216	45.90	26.78	72.68
Hout, Howard .....	117	9.07	.....	9.07
Lyman, Homer .....	343	6.86	13.62	20.48
Petty and Riddle .....	450	67.50	.....	67.50
Overland Stages, Inc. ....	224	71.12	.....	71.12
Salt Lake Transportation Co. ....	799	39.37	.....	39.37
Salt Lake Tooele Stages..	R57	R5.56	.....	R5.56
Utah Transportation Co. ....	2,891	270.53	2.38	272.91
Utah Idaho Central RR. Co. ....	130	13.13	.23	13.36
Total .....	5,418	\$ 634.67	\$ 44.37	\$ 679.04

R Denotes red figures.

NOTE: The above assessments were made under the provisions of Chapter 53, Laws of Utah, 1933, based on audits of the carriers' records made subsequent to February 29, 1936, but covering operations prior to January 1, 1936.

# INDEX

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# INDEX

In the Index, the following abbreviations are used:

B E RR	Bamberger Electric Railroad Co.
D & R G W RR	Denver & Rio Grande Western Railroad Co., The
L A & S L RR Co.	Los Angeles & Salt Lake Railroad Co.
M S T & T Co.	Mountain States Telephone & Telegraph Co., The
P F T B	Pacific Freight Traffic Bureau
P S C U	Public Service Commission of Utah
R E A	Railway Express Agency
U C O A	Utah Coal Operators Association
U C R A	Utah Citizens Rate Association
U L D Co.	Utah Lake Distributing Co.
U L & T Co.	Utah Light & Traction Co.
U P & L Co.	Utah Power & Light Co.

	Case No.	Page
Accidents. Number of on common carriers by rail....		103
From Electric, Gas, Telephone and Water Companies .....		106
From Motor Transport Operations in Utah .....		105
Accounting Department of Commission.....		13
Application for authority to revise tariff specifications on high explosive cartridges .....	1905	29
On electric fuse caps, high explosives and powder .....	1906	30
Applications		
Common carrier certificates of convenience and necessity .....		56
Contract carrier permits .....		56
Interstate carrier licenses .....		56
Assessments, Ton mile and passenger mile tax.....		42
Authority to revise tariff specifications—		
On electric fuse caps, high explosives and powder .....	1906	30
On high explosive cartridges .....	1905	29
Automobile bus service—U L & T Co. substitutes same .....	1883	34

	Case No.	Page
B E RR Deft. vs. U C R A, Compt. ....	1573	27
Cable & Telegraph Corporations—Operations in State .....		80
Carrier Licenses—interstate .....	54, 55, 56, 57	
Carrier permits—contract .....	53, 56, 58	
Carriers—		
Common motor .....	84 to 91	
Contract Motor .....	92, 93	
Cases, formal, table of.....		22
Cases in Court.....		43, 44
Certificates of convenience and necessity.....	52, 56, 57	
Certificate to construct railroad, Gibson T. Berry..	1296	39
Commission finances .....		97
Common motor carriers operating in interstate commerce .....	88, 89, 90, 91	
Common motor carriers operating in intrastate commerce .....	84, 85, 86, 87	
Contract carrier permits .....	53, 56, 58	
Contract motor carrier of property .....	92, 93	
Convenience and necessity certificates.....	52, 56, 57	
Cost of operation of commission.....		21
Cumming, M. A., Agt., P F T B—permission to amend supplements and circulars on high explosive cartridges .....	1905	29
On electric fuse caps, high explosives and powder .....	1906	30
Crossings—Highway Grade .....		107
Railway grade .....		108
D & R G W RR Co.—Authority to publish rate on cars loaded with coal .....	1927	30
D & R G W RR Co., Deft. vs. Midvale City, et al., Compt. ....	1758	32
D & R G W RR Co., Deft. vs. U C O A, Compt.....	1904	29
Dockets—Informal .....	41, 98, 99, 100	
Electric Interurban Railroads—Operations within State .....		70, 71

