

REPORT
of the
PUBLIC SERVICE
COMMISSION
OF UTAH
to the
GOVERNOR



For the Period
JULY 1, 1937 TO JUNE 30, 1938

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PUBLIC SERVICE COMMISSION

COMMISSIONERS

July 1, 1937 to June 30, 1938

WARD C. HOLBROOK, President

OTTO A. WIESLEY

WALTER K. GRANGER

WENDELL D. LARSON, Secretary

Office: State Capitol, Salt Lake City, Utah

To His Excellency, HENRY H. BLOOD,
Governor of the State of Utah.
Sir:

Pursuant to the requirements of Section 76-1-11, Revised Statutes of Utah, 1933, we have the honor to transmit herewith the twentieth annual report of the Public Service Commission covering the fiscal year July 1, 1937 to June 30, 1938.

In the presentation of the material and data covering the year's activities we have attempted to be concise and brief. The summary of formal cases disposed of is submitted in the form of digests and tables. The practice of submitting full reproductions of the commission's decisions was discontinued three years ago.

Respectfully submitted,

(Signed)

WARD C. HOLBROOK,
OTTO A. WIESLEY,
WALTER K. GRANGER,
Commissioners.

(S E A L)

Attest:

(Signed) J. ALLAN CROCKETT,
Secretary

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CHAPTER I

SUMMARY OF YEAR'S ACTIVITIES

The fiscal year covered by this report was one of increased activity and accomplishment. By reason of additional facilities the commission has been able to expand its efforts. An aggressive program of investigations of utilities was inaugurated by the commission for the purpose of placing regulation on a plane in keeping with the needs of the times and the demands of the rate-paying public with due regard to the legal rights of the utilities. As the program progresses it is believed that a method of regulation will be developed in Utah which will be in keeping with our public utilities laws and will compare favorably with any of the larger states.

The remainder of this chapter is devoted to a brief summary of the activities and accomplishments of the commission during the period under review.

Rate Reductions

Substantial reductions were effected in the rates of The Mountain States Telephone and Telegraph Company and Utah Power & Light Company, and a moderate reduction in the rates of Southern Utah Power Company as a result of investigations of these companies which were concluded during the period. Reductions were effected also in the residential rates of Bountiful Light and Power Company. The estimated annual savings to rate-payers of these companies as a result of the reductions are as follows:

The Mountain States Telephone and Telegraph Company:			
Exchange Service			\$136,000
Utah Power & Light Company:			
Residential (Urban and Rural)	\$175,000		
Industrial	100,000		
Reduction in Penalty Rate	35,000		
Commercial	41,500	351,500	
Southern Utah Power Company:			
Residential and Commercial		3,500	
Bountiful Light and Power Company:			
Residential		1,000	
GRAND TOTAL			\$492,000

The estimated savings to the shippers and receivers of freight in Utah by reason of decreases in freight rates, suspensions of proposed increases, and the denials of authority to increase freight rates are discussed at a later point in this chapter.

Trend of Electric Rates and Consumption

The period covered by the past five years has been one of constantly decreasing electric rates in Utah, particularly for residential, farm, and commercial services. The accompanying Table No. 1 shows the trend of the average revenue per kilowatt hour and average annual consumption per customer for residential, farm, and commercial service during this period, and also the average revenue per kilowatt hour for all classes of service.

TABLE NO. 1
ALL ELECTRIC UTILITIES (See Note 1)

Year	Residential & Farm Service		Commercial Service (Industrial Service Excluded)	
	Revenue per Kilowatt Hour	Kilowatt Hours	Revenue per Kilowatt Hour	Kilowatt Hours
1933.....	4.94c	707	4.31c	4,528
1934.....	4.83	722	4.15	4,658
1935.....	4.69	762	4.02	5,080
1936.....	4.33	820	3.88	5,269
1937.....	3.96	917	3.72	6,242

ALL ELECTRIC UTILITIES—ALL CLASSES OF SERVICE (See Notes 1 & 2)

Year	Revenue per Kilowatt Hour
1933.....	2.14c
1934.....	1.98
1935.....	1.88
1936.....	1.61
1937.....	1.42

NOTE 1: The figures in the above table for the years 1933, 1934, and 1935 cover 94 per cent of the customers served in the State by privately owned utilities, and the figures for 1936 and 1937 cover 99 per cent. Reliable figures relating to the balance of the customers are not available.

NOTE 2: These figures include sales of energy to others for resale.

Commercial service covers service rendered primarily to commercial establishments such as shops, stores, offices, hotels, clubs, apartment houses, etc., where the electric energy is used principally for lighting purposes with limited loads for power purposes, or, in some cases where electric energy is used principally for power purposes and the other loads are limited. Industrial consumers with heavy power loads fall under different rates and are not included in the tabulation relating to commercial service.

It will be observed from the figures in the above table that the average unit price to the consumer per kilowatt hour for residential and farm service decreased from 4.94 cents in 1933 to 3.96 cents in 1937, a decrease of nearly 20 per cent. The average unit price to the consumer per kilowatt hour for commercial service decreased from 4.31 cents in 1933 to 3.72 cents in 1937, a decrease of nearly 14 per cent. The average consumption in the residential and farm group increased from 707 kilowatt hours in 1933 to 917 kilowatt hours per customer in 1937, an increase of nearly 30 per cent. In the commercial group the increase in average consumption per customer from 4528 kilowatt hours in 1933 to 6242 kilowatt hours in 1937 represents an increase of nearly 38 per cent. The observation may be made, therefore, that the decreases in the unit cost to the consumer per kilowatt hour are due to two factors, first, reductions in the rates themselves and, second, increases in average kilowatt hour consumption per consumer which had the effect of extending part of the consumption to the lower blocks in the rate schedules.

The second group of figures in the above table show the trend of the average revenue per kilowatt hour for all classes of electric service rendered in the State by privately owned utilities. The average revenue of 1.42 cents per kilowatt hour in 1937 is a decrease of approximately 34 per cent over the average revenue of 2.14 cents in 1933. The two factors outlined above as the reasons for decreases in average unit cost to the consumer for residential, farm, and commercial service may be assigned also as accounting for the decreases in average rate per kilowatt hour shown in the second group of figures.

Grade Crossing Protection and Elimination Program

A comprehensive investigation and study of the hazards existing at railroad highway grade crossings was undertaken by the commission for the purpose of determining the most effective means of eliminating or reducing to a minimum such hazards. This study was made in cooperation with the various railroad companies involved, the Bureau of Public Roads, the State Road Commission, and some city and county authorities. On June 10, 1938, a report was filed with the commission dealing with the problem. This report contained the following conclusions:

- “1. Train actuated visible signals should be installed on both sides of the road as soon as possible at 137 crossings in the state.

2. The existing train actuated signal devices at some crossings should be relocated.

3. In cooperation with the interested governmental authorities, efforts should be directed toward closing a number of existing crossings, the highway traffic being routed across the railroad tracks at crossings that are less hazardous or more adequately protected.

4. Standard cross buck signs should be installed at a number of crossings that are without protective or warning devices.

5. Grade separations should be constructed and some existing separations should be repaired or otherwise made less hazardous.

6. Some existing cross buck signs should be repainted and repaired or replaced with new signs.

7. Highway stop signs that are now installed between some highways and railroad tracks should be relocated so that the highway traffic will not be required to stop on the railroad tracks in complying with the message on the signs.

8. Consideration should be given, by the proper governmental authorities, to the installation of stop signs at some streets that are used for frequent train movements.

9. Consideration should be given, by the proper governmental authorities, to the installation of stop signs at some crossings, thus requiring the highway traffic to come to a full stop before proceeding across the railroad tracks.

10. Vehicular traffic should be required to come to a full stop before crossing railroad tracks that are protected with gates or visible train actuated signals when such gates or signals are actually operating. Vehicular traffic should be required to heed the instructions of crossing watchmen when they are in performance of their duties.

11. Adequate protective devices should be installed at grade crossings by governmental authorities when such authorities improve the road or reroute the highway traffic or otherwise materially increase the hazards at such crossings.

12. Brush and similar growth and other obstructions to view should be cleared at grade crossings where such is practical, in order to insure better visibility to the highway and rail traffic.

13. The Commission's General Order No. 36 adopting rules and regulations for the reporting of accidents by railroad companies should be amended to require electric and steam railroad companies to report grade crossing accidents in accordance with Form T of the Special Report of grade crossing accidents that has been prepared by the Interstate Commerce Commission.

14. Rules and regulations should be adopted which would prescribe the manner and methods of installation, inspection, and maintenance of grade crossing protective devices.

15. The Commission should continue to direct its attention toward eliminating hazards at railroad highway grade crossing."

The Commission plans to conduct hearings relating to individual crossings which are included in the list of those recommended for elimination to afford interested parties an opportunity to offer testimony for or against the closing of the crossing in question. The commission is formulating plans also to order the railroad companies to install and maintain warning signals in conformity with the conclusions of the report of June 10, 1938, referred to above.

It is the commission's belief that the grade crossing program under way will assist materially, when completed, in reducing accidents at crossings which heretofore have been the scenes of numerous fatalities and property losses.

It is the commission's duty under the law to investigate the cause of all accidents occurring within the State of Utah upon the property or in connection with the operation or maintenance of the property of any public utility. In compliance with this requirement the commission has delegated to one of its inspectors the responsibility of investigating all railroad accidents and also the inspection of warning and safety devices at railroad crossings. This inspector is on call at all hours and is notified immediately by the railroad company involved whenever an accident occurs.

Informal Investigations of Utilities

During the fiscal year covered by this report the commission adopted a policy of making preliminary informal investigations of the utilities under its jurisdiction. These investigations extend to such matters as property values, rates, rules and regulations, rates of return, accounting methods, practices, and other related matters. After completion of an investigation of this kind conferences are held with the proper officials of the utility involved to effect a determination of various factors under consideration relating to the company's operations. This method of procedure saves the public and the utility a great deal of expense and the delays usually encountered in formal investigations. It should be stated, however, that the commission always reserves the right to and will institute formal proceedings when the available facts warrant such procedure or when the informal investigation method fails to produce satisfactory responses from the utilities. The commission believes that the method thus adopted of investigating the utilities subject to its regulation will produce results more satisfactory to the rate-paying public, and, at less cost than would be the case if formal complaints were entered at the outset of each investigation.

Investigations were instituted by the commission during the period of the accounts, property values, rates, and related matters of Telluride Power Company, Southern Utah Power Company, Mountain Fuel Supply Company, and Bear River Valley Telephone Company; of the rates and practices of all intrastate common carriers by motor vehicle; of the rates and practices of all intrastate carriers of household goods; and, of the rules, regulations, and charges of all contract motor carriers by motor vehicle operating in intrastate commerce in Utah. The investigation of Southern Utah Power Company was concluded prior to June 30, 1938, while the other investigations were still in progress at that date. Details of the investigation that was concluded may be found at a later point in this chapter.

Investigations were made also of the condition of the property and the adequacy and efficiency of the service being rendered by Uintah Power & Light Company, Big Springs Power Company, and Millard County Telegraph and Telephone Company. This type of investigation is made usually to determine if the utility is maintaining its properties in an efficient operating condition and to determine if the service being rendered meets the reasonable demands of the utility's patrons. A preliminary investigation was

made also of the property values and rate structure of Utah Light and Traction Company, and, on numerous occasions an investigation was made of the feasibility of extending routes and increasing service on the system of this company.

Audits were completed of the records of Bear River Valley Telephone Company, Gunnison Telephone Company, Manti Telephone Company, Moroni Telephone Company, North Logan Telephone & Electric Light Company, The Barton Truck Line, Inc., Eastern Utah Transportation Company, Fuller-Toponce Truck Company, Salt Lake-Ogden Transportation Company, Sterling Transportation Company, and Utah Transportation Company. An audit of the records of Mountain Fuel Supply Company and predecessor companies was nearing completion at the closing date of this report. Analyses also were made of the annual reports of the various utilities.

Reclassification of Accounts of Electric Utilities

General Order No. 34, issued on March 29, 1937, requires all electric utilities operating in Utah with average annual operating revenues of more than \$25,000 to reclassify their accounts and put into effect a new system of accounts. There are four electric utilities in Utah that are subject to the new system of accounts, namely, Utah Power & Light Company, Telluride Power Company, Southern Utah Power Company, and Uintah Power & Light Company.

One of the requirements of this system of accounts is that each utility subject to it must reclassify its plant account on the basis of original cost of the property at the time the property was first devoted to public service. Each utility is allowed a period of two years in which to complete the studies and work necessary to reclassify its plant account on this basis. The commission's accounting and engineering departments are carefully checking and analyzing the work of the utilities covering the reclassification of the plant accounts to the end that a true original cost figure may be determined for each electric utility insofar as existing records and data permit. The ultimate objective of this new system of accounts is to provide a basis upon which values for rate-making purposes may be determined more readily by the commission without the necessity of lengthy and expensive valuation proceedings. If this objective is attained it should mark an important milestone in the history of utility regulation in Utah.

On January 20, 1938, the commission adopted a list of "retirement units" for electric utilities through General

Order No. 39. This list is a companion document to the new system of accounts for electric utilities described above. The purpose of such list of retirement units is to create greater uniformity in accounting for replacements of property. In the past, the practices among utilities and among commissions have varied in respect to the accounting for replacements of utility property in that replacements which have been considered maintenance by one utility or commission have been considered property additions and retirements by others. It is anticipated that the use of this list of retirement units will overcome the lack of uniformity of the past and that it will also produce greater uniformity in depreciation accounting.

Participation on Joint Boards Under Federal Motor Carrier Act of 1935

Section 205 (b) of the Federal Motor Carrier Act of 1935 provides that—

“The Commission (Interstate Commerce Commission) shall, when operations of motor carriers or brokers conducted or proposed to be conducted involve not more than three states, and the Commission may, in its discretion, when operations of motor carriers or brokers conducted or proposed to be conducted involve more than three states, refer to a joint board for appropriate proceedings thereon, any of the following matters arising in the administration of this part with respect to such operations: applications for certificates, permits, or licenses; the suspension, change, or revocation of such certificates, permits, or licenses; applications for the approval and authorization of consolidations, mergers, and acquisitions of control or operating contracts; complaints as to violations by motor carriers, or brokers of the requirements established under section 204 (a); and complaints as to rates, fares, and charges of motor carriers or the practices of brokers:—”

In accordance with the provisions of the Motor Carrier Act, 1935, joint boards have been created to which are referred numerous matters for hearing and determination as provided in the above quoted section. Commissioner Walter K. Granger of the Utah commission has been appointed a member of ten joint boards. An alternate member sits on these boards in the event the appointed member is unable to sit. The hearings conducted by these boards are held at

points in various states which are most convenient for the parties involved. During the period covered by this report the Utah member of these boards attended eleven hearings in the capacity of a member of a board. The hearings were conducted at such points as Salt Lake City, Utah; Missoula, Montana; and Boise, Idaho. After a hearing and consideration of the testimony introduced the joint board makes a recommendation to the Interstate Commerce Commission as to the disposition of the case. The Federal commission may or may not follow the joint board recommendation.

Service Standards

The commission issued General Order No. 37 on July 22, 1937, in which rules, regulations, and service standards were prescribed for gas utilities. These rules provide for periodic tests of gas meters, periodic inspections of consumers' gas heating appliances in public buildings, the keeping of records of complaints, and other matters. Rules, regulations, and standards for electricity meters have been in effect since February 1, 1937. In cooperation with the mechanical Engineering Department of the University of Utah some of the meter provers used by the gas utilities in Utah to calibrate consumers' meters were checked with a cubic foot bottle that had been calibrated previously by the National Bureau of Standards.

At the request of the commission the Engineering Experiment Station of the University of Utah made original but thorough tests to determine the extent of odorization of natural gas distributed in Utah by the Mountain Fuel Supply Company. These tests proved that the gas has sufficient odor at the present time to serve as a warning agent in the event the gas escapes unburned.

The commission has cooperated with the State Board of Health in requiring privately owned water utilities to maintain an uncontaminated water supply for culinary use. Under the commission's rules each water utility is required to submit a water sample to the State Board of Health at least once each month. The commission is advised of the results of the tests and in case a harmful amount of bacteria is found in the water, steps are taken to make the water safe for culinary use.

Inspection of Railroad Rolling Stock

A law was enacted at the 1937 regular session of the Utah legislature which prohibits the movement within the state of broken or defective rolling stock by the railroads operating in Utah. The declared purpose of the act is to preserve the safety of the public and of employees engaged in the service of the railroad companies. This law is found in Chapter 94, Laws of Utah, 1937. The Public Service Commission is required to enforce the provisions of the act.

The commission assigned to one inspector from the inspection department the task of making the inspections and investigations necessary to carry out the intent of the act. The inspector devotes about three days a week to this work. The law provides that "—such defective cars and equipment shall not be moved or transported a greater distance than the nearest repair point within this State where said company maintains shops equipped to repair such defect." It is the observation of the commission that the carriers in the State are complying with the provisions of this statute.

Motor Carrier Regulation

Investigations were made by the commission's inspectors into the operations of all motor carriers using the public highways of the State of Utah for compensation. These investigations covered such matters as standards of equipment, safety of operations, accidents causing death or personal injury wherein motor carriers were involved, and the enforcement of insurance and other regulations. It was necessary to arrest 123 motor carriers during the fiscal year for various alleged violations of Chapter 65, Laws of Utah, 1935. The carriers arrested were taken to the nearest and most accessible Justice of the Peace in the county in which the offense was committed. Table No. 2 contains a summary of the arrests made.

TABLE NO. 2
SUMMARY OF ARRESTS MADE FOR ALLEGED
VIOLATIONS OF MOTOR CARRIER LAW

Number of Arrests	Section of Law Violated	DISPOSITION BY THE COURTS		
		Found Guilty	Found Not Guilty	Cases Pending June 30, 1938
79	9	57	15	7
38	10	36	1	1
5	15	5		
1	6	1		
Total	123	99	16	8

The arrests made under Section 9 were for operating motor vehicles as contract motor carriers in intrastate commerce without first obtaining a permit from the commission. The fines imposed by the courts on those who were convicted of this charge ranged from \$3.00 to \$125.00 and from five days to twelve days in the county jail. Section 10 arrests covered cases in which contract carriers were operating on Utah highways in interstate commerce without first obtaining a license from the commission. The fines imposed for this offense ranged from \$5.00 to \$60.00. The arrests made under Section 15 involved cases of carriers operating motor vehicles without proper identification plates for which fines ranging from \$5.00 to \$10.00 were imposed. The one arrest made for violation of Section 6 was for operating in intrastate commerce as a common carrier without first obtaining a certificate from the commission. The defendant in this case was fined the costs of court and instructed to abide by the law in the future.

It will be noted that of 123 arrests sixteen were found not guilty. In fifteen of these cases the carrier presented to the court a lease with some larger shipper providing for the rental of his equipment to the shipper for a certain period ranging from one day to six months. The State contended that these leases were merely subterfuges to avoid compliance with the law. The court held in these cases, however, that the carrier was not acting as an individual contractor transporting property for compensation but as a private carrier not subject to the Motor Carrier Act.

Under the present law much detail work is entailed in compiling evidence to be used in the prosecution of unauthorized carriers who transport property over the public highways of the State of Utah in competition with established common and contract carriers. In order to enforce the motor carrier act effectively, it is necessary to break down various methods of subterfuge used by carriers in evading the law such as the use of false bills of lading, leasing equipment arrangements, fictitious buying and selling arrangements, and other methods used by certain operators in an effort to classify themselves as private carriers of property.

During the fiscal year the commission issued 598 emergency, temporary, and seasonal permits to intrastate motor carriers, and 312 emergency and temporary licenses to interstate motor carriers operating over the highways of Utah. For a summary of these permits and licenses see Table No. 18, Appendix I. The commission has continued a policy of restricting to a minimum the number of permits and licenses of this type.

Interstate Freight Rates

The commission's activities in the field of investigations of interstate freight rates were increased and broadened during the past year. The commission took a direct active part in more matters before the Interstate Commerce Commission than in any previous year. A summary of the major accomplishments and activities along this line follows below.

EX PARTE 115

GENERAL COMMODITY RATE INCREASES, 1937

On October 23, 1936, the railroads of the United States filed with the Interstate Commerce Commission an application to increase the interstate carload freight rates on general commodities, including some agricultural products throughout the eastern sections of the United States. On November 21, 1936, the same railroads filed a supplemental petition seeking the same increases throughout the eleven Mountain Pacific States, including Utah.

In view of the fact that general business conditions throughout the nation were steadily improving, and the railroads were sharing liberally in increased tonnage of freight with resulting increases in revenues, this commis-

sion felt that increases in freight rates were unnecessary and improper and would doubtless have a detrimental effect on business, including that of railroad transportation. Hearings were held at various points throughout the country, including Salt Lake City. At the Salt Lake City hearing witnesses representing many of the industries of the State, and this commission's Commerce Attorney testified in opposition to all of the proposed increases. Witnesses from several adjacent states also opposed the proposed increases.

The Interstate Commerce Commission rendered its decision October 19, 1937. Nearly all of the increases prayed for were granted. However, all increases on agricultural products and increases in truck-competitive rates were denied. These denials were helpful to Utah, as many of our commodities move on truck-competitive rates. By the time this decision was rendered the tonnage of railroad carriers throughout the country had begun to show decreases, and their revenues were steadily declining, thus laying the foundation for still another petition for increases in railroad rates and charges, entitled "Ex Parte 123," described below. Because of the fact that all of the increases granted in "Ex Parte 115" were ordered absorbed or included in applying the increases granted in "Ex Parte 123" we are showing the effect on Utah of such increases in the following discussion of "Ex Parte 123."

EX PARTE 123

FIFTEEN PER CENT CASE, 1937-1938

On November 5, 1937, the railroads of the United States filed a petition asking for a permanent increase of 15 per cent in all freight rates, carload and less-than-carload, and in all accessorial charges, (such as switching, demurrage, etc.) but excluding charges for protective service to perishable freight and the rates on milk and cream. The increases proposed on bituminous coal were 15 cents per ton on rates not increased in Ex Parte 115 and 10 cents per ton on rates increased in that proceeding. On fruits and vegetables the maximum increase proposed was 15 cents per 100 pounds, and on sugar and lumber 6 cents per 100 pounds.

Hearings were held at various points throughout the country, including Salt Lake City.