	Case No.	Page
Electric Light and Power Cases.....	24 to 27	
Summary of orders .....		47
Electric Utilities—		
Kilowatt Hour statistics .....		75
Miscellaneous statistics .....		74
Operations in State.....	73, 76	
Operating revenues and expenses.....		73
Engineering Department of Commission .....		14
Ex Parte Orders .....		41
Table of .....		101
Expenses—		
Electric utilities .....		73
Steam railroad operating .....	64, 65	
Express Agency—Railway, operations in State.....		81
Fatalities and injuries on railroads operating in Utah .....		104
From motor transport operations in Utah .....		105
Finances—Statement of Commission.....		97
Formal cases, before the Commission.....		22
Summary of orders issued in.....		45
Freight carried, steam railroad revenue.....		68
Freight rates and charges—increases .....	1658	28
Gas utilities, operations in State .....		77
General orders .....	42, 102	
Grade crossing cases .....		32
Summary of orders .....		50, 51
Grade crossing permits—summary of cases .....		50, 51
Grade Crossings—		
Highway .....		107
Railway .....		108
Highway grade crossings and crossing protection..		107
In the Matter of Application of M. A. Cummings, Agt. for P F T B for permission to amend Supplements and Circulars on high explosive cartridges .....	1905	29
On electric fuse caps, high explosives and powder .....	1906	30
In the Matter of the Application of D & R G W RR for authority to publish rate on cars loaded with coal .....	1927	30

	Case No.	Page
In the Matter of the Application of St. Joseph Water & Irrigation Co. for permission to discontinue service in a certain territory.....	1869	31
Exclude from service a certain territory in North Salt Lake City .....	1881	31
In the Matter of the application of Park Valley-Rosette Telephone Co. to increase its rates....	1870	27
In the Matter of Increases in Freight Rates and Charges .....	1658	28
Independent Telephone Utilities Operations in State .....		79
Informal Dockets .....	41, 98, 99, 100	
Inspection Department of Commission .....		16
Interstae carrier licenses .....	54, 55, 56, 57	
Interstate Commerce—Common motor carriers....	88, 89, 90, 91	
Interurban Electric Railroad Operations in State....		70, 71
Intrastate Commerce—Common motor carriers ....	84, 85, 86, 87	
Investigation and suspension docket No. 29.....		30
Kilowatt Hour statistics .....		75
L A & S L RR Co., permission to discontinue operation of station at St. John, Utah.....	1217	33
Licenses—Interstate carrier .....	54, 55, 56, 57	
Midvale City, et al., Compt., vs. D & R G W RR Co., Deft. ....	1758	32
Miscellaneous cases .....		39
Summary of orders .....		59
Miscellaneous Statistics—Electric utility .....		74
Miscellaneous tables .....		95
Motor Carriers—		
Common .....	84 to 91	
Contract .....	92, 93	
Motor transport applications disposed of, table.....		36
Motor transport cases .....		36, 37
Mountain States Tel. & Tel. Co. — Operations within State .....		78
M S T & T Co., Deft., vs. P S C U, Compt.....	1479	27
Number of Accidents on common carriers by rail....		103
Operating Expenses—		
Electric utilities .....		73
Steam railroads .....		64, 65



Operating Revenues—		
Electric utilities .....		73
Steam railroad .....		63
Operations (In Interstate commerce)—		
Common motor carriers .....	88 to 91	
Operations Within State—		
Contract motor carriers .....		92, 93
Common motor carriers .....	84 to 87	
Electric Interurban Railroad .....		70, 71
Electric utilities .....	73 to 76	
Independent Telephone Utilities .....		79
Gas utilities .....		77
Mountain States Tel. & Tel. Co., .....		78
Pullman Company .....		82
Railway Express Agency .....		81
Steam Railroad .....	63 to 69	
Street Railway .....		72
Telegraph & Cable Corporations .....		80
Telephone & Telegraph Co. ....	78, 79	
Water utilities .....		83
Opposition to Pettengill Bill.....		42
Orders—General .....		102
Orderville Power & Light Co., construct and operate power plant .....	1949	40
Organization of Commission.....		11
Park Valley-Rosette Telephone Co. increase rates .....	1870	27
Passenger Mile and Ton-Mile Tax Assessment.....		42
Statement of .....		109, 110
Permissions—Special .....		101
Permits, contract carrier .....	53, 56, 58	
Pettengill Bill, opposition to .....		42
Power Plant—Orderville Power & Light Co., construct and operate .....	1949	40
P S C U, Compt., vs. M S T & T Co., Deft. ....	1479	27
P S C U, Compt., vs. U P & L Co., Deft. ....	1531	24
P S C U, Deft., vs. Clay Larsen, Petitioner.....		44
P S C U, Deft., vs. Wilson McCarthy, et al., Plaintiff .....		43
P S C U, Deft., vs. Utah California Motor Lines, Inc., Plaintiff .....		44
Public utilities, table of .....		10
Pullman Company .....		82
Rail Line operation statistics.....		66, 67
Railroad freight rates .....	27 to 30	