This commission, through its rate department and some fourteen witnesses, representing practically every

industrial and agricultural pursuit in the State, opposed the proposed increases as unfair to Utah shippers and receivers of freight who ship long distances at relatively high rates, and also on the ground that to increase those rates by a percentage would upset competitive marketing conditions by placing a small increase on shippers located near the markets and a large increase on those located long distances from the markets, such as those in Utah.

This commission also opposed a rate increase for the reason that commodity prices were rapidly declining, in many cases to less than cost of production, particularly on farm products, and that growers could not bear higher transportation costs without restricting their shipments or increasing their losses. The case was thoroughly briefed and orally argued before the entire Interstate Commerce Commission in Washington, D. C.

The case was decided March 8, 1938. The Interstate Commerce Commission declined to authorize the increases as proposed, but granted increases of 10 per cent on general commodities and 5 per cent on farm products, including cattle, sheep, and swine. No increases were granted on bituminous coal. The Federal commission also provided that in making the increases authorized in this case, the increases permitted in **Ex Parte 115** were to be included in order to prevent a double increase in any rate.

The commission's rate department has prepared an estimate of the proposed increases and the increases granted on the principal commodities, (inbound and outbound) so far as they affect the people of Utah, as follows:

COMMODITIES	Increases Proposed By Railroads	Increases Granted By I. C. C.
Agricultural Products	\$ 492,049	\$ 130,825
Animals and Products Thereof	373,737	122,329
Products of Mines.....	1,544,673	733,699
Products of Forests.....	37,770	43,838
Mdse. & Manufactures.....	1,804,203	837,973
TOTAL	\$4,252,432	\$1,868,664

These figures are based on the railroad tonnage into and out of Utah for 1936. To whatever extent the increases may divert tonnage to truck lines, or otherwise diminish rail shipments, the "increases granted" will be reduced.

I. & S. DOCKET 4495

PROPOSED INCREASES IN THE FREIGHT RATES
ON POTATOES AND ONIONS

In April, 1938, the railroads serving the states of Utah, Idaho, Montana, Nevada, Colorado, and Oregon published increased freight rates on potatoes and onions to become effective June 1, 1938, from all of the states mentioned to the large consuming cities in practically all of the states lying between the Rocky Mountains and the Mississippi River. These increases from Utah averaged approximately \$28.00 per car on potatoes and \$40.00 per car on onions. The market prices of these two farm commodities during the 1937 season were so poor that our growers did not obtain their costs of production and were in no position to stand an increase in transportation costs.

This commission, in conjunction with the commissions and other interested parties in the states named, protested to the Interstate Commerce Commission, which commission suspended the effectiveness of the proposed increases until hearing could be had and the matter determined on its merits.

The first hearing in this matter has been set at Pocatello, Idaho, for July 19, 1938, at which time this commission will present witnesses in opposition to the proposed increases.

The saving to Utah growers of potatoes during the 1938 season by reason of this suspension is estimated at \$25,000, and to Utah's onion growers for the same season about \$30,000.

I. & S. DOCKET 4501

PROPOSED INCREASES IN FREIGHT RATES
ON FRUITS AND VEGETABLES

In May, 1938, the railroads serving the states of Utah, Idaho, and other nearby states published substantial increases in the freight rates on fruits and vegetables from these states to practically all the important consuming points in the states lying east of the Rocky Mountains and west of the Mississippi River. These increases from Utah averaged approximately \$25.00 per car on apples and \$16.00 per car on other deciduous fruits, and were to become effective June 30, 1938.

This commission, in conjunction with the commissions

and other interested parties in the states named, protested to the Interstate Commerce Commission and that commission suspended the effective date of the proposed increases to January 30, 1939, and instituted hearings at convenient points for the purpose of deciding the lawfulness of said proposed increases.

The first hearing has been set for July 25, 1938, at Portland, Oregon, at which time this commission will present its evidence in opposition to the proposed increases.

The saving to Utah growers of apples, peaches, and other fruits during the 1938 season, by reason of this suspension, amounted to approximately \$20,000.

DOCKET 17000 PART 9
PROPOSED CANCELLATION OF FREIGHT RATES,
ETC., ON STOCKER AND FEEDER LIVESTOCK,
WESTERN DISTRICT

On April 23, 1938, the railroad carriers in the western district (operating west of Chicago and the Mississippi River) filed a petition with the Interstate Commerce Commission asking that commission to reopen the livestock rate investigation in which rates had been prescribed on fat livestock and rates on feeder and stocker livestock at 85 per cent of the fat livestock rate and to permit the carriers to cancel out all of the 85 per cent rates applying to feeder and stocker livestock throughout the western districts. This was the third attempt since the original rates became effective January 25, 1932, to eliminate the rates on feeder and stocker animals. The two preceding petitions had been denied. This commission recognized the fact that the State of Utah is vitally interested in the livestock business and immediately filed its objections with the Interstate Commerce Commission. In this we were joined by the National Livestock Organizations and a large number of the state commissions in the western part of the United States.

On June 13, 1938 the Federal commission issued an order reopening the livestock rate investigation and at the closing date of this report dates and places of hearings had not been announced. This commission intends to resist all efforts to eliminate or increase the present 85 per cent rates on feeder and stocker livestock insofar as it may affect our growers and shippers of livestock.

DOCKET 27812

PROPOSED INCREASES IN FREIGHT RATES ON
LIVESTOCK

In 1934 certain of the transcontinental railroads published a tariff requiring proof of a further rail haul of livestock as a condition precedent to the application of the 85 per cent basis of rates on feeder and stocker livestock prescribed by the Interstate Commerce Commission in 1932. The requirements of the tariff in this respect were only partially enforced until sometime in 1936.

On July 14, 1937, the American National Livestock Association, representing the livestock industry throughout the western states, filed a complaint with the Interstate Commerce Commission seeking to have the commission condemn the requirement of a further rail haul in order to obtain the 85 per cent rates on feeder and stocker animals. This commission intervened in this case and joined in the opposition to the tariff rule which, if enforced in the future, would add a substantial sum to the transportation costs of Utah's livestock industry.

Hearing was held at Denver, Colorado, at which this commission produced witnesses. The case has been briefed and is now pending a decision by the Interstate Commerce Commission.

Potato Rates to the Southwest

For many years Utah has sold annually from 300 to 400 carloads of Utah grown potatoes in southeastern Texas. During the early part of the season of 1937 this demand from Texas suddenly slackened. Investigation developed that the railroads had put into effect reduced rates from California potato growing districts to Texas which were lower than the rates from Utah, and that California was supplying this market which heretofore had been supplied from Utah.

The rate department of this commission immediately took the matter up with the railroads and induced them to reduce Utah's rate to the same level as that from California. This reduced rate was made retroactive throughout 1937 by means of reparation payments by the railroads to the Utah shippers.

Pettengill Bill

As stated in the report of this commission for the previous fiscal year, there was pending in the Congress of

the United States a bill known as the Pettengill Bill, the purpose of which was to repeal paragraph One of the Fourth Section of the Interstate Commerce Act. Paragraph One of the Fourth Section is commonly known as the "long-and-short-haul-clause." This bill came up for hearing before the Interstate and Foreign Commerce Committee of the Senate in March, 1938.

Pursuant to a resolution of the Utah Legislature passed in 1937 this commission considered it a duty to oppose the passage of this bill. Accordingly, one of the commissioners and the commerce attorney appeared as witnesses representing the principal industries, including agriculture and livestock, in opposition to the passage of this bill. The Committee, however, recommended its passage to the Senate but at such a late date that the Senate did not act on it and the bill died.

1937 Valuation Act

The 1937 regular session of the Utah Legislature passed an act (Chapter 87, Laws of Utah, 1937) providing for a new method (in Utah) of arriving at property valuations of public utilities for rate-making purposes. The act required each public utility operating in Utah "whose rates are based on the valuation of its properties or the amount of its investments" to file with the commission under oath a statement of the value of its properties located within the State of Utah, both tangible and intangible, on forms furnished by the commission. The commission was required to accept the values as filed as the true values for rate-making purposes, unless changed by the commission after the taking of evidence. A companion measure, Chapter 100, Laws of 1937, required the State Tax Commission to accept and use for taxation purposes the values found by this commission under Chapter 87.

As required under Chapter 87 this commission prepared forms and instructions which were forwarded on December 1, 1937, to each public utility operating in Utah, calling for the required valuation information. The returns were due to be filed with the commission not later than February 1, 1938. Returns were received from 66 utilities out of 176.

Upon the failure of a majority of the utilities to file the required returns the commission instituted a suit in the Supreme Court of Utah praying for an order of the court to require the defendant utilities to file the returns. The State Tax Commission filed a complaint in intervention in the case praying also that the court require the utilities

to file the required returns. The defendants filed answers and cross-complaints and prayed for the issuance of a restraining order prohibiting this commission and the Tax Commission from enforcing the provisions of Chapters 87 and 100. A temporary restraining order was issued by the court.

The constitutionality of the two acts (Chapters 87 and 100, Laws of Utah, 1937) was argued before the Supreme Court. The court handed down an opinion on April 30, 1938, in which it held that both acts were unconstitutional. Accordingly this commission discontinued any further efforts to enforce the provisions of Chapter 87.

Informal Dockets

The commission disposed of 22 informal dockets during the period. These cases covered such matters as reparations, clearance permits, and miscellaneous questions of utility service. The reparation claims awarded by the commission totaled \$1,503.51.

The most important case in this group was an investigation of the rates, properties, and practices of Southern Utah Power Company. Investigations of this company were made by the commission's engineering and accounting departments. Based on the information thus presented to the commission an order was issued on February 24, 1938, which required the company, among other things, to file new rate schedules with lower rates covering residential use; to reduce the penalty for delinquent payment of accounts from 10 per cent to 5 per cent and to lengthen to 15 days the period in which the net bill may be paid; to make studies to determine proper depreciation rates; to complete the reclassification of its property account in accordance with the new system of accounts not later than December 31, 1938; and to make certain changes in its accounting methods. The estimated annual savings to the company's customers from the reduced rates are \$3,500.

A summary of the informal dockets is contained in Table No. 52, Appendix III.

Ex Parte Orders

There were 173 special permissions issued by the commission to the railroads and their agents, the motor carriers, and other utilities operating in the State authorizing the publication in practically all instances of reduced rates. A summary of these orders may be found in Table No. 53, Appendix III.

General Orders

The commission issued four general orders during the period. One general order prescribes rules and regulations for gas utilities operating in Utah, while the other three orders deal with accounting methods of the utilities. These general orders have been discussed previously in this report and will not be elaborated on further at this point. For a summary of these orders see Table No. 54, Appendix III.

Tariffs

Each public utility operating in Utah is required to keep on file with the commission a tariff or tariffs containing rates, rules, and regulations covering the service which the utility renders. The commission has in its files the following number of active tariffs for the classes of utilities shown:

Railroad—Freight	855
Railroad—Passenger	110
Motor Carrier—Freight.....	167
Motor Carrier—Passenger.....	95
Electric power and light.....	18
Telephone	20
Telegraph	19
Gas	8
Water	12
Steam heat	1
Urban passenger carriers.....	2
TOTAL.....	1,307

In addition to the above tariffs the commission also has on file numerous written contracts of contract motor carriers naming rates under which such carriers operate. Time schedules of railroads and motor carriers are maintained on file also.

The work of filing and checking the supplements to and reissues of tariffs of railroad and motor transport companies is a task of no small magnitude. From a test check made it is estimated that an average of sixty supplements to these tariffs are filed with the commission each day. Reissued tariff filings run from one to two each day. Each of these supplements and tariffs is examined for rate changes affecting Utah and cities and districts competing with Utah for business within Utah's trade territory. This is necessary to prevent unfair rate discriminations against Utah's industries.

New filings affecting the rates of other classes of utilities operating in Utah are carefully scrutinized also before the commission allows changed rates or rules to go into effect.

Out-of-State Travel

Occasions arise in the discharge of the commission's duties that require the presence of some member of the organization at a point outside the State of Utah. For example, arguments and hearings on investigations of interstate railroad rates before the Interstate Commerce Commission frequently are held at Washington, D. C., and other cities outside Utah. As required by state law, permission is always secured from the State Board of Examiners before any trip is made outside of the State on commission business. The commission exercises extreme caution in determining if a proposed trip out of the State should be made. Requests are made to the Board of Examiners only in those cases where the commission believes the results to be obtained from such travel warrant the expenditures necessary to make the trip. Below is a summary of the out-of-state trips made by the department during the fiscal year and the costs thereof borne by the State. It should be pointed out that in certain instances the State paid only a part of the expenses of these trips. This was true in the case of the secretary's trip to Washington in November, 1937, and of the trip made to Ohio in April and May, 1938, by two of the commission's accountants.

<u>Person Making Trip</u>	<u>Point</u>	<u>Purpose and Date</u>	<u>Cost to State</u>
Commerce Attorney.....	St. Louis, Mo.....	Hearing on potato rates from Utah to Texas (Aug. 31 to Sept. 3, 1937).....	\$ 91.04
Commerce Attorney.....	Denver, Colo.....	Hearing on livestock rates (Oct. 11 to 13, 1937).....	56.13
Chief Engineer.....	Denver, Colo.....	To make study of electric power and light rates with representative of Federal Power Commission (Nov. 14 to 17, 1937).....	48.25
Secretary.....	Washington, D. C.....	To present plea to Interstate Commerce Commission for hearing in Salt Lake City in Ex Parte 123 (Nov., 1937).....	50.00
Commissioner.....	Cheyenne, Wyo.....	Conference of Central Western Shippers Advisory Board (Dec. 7 to 8, 1937).....	29.63
Commerce Attorney.....	Washington, D. C.....	To present argument in protest to application of railroads for 15 per cent rate of increase (Jan. 25 to Feb. 6, 1938).....	170.55
Commissioner.....	Washington, D. C.....	To appear before Senate Committee to oppose passage of Pettengill Bill (Mar. 17 to 25, 1938).....	151.75
Two Accountants.....	Findley, Ohio.....	To complete examination of records of Mountain Fuel Supply Company (April 30 to May 23, 1938).....	145.22
Commerce Attorney.....	Denver, Colo.....	To discuss with representatives of Western States Commissions proposal of railroads to increase certain freight rates on feeder and stocker livestock (May 9 to 11, 1938).....	45.44
Total Cost to State.....			<u>\$781.11</u>

Definite savings of money to the people of Utah can be directly assigned to the results accomplished by the commission's activities. In connection with certain of these activities out-of-state travel was a necessity and a vital factor in the outcome of the matter at stake. In other words, the protection of Utah's interests required out-of-state travel. Based upon representative movements and the evidence of expert witnesses it is conservatively estimated that the following annual savings accrued to Utah shippers and receivers of freight as a result of the commission's activity in the field of transportation rate investigations:

Potato Rates to Texas.....	\$ 2,700
Potato and Onion Rates to Middle Western States.....	55,000
Fruit and Vegetable Rates to Middle Western States.....	20,000
Livestock Rates	70,000
Ex Parte 123, Fifteen Per Cent Increase Case.....	2,383,000
TOTAL	\$2,530,700

The commission does not claim full credit for the estimated savings shown above in the Ex Parte 123 proceeding as other organizations in Utah and other states took an active part in this case. However, had the commission been precluded from sending its representative to the points where this and other cases were tried or argued the results might not have been so favorable for Utah.

It is not possible to estimate in terms of money the results of the other trips made outside the State during this period. In each instance, however, there was an express need for such a trip, and if the commission had been forced to forego sending its representatives on such occasions the work of the commission would have been seriously hampered.

Traveling expenses incurred by the Utah Commissioner who acts on joint boards created by the Interstate Commerce Commission under the Federal Motor Carrier Act are paid by the Federal Government. The State of Utah pays no part of the costs of these trips.

Court Decisions and Cases Affecting Commission

The decision of the Supreme Court of Utah in which Chapter 87, Laws of Utah, 1937, dealing with the valuation of public utility properties, was held to be unconstitutional was discussed previously in this report and will not be elaborated on at this point. Two other court opinions were

handed down which affect this commission. One other case was pending at June 30, 1938. Each of these is reviewed briefly below.

“Wilson McCarthy and Henry Swan, Trustees, et al., Plaintiffs, v. Public Service Commission of Utah, et al., Defendants.”

This case involved 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 Salt Lake Transfer Company. The permit in question authorized Salt Lake Transfer Company to operate over all of the highways of the State for the transportation of merchandise, machinery, and other property. In an opinion handed down on May 11, 1938, the Supreme Court annulled the commission's order and remanded the case to the commission with instructions to fix a date for hearing, and to permit the protestants to appear, offer testimony, amend if they desire, and take any other steps appropriate, and thereafter to make findings and a decision as the merits may require. In accordance with the court's instructions the commission held a hearing on June 15, 1938, at which time all interested parties were afforded an opportunity to be heard. The commission had not rendered a decision on the case at the closing date of this report.

“Clay Larsen, Plaintiff, v. Public Service Commission, Defendant.”

In this case the plaintiff sought a contract permit, without a hearing, under Section 9 of Chapter 65, Laws of Utah, 1935, which permit the commission refused to grant. The matter was carried to the State Supreme Court and a temporary order was issued by the court which required the commission to allow the plaintiff to operate as a contract motor carrier pending the determination of the action. Upon motion of counsel for the plaintiff the court dismissed the proceeding on February 18, 1938. Accordingly, the commission entered an order on February 25, 1938, dismissing the application with prejudice.

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

This case was tried in the Third District Court in and for the County of Salt Lake, State of Utah. The plaintiff sought to recover ton-mile taxes paid under protest which taxes were assessed by this commission under the provisions of Section 16, Chapter 53, Laws of Utah, 1933. The amount involved in the suit was approximately \$25,000. The court's decree had not been handed down at the closing date of this report.

Miscellaneous Matters

Among the other activities of the commission during the fiscal year under review may be mentioned the following: Rate analyses of the rate structures of various utilities; a check of the electric and telephone rates charged state institutions; completion of large scale maps showing the territory, etc., served by the various utilities in Utah; investigations of accidents involving electric, gas, telephone, and water utilities; a new system of accounts for The Mountain States Telephone and Telegraph Company; a revised set of accounts to be used by passenger transportation companies operating over city streets; and, investigations and settlements of informal complaints.

An idea of the magnitude of the commission's activities may be found in the following summary of hearings and meetings held and orders issued.

TABLE NO. 3
SUMMARY OF HEARINGS AND MEETINGS HELD
AND ORDERS ISSUED
July 1, 1937 to June 30, 1938

ITEM	Hearings Held	Meetings Held	Orders Issued
Formal Cases	162	52	
Informal Cases	34		
Informal Investigations	3		
Miscellaneous Hearings	6		
Commission Meetings			
Notices of Hearings.....			150
Reports and Orders.....			150
General Orders			4
Orders to Show Cause.....			31
Ex Parte Orders.....			174
Cancellation Orders			62
Miscellaneous Orders			80
TOTAL	205	52	651

Public Utilities Under Jurisdiction of Commission

For the purpose of showing the number and varied types of public utilities operating in Utah a summary is presented in the accompanying Table No. 4.

TABLE NO. 4
PUBLIC UTILITIES UNDER JURISDICTION OF
COMMISSION AT JUNE 30, 1938

<u>CLASS OF UTILITY</u>	<u>Number</u>
Steam Railroads—Classes I and II.....	8
Steam Railroads—Class III	3
Electric Interurban Railroads	4
Urban Passenger Transportation Systems.....	2
Terminal Companies	3
Express Company	1
Sleeping Car Company	1
Telegraph Companies	2
Telephone Companies	15
Electric Light and Power Companies.....	14
Gas Companies	2
Water Companies	12
Common Motor Carriers—Intrastate	62
Common and Contract Motor Carriers—Interstate	76*
Contract Motor Carriers—Intrastate	81
Refrigerator Car Corporation	1
TOTAL	<u>287</u>

*Includes 18 carriers operating under temporary licenses pending outcome of their applications to the Interstate Commerce Commission for interstate operating rights.

The above figures show an increase of 80 utilities over the corresponding figures at June 30, 1937. This increase is accounted for almost entirely through a larger number of motor carriers at June 30, 1938. The above table also includes one refrigerator car corporation which heretofore has not been considered a public utility. From investigations made during the period it was determined that this company comes within the meaning of our public utilities laws and is subject to regulation to the extent of its intrastate operations in Utah.

Staff

At June 30, 1938, the staff of the commission consisted of the following:

Secretary	1
Commerce Attorney	1
Accountants	5
Engineers	2
Inspectors	4
Rate Expert	1
Reporter (per diem basis)	1
Assistant Reporter	1
Stenographers	5
TOTAL.....	21

Costs of Operation

The commission expended a total of \$57,055.39 during the fiscal year under review in the administration of the public utility regulatory laws of the state. Expenditures from the general fund appropriation amounted to \$47,114.11 and expenditures from the motor transport fund appropriation totaled \$9,941.28.

The 1937 session of the legislature made available a general fund appropriation of \$130,000 for the support of the commission during the biennium July 1, 1937 to June 30, 1939. Of this amount \$32,500 was appropriated from the State's general fund and \$97,500 was assessed against the utilities operating in Utah as provided in Chapter 64, Laws of Utah, 1935. The 1937 legislature also made an appropriation of \$25,000 available to the commission from the motor vehicle registration fund for the enforcement of the motor carrier act (Chapter 65, Laws of Utah, 1935). Additional funds were made available for motor transport enforcement activities out of gross ton mile tax collections under Section 150, Chapter 46, Laws of Utah, 1935, and from ton mile and passenger mile tax collections under Chapter 53, Laws of Utah, 1933.

In conducting the activities and affairs of this department the commission exercises due care to conserve the funds available for its use. By reason of this policy it appears that our appropriation accounts will show substantial balances at the close of the present biennium. The nature of the work done by this department makes it difficult to anticipate accurately the financial needs of the department

for a future period. A single investigation might require the temporary employment of a largely expanded staff with correspondingly increased expenditures. It should be pointed out, however, that through the method of investigation now followed by this department, the commission is trying to avoid expensive and lengthy investigations. It is the commission's belief, nevertheless, that adequate funds should be available to cover all eventualities.

Details of the commission's finances for the period may be found in Table No. 51, Appendix III.

CHAPTER 2

FORMAL CASES BEFORE THE COMMISSION

The following table presents a summary of the formal cases which came before the commission during the period under review.