	Case No.	Page
Railroad rate cases—Summary of orders .....		48
Railroad Operations in State—		
Electric Interurban .....		70, 71
Steam railroad, class III .....		69
Railway (Street) Operations within State .....		72
R E A, permission to discontinue Railway Express Agency at Holden .....	1956	33
Railway Express Agency—operations in State.....		81
Rate reductions .....		41
Remove Tracks—U L & T Co. Route 1, 2, 3.....	1888	35
U L & T Co. (West Temple St.) .....	1953	35
Revenue Freight Carried—Steam railroad .....		68
Revenues—		
Electric utilities .....		73
Steam railroad operating .....		63
Statistics—		
Rail Line operations .....		66, 67
Electric utility .....		74
Kilowatt-Hour .....		75
Steam railroad operating expenses.....		64, 65
Steam railroads operating revenues.....		63
Steam railroads, class III, operations within State..		69
Steam railroad statistics.....		66, 67
Southern Pacific Co., discontinue train service.....	1918	39
Special permissions .....		101
St. John, Utah—L A & S L RR Co. permission to discontinue operation of station.....	1217	33
St. Joseph Water & Irrigation Co. permission to discontinue service in certain territory.....	1869	31
Exclude from service a certain territory in North Salt Lake County.....	1881	31
Staff of commission .....		11
Statement of Commission Finances.....		97
Statement of Ton Mile and Passenger Mile Tax....		109, 110
Station Agency Cases .....		33
Summary of orders.....		49
Statistics of Public Utility operations .....		61
Street railway cases .....		34 to 36
Summary of orders .....		49

	Case No.	Page
Street Railway operations within State.....		72
Summary of operating rights granted to motor carriers .....		38
Summary of Orders—		
Electric Power and Light cases.....		47
Grade crossing cases .....		50, 51
Grade crossing permits .....		50, 51
Issued in formal cases.....		45
Miscellaneous cases .....		59
Motor carrier cases .....		52 to 58
Railroad rate cases .....		48
Station agencies .....		49
Street railway service .....		49
Telephone cases .....		47
Water rates and service.....		49
Tables—Miscellaneous .....		95
Telegraph and Cable Corporations—Operations.....		80
Telephone and Telegraph Companies—Operations in State—		
Independent Telephone utilities .....		79
Mountain States Tel. & Tel. Co. ....		78
Telephone cases .....		27
Summary of orders .....		47
Ton-Mile and Passenger Mile Tax Assessment.....		42
Statement of .....		109, 110
Town of Moab, permission to sell water to outside residents .....	1846	39
Transportation Rate, Department of Commission..		20
U C O A, Compt., vs. D & R G W RR, Deft. ....	1904	29
U C R A, Compt. vs. B E RR, Deft. ....	1573	27
U L & T Co., substitute automobile bus service on East Third South—State Capitol line.....	1883	34
Remove unused tracks Routes 1, 2 & 3, in Salt Lake City .....	1888	35
Remove unused tracks (West Temple St. from First North to Second West and from First South to Thirteenth South) ....	1953	35
U L D Co., et al., Compt., vs. U P & L Co., Deft..	1951	26
U P & L Co., Deft., vs. U L D Co., et al, Comp.....	1951	26
U P & L Co., Deft., vs. P S C U, Compt. ....	1531	24
Utilities—Electric—		
Kilowatt-Hour statistics .....		75
Miscellaneous statistics .....		74
Operating revenues and expenses .....		73
Operations in State .....		76