TABLE NO. 5
FORMAL CASES BEFORE THE COMMISSION
July 1, 1937 to June 30, 1938

TYPE OF CASES	Cases Pending July 1, 1937	Cases Filed July 1, 1937 to June 30, 1938	Total	Cases Disposed of	Cases Pending June 30, 1938
Electric Power & Light Rates..	3	2	5	5	
Telephone Rates	1	2	3	3	
Railroad Rates		6	6	3	3
Gas Rates	1	1	2	2	
Water Rates and Service.....		2	2	2	
Motor Transport Rates.....		2	2	2	
Grade Crossings	7	4	11	10	1
Station Agency		4	4	3	1
Street Railway	1	2	3	3	
Motor Transport Applications..	26	119	145	97	48
Miscellaneous Cases	1	5	6	6	
TOTAL	40	149	189	136	53

As a source of further information the following comparative figures are submitted to show the formal cases handled during the past four fiscal years.

PERIOD	Number of Cases	
	Filed	Disposed of
July 1, 1934 to June 30, 1935.....	195	132
July 1, 1935 to June 30, 1936.....	167	162
July 1, 1936 to June 30, 1937.....	81	92
July 1, 1937 to June 30, 1938.....	149	136

Two of the most important cases ever to come before the commission were disposed of during the fiscal year under consideration. These two cases involved investigations of Utah Power & Light Company and The Mountain States

Telephone and Telegraph Company. These and other cases of importance are reviewed briefly in the following discussion.

Electric Light and Power Cases

CASE NO. 1531

"Public Utilities Commission of Utah, Complainant, vs. Utah Power & Light Company, Defendant."

CASE NO. 1431

"U. S. Government (War Department, Quartermaster Corps, U. S. Army) by Major C. W. Haney, Quartermaster Corps, Compt., vs. Utah Power & Light Company, Deft."

A final order was issued in the above entitled two cases on December 30, 1937. As noted in previous reports of the commission Case No. 1531 was an investigation of the rate structure, plant investment, and related matters of Utah Power & Light Company. The order issued on December 30, 1937, concluded an investigation that had covered a period of approximately four years. Case No. 1431, which had been combined with Case No. 1531 for hearing, was dismissed in the same order of December 30, 1937. This case involved rates for service at certain points occupied by the United States Army. The issues raised in this case were disposed of during the pendency of Case No. 1531.

Following is a brief summary of the principal reductions and changes ordered by the commission in the rate schedules and rules of Utah Power & Light Company:

1. Effective with meter readings after January 1, 1938:

(a) Power schedules 3, 4, and 4-B of Tariff No. 2 were ordered cancelled and replaced by a new low voltage schedule. The new schedule contains a lowered horsepower demand charge and reductions in the energy charges in practically all blocks. This change also had the effect of simplifying the company's low-voltage rate structure by the substitution of one schedule for three schedules.

(b) The peak period for determining maximum demand was ordered changed from a five minute to a fifteen minute interval, with certain exceptions, and the additional charge for hoist motors was eliminated.

(c) The provision in the company's rules limiting the contract horsepower to a minimum of 25 horsepower was changed to allow contract horsepower to be based on measured demand.

2. Effective with meter readings after April 1, 1938:

(a) Schedules 1-D, 10-A, 12-F, 13-A, 56, 73, and 75 of Tariff No. 1 and Schedules 1-D and 2-E of Tariff No. 6 were ordered cancelled and replaced by the following schedules:

**Residential Service
Net Charges**

90c each month which will entitle the consumer to use during such month 11 KWH

5.0c per KWH for the next 25 KWH of monthly consumption

2.5c per KWH for the next 164 KWH of monthly consumption

1.5c per KWH for all additional monthly consumption.

Where connected load of cooking, heating, and motor operated equipment exceeds 15 KW there will be an additional charge of \$1.00 per KW of such excess.

**Apartment House Service
Net Charges**

\$1.25 per month first 16 outlets or less.

5.0c per month each additional outlet.

2.5c per KWH for all monthly consumption.

Where total connected load, including motor operated equipment, exceeds 10 KW there will be an additional monthly charge of \$1.00 per KW for such excess.

The schedule for residential service, detailed above, contains the same rates and blocks as the residential "objective rate" of Utah Power & Light Company which had been in effect since October 1, 1935. The change in the residential rate had the effect, therefore, of making the objective rate available as the standard rate for all residential consumers of the company. The adoption of a single residential rate also accomplished two other desirable objectives

in that it simplified the rate structure of the company and eliminated the monthly minimum differential between rural and urban communities.

3. Effective with meter readings after July 1, 1938:

(a) The ten (10) per cent penalty charge applicable to residential and commercial service was ordered reduced to five (5) per cent.

(b) Commercial lighting schedules Nos. 11-B, 58-B, 59-B, 74, and 76 of Tariff No. 1 were ordered cancelled and replaced by the following schedule:

**Commercial Lighting Service
Net Charges**

90c Each month will entitle the consumer to use during such month 11 KWH

5.0c per KWH next 500 KWH of monthly consumption

4.5c per KWH next 500 KWH of monthly consumption

4.0c per KWH next 1500 KWH of monthly consumption

3.5c per KWH next 10,000 KWH of monthly consumption

2.5c per KWH for all additional monthly consumption

(c) A further reduction of one-half cent per kilowatt hour in each of the first two blocks of the low voltage schedule discussed in 1 (a) above was ordered.

According to calculations made at the time the final order was entered in Case No. 1531 the total annual estimated savings to consumers of the company in Utah as a result of the rate reductions therein ordered, based upon the revenues of the company at that time, were \$351,500. These estimated savings are in addition to estimated annual savings of \$500,000 previously made effective since the commencement of the action in this case, making total estimated annual savings to rate-payers in Utah of approximately \$851,500 as a result of this investigation.

CASE NO. 1865

"In the Matter of the Investigation of the Practice of Utah Power & Light Company, an elec-

trical corporation, imposing a penalty charge against its patrons for failure to make prompt payments of charges for electrical energy."

As indicated by the above caption, this case involved an investigation of the practice followed by Utah Power & Light Company in imposing a penalty on those customers who fail to make payment of their bills for electric service within a specified period. This company's residential schedules provided a penalty of ten per cent of the net bill to be added to the net bill if not paid within a period of seven days in certain cities and towns and ten days in other cities and towns. In a report and order issued on July 10, 1937, the commission ordered Utah Power & Light Company to allow a period of fifteen days from date of rendition of bill before the penalty applies, covering residential and farm service.

Telephone Cases

CASE NO. 1479

"Public Service Commission of Utah, Compt.,
vs. The Mountain States Telephone and Telegraph
Company, Deft."

This case involved a state-wide investigation of the rates, practices, plant investment, etc., of the defendant company. A final report and order was issued by the commission on November 2, 1937, which report and order provided, among other things, for a new classification of rates based upon the number of stations in a given exchange. The rates and classifications ordered by the commission are detailed below.

GROUP I

Total Exchange Stations 1 to 250

Business:

Individual line unlimited service.....	\$ 3.00
Two-party unlimited service.....	2.50

Residence:

Individual line unlimited service.....	2.00
Two-party unlimited service	1.75
Four-party unlimited service.....	1.50

GROUP II**Total Exchange Stations 201 to 550****Business:**

Individual line unlimited service.....	\$ 3.50
Two-party unlimited service	3.00

Residence:

Individual line unlimited service.....	2.00
Two-party unlimited service	1.75
Four-party unlimited service	1.50

GROUP III**Total Exchange Stations 451 to 1100****Business:**

Individual line unlimited service.....	\$ 4.00
Two-party unlimited service	3.50

Residence:

Individual line unlimited service.....	2.25
Two-party unlimited service	2.00
Four-party unlimited service	1.75

GROUP IV**Total Exchange Stations 901 to 2,000****Business:**

Individual line unlimited service.....	\$ 5.00
Two-party unlimited service	4.00

Residence:

Individual line unlimited service.....	\$ 2.25
Two-party unlimited service	2.00
Four-party unlimited service	1.75

GROUP V**Total Exchange Stations 1701 to 3,500****Business:**

Individual line unlimited service.....	\$ 6.00
Two-party unlimited service	5.00
Four-party unlimited service	4.00

Residence:

Individual line unlimited service.....	2.50
Two-party unlimited service.....	2.25
Four-party unlimited service	2.00

Exceptions:

1. The cities and towns of:
 - Garfield
 - Bingham Canyon
 - Park City
 - Tooele
 - Eureka

Classified as mining or smelting exchanges, shall take the rates of the group next higher to the one into which they would fall if governed solely by the total number of exchange stations.

2. Because of special conditions existing, the following exchanges have been excluded from the foregoing classifications:

American Fork
Lehi
Pleasant Grove
St. George
Duchesne
Holladay

Total Exchange Stations 3,501 or more

Rates established on an individual exchange basis as follows:

Ogden Exchange

Business:

Individual line unlimited service.....	\$ 7.50
Two-party unlimited service.....	6.50
Individual line measured service—	
Minimum rate	\$4.00
Call allowance	80
Additional messages.....	3c each

Residence:

Individual line unlimited service.....	\$ 3.00
Two-party unlimited service	2.50
Four-party unlimited service	2.00

Salt Lake Exchange

Business:

Individual line unlimited service.....	8.50
Individual line measured service—	
Minimum rate	\$4.00
Call allowance	80
Additional messages	3c each

Residence:

Individual line unlimited service.....	3.75
Two-party unlimited service.....	3.00
Four-party unlimited service.....	2.30
Four-party measured service—	
Minimum rate	\$2.00
Call allowance	40
Additional messages	5c each

The commission also ordered a reduction in the additional rural zone mileage charges from 25 cents for each three mile zone to a basis of ten cents for each three mile zone or fraction thereof beyond six miles from the governing central point. In addition, the extra charge of fifteen cents per month for hand telephone sets was ordered eliminated on all billings beginning January 1, 1938, and subsequent thereto. The order provided further that on and after January 1, 1938, applicants for exchange service would have the choice of a wall, desk, or hand telephone set at the established monthly rates.

As a result of the above described rate changes it is estimated that the annual savings to customers of the company will amount to approximately \$136,000. Savings from other reductions secured subsequent to the inception of this case are estimated at \$92,000 annually, making total estimated annual savings of \$228,000 as a result of this investigation.

The reductions in the rates for exchange service varied from fifty cents to twenty cents per month in different exchanges. The reclassification by sizes of exchanges had the desirable effect of eliminating alleged discriminatory differences in the rates in exchanges of comparable size. The elimination of the extra charge for hand sets removed from the company's rate schedules an objectionable feature that had been the basis of much criticism on the part of telephone customers.

Railroad Freight Rates

As indicated by Table No. 5 the commission disposed of three cases involving intrastate railroad freight rates. The commission also issued a supplemental order in a case involving proposed general freight rate increases. These cases do not include the cases before the Interstate Commerce Commission in which this commission took an active part. The following discussion covers the cases before this commission.

CASE NO. 1658

"In the Matter of the Application of steam railroads operating in Utah for permission to increase freight rates and charges on Utah intrastate traffic."

This application was the second supplemental petition of the carriers parties to this case to apply increases in Utah intrastate freight rates and charges. The electric railroads

operating in Utah intervened in the case and requested that the same increases be allowed in their rates as those authorized for the steam roads. Hearing and determination of the matter was delayed pending a decision of the Interstate Commerce Commission on a similar application of the carriers for increases in interstate freight rates and charges. The latter named commission issued an order on October 19, 1937, in Ex Parte 115, **General Commodity Rate Increases, 1937, 223 I. C. C. 657**, wherein the carriers by rail operating in United States were authorized to increase their interstate freight rates and charges in various specified amounts except on certain designated commodities.

After a hearing and investigation on the Utah intra-state application the commission issued a decision on December 21, 1937, wherein the carriers were authorized to increase their rates on certain commodities as shown in the following tabulation:

Acids, Muriatic	7% maximum 1c per 100 lbs.
Acids, Sulphuric	7% maximum 2c per 100 lbs.
Alcohol, denatured	7% maximum 5c per 100 lbs.
Asphalt	7% maximum 1c per 100 lbs.
Asphalt Rock	No increase.
Benzol	1c per 100 lbs.
Beverages	7% maximum 3c per 100 lbs.
Boxes and Cartons	No increase.
Blocks, building or paving	1c per 100 lbs. where rate is over 7c.
Brick	No increase.
Bricks, blocks and other clay products	No increase.
Clay	No increase.
Coke	No increase.
Cans, tin	No increase.
Carbonic Acid Gas	No increase.
Cider and Vinegar	7% maximum 2c per 100 lbs.
Coal Tar and Coal Tar Pitch	7% maximum 1c per 100 lbs.
Creosote Oil	7% maximum 1c per 100 lbs.
Cylinders, Steel, Gas	No increase.
Hides and Pelts	7% maximum 3c per 100 lbs.
Infusorial Earth	7% maximum 2c per 100 lbs.
Insulating Material	No increase.
Iron and Steel Articles	10% maximum 1c per 100 lbs.
Pipe and Fittings	10% maximum 1c per 100 lbs.
Gypsum Rock	No increase.
Rock and Crushed Stone	5c net ton on rates over 60c and under \$1.00 per net ton; 10c net ton on rates over \$1.00 per net ton.
Rails and Fastenings	No increase.
Iron and Steel, Scrap	7% maximum 1c per 100 lbs.
Pig Iron	10% maximum 1c per 100 lbs.
Railway Car Wheels and Axles	No increase.
Junk	7% maximum 2c per 100 lbs.

Lime	7% maximum 1c per 100 lbs.
Lime and Plaster, Mixed.....	No increase.
Plaster, Plaster Board, Plaster Blocks and Gypsum.....	1c per 100 lbs.
Machinery	7% maximum 5c per 100 lbs.
Magnesium Chloride	7% maximum 2c per 100 lbs.
Fresh Meats and P. H. P.....	7% maximum 3c per 100 lbs.
Molasses, Beet Sugar.....	No increase.
Outfits, Bridge Builders, Etc.....	7% maximum 5c per 100 lbs.
Paper and Paper Articles.....	2c per 100 lbs.
Roofing Materials.....	No increase.
Sulphur	7% maximum 2c per 100 lbs.
Petroleum and Petroleum Pro- ducts	No increase.
Pipe, Sewer, Iron.....	$\frac{1}{2}$ c per 100 lbs. on rates under 10c per 100 lbs.;
	1c on rates 10c per 100 lbs. and over.
Sewer Pipe and Drain Tile.....	No increase.
Stone, Rock, Etc., Rough.....	7% maximum 1c per 100 lbs.
Limestone, Ground or Crushed.....	No increase.
Calcite	$\frac{1}{2}$ c per 100 lbs.
Lime Rock	No increase.
Silica Rock	No increase.
Salt	No increase.
Sand, Gravel and Crushed Rock.....	No increase.
Sugar	No increase.

In granting the application of the carriers for increases in intrastate rates the commission gave consideration, among other things, to the fact that in a previous decision in this case on a former petition, after having been denied the requested increases, the carriers sought relief from the Interstate Commerce Commission under Section 13 of the Interstate Commerce Act. In that instance the findings and order of this commission were overruled and the proposed increases allowed.

CASE NO. 2036

"In the Matter of the Application of B. T. Jones, Agent, on behalf of railroad carriers operating in the State of Utah for permission to make changes in the demurrage rules."

This case was an application on behalf of railroad carriers operating in Utah to amend the demurrage rules on intrastate traffic to conform with the rules applicable on interstate traffic. There were no protests entered against granting of the application. The application, which was granted, resulted in three principal changes in the then existing demurrage rules, as follows:

The applicable tariff (Agent Jones' Demurrage Tariff 4R, ICC 3072, PSCU 39) contained the provision "A lease of a car is equivalent to ownership." This provision was modified to apply only to those types of cars which the carriers themselves do not set out to furnish. This change had the effect of eliminating from the application of this provision all types of refrigerator cars except those used for fresh meats and packing house products. Under the applicable tariff both before and after the changes authorized by the commission, those cars which were and are considered equivalent to ownership were and are not subject to demurrage when standing on the lessee's tracks. The change in the tariff results in an increase to those shippers who, in the past, have leased equipment and have been exempt from paying demurrage charges. The authorized changes eliminate discrimination in that the shipper-lessee no longer can receive more favorable consideration in respect to demurrage than those shippers whose cars are furnished by the railroads.

Another amendment in the wording of the tariff permits the use of private tracks jointly by two or more consignees where previously the tariff provided that private tracks could not be used jointly.

A further amendment permits the harmonizing of demurrage tariffs with diversion and reconsignment tariffs of individual carriers.

CASE NO. 2040

"In the Matter of the Application of steam railroads operating in the State of Utah for authority to make a general increase of fifteen per cent in all their intrastate freight rates and charges."

This case was an application of the steam railroads operating in Utah for authority to increase Utah intrastate freight rates and charges to the same extent as the increases granted by the Interstate Commerce Commission in interstate freight rates and charges in Ex Parte 123, **In the Matter of Increases in Rates, Fares, and Charges**, 226 ICC 41. The Salt Lake and Utah Railroad Company, The Utah Idaho Central Railroad Company, and Bamberger Electric Railroad Company intervened at the hearing and requested that the same increases be granted in their rates and charges as those proposed by the steam roads.

The increases authorized by the Interstate Commerce Commission in interstate rates and charges are in substance as follows:

- 10% in all existing rates and charges including those for accessorial services other than protective service against heat and cold, except the following:
- 5% in the rates on products of agriculture other than tropical fruits;
- 5% in the rates on animals and products thereof and articles taking the same rates, except horses and mules, the rates on which are to be increased 10% ;
- 5% in the rates on lumber, shingles, and lath and articles taking lumber rates;
- 5% in the rates on cotton seed oil and vegetable oil, n. o. s., other than linseed oil;
- 10c per ton of 2,000 pounds on anthracite coal;
- No increase on bituminous coal, lignite, coke, or iron ore;
- No increases are proposed on fresh milk and cream.

In making such increases on fruits and vegetables a maximum increase of 15 cents per 100 pounds is to apply. On sugar and lumber a maximum increase of 6 cents per 100 pounds is to apply.

This commission entered a decision in this matter on April 28, 1938, wherein it authorized the petitioners to increase existing intrastate freight rates and charges including accessorial charges except those for protective service against heat or cold to the same extent that they were authorized to increase interstate freight rates and charges in this territory by the Interstate Commerce Commission in Ex Parte 123, excepting rates on the following:

- Ores and concentrates
- Sugar beets
- Wet beet pulp
- Sugar beet molasses
- Lime rock
- Intraplant switching charges at smelters located in Utah (See Case No. 2077)

CASE NO. 2077

"In the Matter of the Application of The Denver and Rio Grande Western Railroad Com-

pany, Wilson McCarthy and Henry Swan, Trustees, and the Union Pacific Railroad Company for authority to change their present rules and charges covering intrastate switching at smelters in Utah, and to substitute other charges for said services."

In this application the carriers involved sought authority through their original and amended petitions to increase intra-plant switching charges at Bauer, Garfield, Murray, and Midvale, Utah smelters. The increases requested were \$1.00 per car for certain switching services and fifty cents per car for other switching services. No protests were entered against the granting of these proposed increases. Through a further amendment to the petition filed on April 27, 1938, the carriers applied for an additional ten per cent increase in all intra-plant switching rates over and above the increases sought in the original and amended petitions, which proposal was objected to by protestants. The additional ten per cent increase requested was in line with the carriers' application for general increases in freight rates and charges, our Case No. 2040, Interstate Commerce Commission Ex Parte 123.

In its decision rendered on May 23, 1938, the commission found that the proposed increases of \$1.00 per car and fifty cents per car were justified and their application was authorized. The carriers' request for an additional ten per cent increase in intra-plant switching charges was denied.

Gas Cases

CASE NO. 1866

"In the Matter of the Investigation of the practice of the Mountain Fuel Supply Company, a gas corporation, imposing a penalty charge against its patrons for failure to make prompt payments of charges for gas."

This case involved an investigation of the practice of Mountain Fuel Supply Company in imposing a penalty for delinquent payment of bills for gas service. At the time of this investigation the company's domestic tariffs carried a provision that if the bill was paid within ten days from date of monthly billing the net bill would apply, otherwise an additional ten per cent would be collected on the first \$5.00 and two per cent on the balance of the bill. The net bill plus the penalty constituted the gross bill. In a report and order dated July 10, 1937, the commission ordered Mountain Fuel Supply Company to allow a period of fifteen

days from date of rendition of bill before the gross amount becomes due, effective with billings for domestic and commercial service on and after September 1, 1937.

CASE NO. 1994

“Adolph L. White, Compt., vs. Mountain Fuel Supply Company, a corporation, Deft.”

This case is of importance from the standpoint of interpretation of the tariffs of the defendant company. The complainant alleged that he was entitled to a lower rate at an apartment house operated by him by reason of the nature of the construction of the apartment building. He also petitioned for reparation for the years 1935 and 1936 for the difference between the rate applied and the rate claimed. The matter was closed through a report and order issued on November 10, 1937, in which the commission ordered the defendant company to bill the complainant in the future under the lower rate sought with reparation between August 28, 1936, and the date of the order.

Water Rates

As noted in the foregoing Table No. 5 there were two cases disposed of involving water rates. One of these (Case No. 2004) was an application of Miller Ditch Company to increase rates. In a report and order dated November 23, 1937, the commission found that the company needed additional revenue in order to keep operating and allowed the company to increase its rates from \$12 to \$18 per year for 100,000 gallons of water plus eight cents per 1,000 gallons for all water used in excess of 100,000 gallons.

The other case (No. 2086) was an application of St. Joseph Water & Irrigation Company to increase water rates. The commission issued a report and order in this case on May 16, 1938, in which it authorized the company to increase its monthly minimum rates but denied it the authority to increase its gallonage rate.

Motor Transport Rates

During the past several years the trend in truck and bus transportation rates has been largely downward. The commission has authorized many reductions in intrastate truck rates. Applications for authority to increase the rates of common carriers by motor vehicle have been at very infrequent intervals. Two motor carrier applications to in-

crease intrastate rates were handled by the commission during the year under review.

The one case (No. 1984) was an application of The Barton Truck Lines, Inc. to make certain increases in rates. By report and order dated August 10, 1937, the commission found that this carrier was in need of additional revenue in order to continue operating and authorized the increases proposed by the carrier.

In Case No. 2027 the commission authorized the Interstate Transit Lines to increase by ten cents its passenger rates from Mona, Utah, to Beaver and other points south to the Utah-Arizona state line. The application was granted to bring the passenger rates between these points into line with other rates of this carrier upon a showing that said rates were below the established basis of two cents per passenger mile.

Grade Crossing Cases

The table in the forepart of this chapter shows that ten cases involving grade crossings were disposed of during the fiscal year under review. These cases are discussed briefly below.

The State Road Commission was the applicant in seven of these cases, in three of which authority was requested and granted to construct underpasses at crossings of railroads, one in the vicinity of Greenriver, in Emery County, on The Denver & Rio Grande Western Railroad; one on the same railroad near Daly, Grand County; and one near Deer Creek, in Provo Canyon, Wasatch County, on the line of the same railroad company. In two of the seven cases mentioned the Road Commission was granted authority to construct overheads, one of which crosses the Park City branch of The Denver & Rio Grande Western Railroad Company near the mouth of Parley's Canyon, and the other crosses the Marysvale branch of the same railroad company at Hilltop, Sanpete County. The Road Commission was denied authority in another application to create a grade crossing over the main line tracks of Utah Railway Company at Springville. In another case the same applicant was authorized to replace an existing crossing with another crossing on the Cache Valley branch of the Oregon Short Line Railroad Company.

Utah County, by its Board of Commissioners, applied for and was granted authority to construct a grade crossing near Caryhurst, in Utah County on the Provo Canyon branch of The Denver & Rio Grande Western Railroad Com-

pany. In another application the Union Pacific Railroad Company was authorized to construct and operate an interlocking device at a point of crossing with The Denver & Rio Grande Western Railroad at Fourth West Street in Salt Lake City.

An order was issued in another case dismissing a complaint entered by the commission against Oregon Short Line Railroad Company concerning certain crossings in Cache County when it was shown that the complaint had been satisfied by the installation of proper signal and protective devices at the crossings in question.

In addition to the above described grade crossing matters the commission issued one grade crossing permit authorizing Tooele Valley Railway Company to cross two public highways in Tooele County with a spur track.

Station Agency Cases

Three cases were disposed of dealing with railroad station agencies. In case No. 2116, The Utah Idaho Central Railroad Company was authorized to discontinue the operation of its stations at Mendon, Millville, Providence, and Hyde Park, in Cache County, as agency stations during the period between June 22, 1938 and September 30, 1938. The Union Pacific Railroad Company was authorized in Case No. 2024 to discontinue operation of its agency station at Portage, Utah. In Case No. 2046 the Railway Express Agency was granted authority to discontinue operation of its express agency at Sugarhouse, Utah.

Street Railway Cases

Utah Light and Traction Company is in a period of transition from "rail to rubber." Year by year, since 1928, this company has gradually replaced railway cars and tracks with gasoline busses and electric coaches until today approximately 72 per cent of its passengers are transported by gasoline busses, about 13 per cent by electric coaches, and the remaining 15 per cent by the conventional type of street cars. This transition is indicated in the following tabulation of units of passenger carrying equipment owned by this company.

	<u>Dec. 31, 1925</u>	<u>Dec. 31, 1930</u>	<u>Dec. 31, 1935</u>	<u>June 30, 1938</u>
Street Cars	174	139	68	24
Electric Coaches		26	26	26
Gasoline Busses	1	12	58	87
	<hr/>	<hr/>	<hr/>	<hr/>
TOTAL UNITS	175	177	152	137

The policy of the company appears to be to change completely to a gasoline bus system as fast as the company's financial position will permit. The abandonment of a street car line or route in favor of gasoline busses ordinarily entails a considerable outlay of money to cover the cost of track removals and to place the street surface back in a satisfactory condition. These costs, of course, are in addition to the capital outlay necessary to purchase gasoline operated busses to replace the retired street cars.

There is agitation from time to time for reductions in the fares charged by Utah Light and Traction Company. The commission has given the matter careful and considerable study and attention. At the same time the commission is faced with the fact that the earnings of Utah Light and Traction Company for many years past have been insufficient to provide a fair rate of return on a fair value of its transportation properties.

It is the commission's belief and hope, however, that upon the completion of the transition to a gasoline bus system the company's operating expenses will be relieved of sufficient costs to make possible a downward revision of the company's rates.

The above explanation is included as a preface to the following discussion of the cases decided during the period dealing with track removals, route changes, and other phases of the service rendered by Utah Light and Traction Company.

CASE NO. 1359

The original report and order in this case was issued on July 25, 1933, which order authorized Utah Light and Traction Company to substitute gasoline bus service for street car service on certain routes and to remove street car tracks and equipment from certain portions of these routes. In a supplemental report and order issued under date of July 22, 1937, the company was authorized to remove its overhead wiring on Second South Street from West Temple to Fifth West, and on Rio Grande Street from Third South to Fourth South, in Salt Lake City.

CASE NO. 1783

In this case as in No. 1359 the commission previously had authorized Utah Light and Traction Company to substitute motor bus service for street car service over a specified route. A supplemental order was issued on July 22,

1937, in which the company was authorized to remove its overhead wiring and tracks from the route in question (South Temple-Fort Douglas).

CASE NO. 1974

A report and order was issued on July 22, 1937, in this case which authorized the following changes in the transportation system of Utah Light and Traction Company:

"That the streets and routes over which service is to be discontinued are as follows:

- (a) Street car service from Thirteenth East and Ninth South Streets to Fifteenth East, and thence south to Seventeenth South Street (part of present Route 5).
- (b) Street car service from the business district of Salt Lake City via Ninth South, Eleventh East and Highland Drive to Twenty-Seventh South Street (present Route 10).
- (c) Temporary bus service being rendered on Twenty-First South Street between Fifteenth East and Twenty-First East Streets.
- (d) Present bus service between Fifteen East and Seventeenth South Streets to Thirty-Third South and Highland Drive via Sugarhouse.
- (e) Present bus service on Seventh South Street from Eleventh East to Thirteenth East (part of present Route No. 6).

That the streets and routes over which gasoline motor bus service is to be instituted, maintained and operated are as follows:

- (a) To serve Fifteenth East and Seventeenth East Streets by connecting with Routes 1 and 2 running west on South Temple from State Street to Main Street; thence south to Ninth South Street; thence east to Fifteenth East Street where the service will split and one-half will go thence south on Fifteenth East Street to Twenty-First South Street, the other half continuing east on Ninth South Street to Military Drive and thence south on Military Drive and Seventeenth East Streets to Thirteenth South; thence west on Thirteenth South to Fifteenth East; and thence south on Fifteenth East to Seventeenth South Street.

- (b) To serve the Sugarhouse District by connecting with the gasoline bus route (Route 6) at Seventh South and Eleventh East and proceeding thence south on Eleventh East to Highland Drive and Thirty-Third South.

That petitioner be authorized to connect the service of present Route 8 and that portion of present Route 5 not discontinued in the particulars set forth in the report in this case instead of looping each route separately in the business district of Salt Lake City.

That petitioner be authorized to remove its street railway tracks on those portions of its present routes which will be discontinued.

That petitioner be authorized to re-route present Route 23 from State Capitol, south on State Street to Second South Street, thence west on Second South to Main Street, and thence north on Main Street to the State Capitol."

CASE NO. 1995

In this case the citizens of East Mill Creek petitioned the commission to order Utah Light and Traction Company to extend its lines to serve the people living in the area between Highland Drive and 27th East and between 27th South and Thirty-Third South Streets in and adjacent to Salt Lake City. Following an investigation made by a commission inspector and conferences between the interested parties the commission issued an order on October 9, 1937, wherein Utah Light and Traction Company was ordered to render motor bus service in the territory involved for a trial period of six months. With the consent of the commission said trial service was continued for several weeks past the six months trial period.

CASE NO. 2089

In this case Utah Light and Traction Company sought authority to make numerous changes in its transportation system operations. The commission's order of May 20, 1938, granted in part and denied in part the application, as follows:

1. (a) That authority to discontinue motor bus service from the City of Bountiful, Davis County, and from the district north of Fifteenth North and Beck Streets in Salt Lake County, Utah, to Salt Lake City, Utah, is granted.

- (b) That authority to include as a part of a regular route No. 14, the territory on South Second West Street between Thirteenth and Seventeenth South Streets is granted.
- 2. (a) That authority to operate and maintain gasoline motor bus service on Seventh East Street between Twenty-Seventh South and Thirty-Third South Streets is denied.
- (b) That authority to discontinue street railway service on Seventh East Street between Twenty-seventh South and Thirty-Third South Streets, and to remove overhead wires and equipment, tracks and etc., between said points is denied.
- 3. That authority to discontinue service on its route No. 23 after 8:00 p. m. is denied, but that authority to operate schedules on Route No. 23 on a thirty-minute headway after 7:00 p. m. is granted and ordered.
- 4. That authority to remove its tracks, overhead wires, and equipment over the following routes is granted:
 - (a) Tracks on Main Street from North Temple to Second North; thence east on Second North to East Capitol Street; thence north on East Capitol Street to the terminus east of the State Capitol.
 - (b) Tracks and overhead on State Street from North Temple to South Temple.
 - (c) Tracks on Main Street between South Temple and North Temple Streets.
 - (d) Tracks and overhead on South Temple from Main Street to State Street.
 - (e) Tracks and overhead on North Temple from Main Street to State Street.

Motor Transport Applications

The commission disposed of 97 applications of motor carriers involving operating rights over the highways of the State of Utah. This is an increase of 38 cases over the previous fiscal year. These cases involved intrastate and interstate operating rights, both common and contract. In addition, there were 19 supplemental orders of various kinds issued in motor carrier cases, some of which cases had been decided in previous years.

The accompanying Table No. 6 presents an analysis by types of applications of the cases disposed of.

TABLE NO. 6
MOTOR TRANSPORT APPLICATIONS DISPOSED OF
JULY 1, 1937 TO JUNE 30, 1938

Nature of Rights Applied for	NUMBER OF APPLICATIONS			
	Granted	Denied	Dismissed	Total
Certificate of Convenience and Necessity	20*	4	4	28
Contract Carrier Permit (Intrastate)	50†	1	6	57
Interstate Carrier License.....	9‡	1	3	13
Miscellaneous	2			2
Total.....	81	6	13	100

*Includes two cases in which interstate licenses were also issued.

†Includes one case in which an interstate license was also issued.

‡Includes two cases in which certificates were issued and one case in which a contract permit was also issued.

The following Table No. 7 contains a general summary of the operating rights granted by the commission to motor carriers under the certificates, permits, and licenses issued during the fiscal year.

TABLE NO. 7

SUMMARY OF OPERATING RIGHTS GRANTED TO MOTOR CARRIERS

July 1, 1937 to June 30, 1938

NATURE OF RIGHTS GRANTED	Number of Certificates Issued	Number of Permits Issued	Number of Licenses Issued
Freight Service Only (Commodities Generally).....	6	26	4
Freight Service Only (Specified Commodities).....		24	1
Passenger Service Only			
Passenger and Freight Service.....	2		
Passenger and Express Service.....	4		2
Passenger, Freight, and Express Service.....	1		
Household Goods, Office Fixtures, Etc.....	7		2
Total.....	20	50	9

The twenty certificates of convenience and necessity issued covered intrastate common carrier operating rights. The contract permits issued covered intrastate contract carrier operating rights. The interstate licenses issued authorized carriers to use Utah highways in interstate commerce only. Three of the nine interstate licenses issued were for contract operations and the other six licenses were for common carrier operations.

In dealing with applications from carriers for licenses to use the Utah highways in interstate commerce the commission has established a policy of issuing an interstate license only after the carrier has been granted a certificate of convenience and necessity or permit by the Interstate Commerce Commission under the Federal Motor Carrier Act. In line with this policy the commission issued eighteen temporary licenses during the period to interstate carriers to enable such carriers to operate pending the outcome of their applications before the Interstate Commerce Commission.

Each year the operating rights of numerous carriers are cancelled for one reason or another. The principal reasons for revocation of operating rights are failure to observe the motor carrier law or the rules and regulations of the commission, and abandonment of operation. During the period covered by this report the following operating rights were revoked:

Certificates of convenience and necessity.....	13
Contract carrier permits.....	26
Interstate carrier licenses.....	24
Automobile permits	3

The "automobile permits" mentioned above were issued several years ago under authority of Chapter 42, Laws of Utah, 1927. This law was repealed in 1933 but certain permits issued under it continued in effect until cancelled by the commission during the past fiscal year when it was shown that operations under these permits had been discontinued.

Summaries of the orders of the commission covering the foregoing motor transport cases may be found in Tables Nos. 14 to 20, inclusive, Appendix I.

Miscellaneous Cases

Six cases were disposed of during the period that are classified as miscellaneous, and a supplemental report and order was issued in another miscellaneous case that had been previously decided. In four of these cases Utah Power & Light Company was granted certificates of convenience and necessity to exercise the rights and privileges conferred by franchises granted by the incorporated towns of South Jordan, West Point, South Ogden, and Garland, respectively. In another case in this group the commission approved an interchange power agreement between Telluride Power Company and Southern Utah Power Company. The two remaining cases in this group as discussed below.

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."

The original report and order in this case was issued on June 26, 1937, wherein the Orderville Power & Light Company was authorized to operate and maintain a steam electric power plant to serve the residents of Orderville, Utah. In a subsequent application the company sought authority to construct and operate a hydro-electric generating plant at or near Glendale and a 2,300 volt transmission line

from the plant through Orderville to Mt. Carmel Junction. A supplemental report and order was issued by the commission on January 14, 1938, in which the supplemental application was granted.

CASE NO. 1957

"In the Matter of the Application of Del Adams, et al., for restoration of regular train service by Southern Pacific Company between Kelton and Lucin, in Box Elder County, State of Utah."

In this case the applicants petitioned the commission to require Southern Pacific Company to restore train service between the above named points. Previously in Case No. 1918 the commission had authorized the Southern Pacific Company to discontinue all service between Watercress and Lucin, and to discontinue all regular service between Kelton and Watercress with "on-call" freight service to be available for carload shipments between the last named points. In a decision rendered in Case No. 1957 on December 15, 1937, the commission found a need for restoration of some regular train service in the territory in question. Southern Pacific Company was ordered to render service as follows:

"Train to leave Ogden on Wednesday of each week and run to Lucin, Utah, via Kelton, Utah.

"Trains to leave Ogden on Monday and Friday of each week and run from Ogden to Kelton and return to Ogden, via Brigham City, Utah."

CHAPTER III

LEGISLATIVE RECOMMENDATIONS

1. The present motor carrier act, Chapter 65, Laws of Utah, 1935, has proved to be inadequate for proper regulation of motor carrier for hire traffic over the highways of Utah. If it be the policy of the legislature to continue the regulation of motor carriers using the highways of the State it appears to the commission that the present regulatory act should be repealed and a new act passed that will afford a suitable basis for the regulation of this business. It appears further to the commission that in the event new legislation is enacted for the regulation of motor carriers such legislation should conform to the Federal "Motor Carrier Act, 1935" insofar as the provisions of said act are applicable to conditions in this State.

In the event the legislature does not see fit to repeal the present motor carrier law and enact a new one it is recommended that the following specific amendments be made in the present law:

(a) Section 18 requires a common or contract motor carrier **operating wholly within this state** to file cargo insurance with the commission. This provision unquestionably was intended to refer to intrastate commerce, but some carriers who operate in interstate commerce outside the State in addition to their intrastate operations in the State have taken the position that this provision does not apply to their operations. This matter should be clarified to make the statute uniform in its application.

(b) It is suggested that a filing fee of not to exceed \$10.00 should be required with each application for a contract permit and that a fee of \$5.00 should be required with each supplemental application to add contracts to the original permit. These fees would help defray part of the expenses of the commission in conducting hearings, etc., and probably would eliminate some unnecessary applications and hearings. A fee of about \$5.00 should be charged for the filing of an application for an interstate license.

(c) The present law does not state whether or not operating rights granted by the commission are transferable. This point should be covered by appropriate legislation.

2. The provision in Section 76-1-11, Revised Statutes of Utah, 1933, which requires the submission of an annual report to the governor is ambiguous as to the period to be covered by said annual report. The section provides that the report "—shall be made and submitted as soon after October 1, of each year as may be feasible in order to bring the report **down to that date,—**" (underscoring ours). By reason of this language it would appear that the report should cover a fiscal year ending October 1. It is the standard practice of State departments to render their annual or biennial reports covering a period ending June 30, which is the date the State's fiscal year ends. This commission has rendered its reports covering the fiscal year ending June 30 in order to be consistent with other State departments. It is recommended, however, that the above quoted section be amended to remove the ambiguity mentioned.

3. Subdivisions (25) and (26) of Section 76-2-1, Revised Statutes of Utah, 1933, define the terms "water system" and "water corporation" in their relationship to the entire Title 76. Each of these subdivisions contains an exception reading as follows: "—provided, this shall not apply to private irrigation companies engaged in distributing water only to their stockholders." By reason of the wording of this exception it is not clear whether or not an irrigation company distributing both culinary and irrigation water only to its stockholders is exempt from the act. This doubt in the meaning of the exception has caused considerable confusion in regulating private water companies. The commission recommends that a clarifying amendment be passed which will clearly define the intent of the exceptions in these subdivisions.

4. Subdivision (27), of Section 76-2-1, Revised Statutes of Utah, 1933, defines the term "warehouseman" in its relation to the full Title 76. From the date of enactment of the public utilities act down to the present time no attempt has been made in this State to regulate warehousemen. Doubts have been raised by different ones as to the intent of the statute in relation to warehouses. It is the commission's recommendation that if it be the policy of the legislature that regulation of warehousemen should be undertaken at this time that appropriate legislation be passed. It appears that such legislation should provide, among other things, for the bonding of warehouses.

5. There appears to be a conflict between the provisions of Section 76-4-15 (2), Revised Statutes of Utah, 1933,

and the provisions of Subdivision (9), Section 1, Chapter 28, Session Laws of Utah, 1933, concerning authority over the installation and maintenance of warning signals and devices at railroad crossings. It is recommended that a proper amendment be made in one or the other of the above noted sections to remove the conflict of authority.

6. The provisions of Section 76-6-15, Revised Statutes of Utah, 1933, dealing with rehearings before the commission are ambiguous on the point of time allowed for the filing of petitions for rehearing. It is recommended that this section be rewritten for the purpose of clarifying the point mentioned.

7. It is recommended that Chapter 64, Laws of Utah, 1935, which provides for the payment of a regulation fee by public utilities operating in Utah, be amended to the extent of defining the term **public utility corporations** and the term **gross income** as the same relate to the application of the act. If applied literally the term **public utility corporations** would seem to exclude from the application of the act all utilities with other than a corporate form of organization, whereas it should apply equally to persons, partnerships, or other legal entities. It appears to the commission also that this act should be made applicable to contract motor carriers operating in intrastate commerce in Utah. It may also be desirable to provide for a minimum assessment under the act of not less than \$2.00.

APPENDIX I

SUMMARY OF ORDERS ISSUED IN FORMAL CASES

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Contract Carrier Permits—Cancelled.....	23
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TABLE NO. 8
SUMMARY OF ORDERS ISSUED IN ELECTRIC POWER AND LIGHT CASES
JULY 1, 1937 to JUNE 30, 1938

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
1270	3-31-38	The Utah Idaho Central Railroad Co.	Investigation of electric rates and method of applying same by Utah Power & Light Co. to applicant.	Rule 43 of Tariff No. 3 of Utah Power & Light Co. further suspended until April 1, 1939
1431	12-30-37	U. S. Government (War Department, Quartermaster Corps, U. S. Army) by Major C. W. Haney, Quartermaster Corps, Compt., vs Utah Power & Light Co., Deft.	Request for reduction in power and light rates applicable to army post and buildings in Salt Lake City	Case dismissed.
1531	12-30-37	Public Utilities Commission of Utah, Compt., vs Utah Power & Light Co., Deft.	Investigation of rates, practices, etc., of defendant	Reductions ordered in various residential, commercial and power schedules.
1531	2-11-38	Public Utilities Commission of Utah, Compt., vs. Utah Power & Light Co., Deft.	Investigation of rates, practices, etc., of defendant.	Petition of Consumers Welfare League of Utah for rehearing denied.
1865	7-10-37	Utah Power & Light Company	Investigation of practice of imposing penalty for delinquent payments of bills for electrical energy	Utah Power & Light Co. ordered to allow a period of fifteen days from date of rendition of bill before gross bill becomes due.
1926	3- 5-38	Globe Grain and Milling Co., Compt., vs. Utah Power & Light Co., Deft.	Complainant sought reparation and application of another rate schedule in future	Complaint dismissed.
2042	2-15-38	Southern Utah Power Co.	Application to file metered rate for irrigation pumping and to withdraw flat rate schedule	Proposed rate with certain modifications allowed to be filed.
2096	5- 2-38	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, 1938.

TABLE NO. 9
SUMMARY OF ORDERS ISSUED IN TELEPHONE RATE CASES.

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
1479	11- 2-37	Public Service Commission of Utah, Compt., vs. The Mountain States Telephone and Telegraph Co., Deft.	Investigation of rates, practices, etc., of defendant.	General downward revision of rates ordered.
2005	11-10-37	Public Service Commission of Utah, Compt., vs. The Mountain States Telephone and Telegraph Co., Deft.	Investigation of extra charge for hand sets	Complaint dismissed.
2051	3-21-38	Utah - Wyoming Telephone Company	Request for increased toll rates between Randolph and Laketown, Utah	Proposed increased toll rates approved.

TABLE NO. 10
SUMMARY OF ORDERS ISSUED IN RAILROAD RATE CASES

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
1658	12-21-37	Carriers by rail operating in Utah (supplemental application)	General commodity rate increases 1937	Increases allowed on specified commodities only.
2032	12-15-37	Western Passenger Association	Request for increased intrastate passenger rates	Increased passenger rates authorized.
2036	1-26-38	B. T. Jones, Agent, on behalf of steam railroads operating in Utah	Request to make certain changes in rules and regulations governing demurrage charges on railroad cars	Proposed changes authorized.
2040	4-28-38	Carriers by rail operating in Utah	Request for general increase of 15% in intrastate freight rates and charges	Increases allowed in conformity with those allowed by I. C. C. in Ex Parte 123 with exception of certain specified commodities.
2077	5- 3-38	The Denver and Rio Grande Western Railroad Company, Wilson McCarthy and Henry Swan, Trustees, and Union Pacific Railroad Co.	Request to change rules and charges covering intrastate switching at smelters in Utah	Application granted in part and denied in part.

TABLE NO. 11
**SUMMARY OF ORDERS ISSUED IN CASES INVOLVING GAS RATES, WATER RATES, AND
 MOTOR TRANSPORT RATES**
JULY 1, 1937 to JUNE 30, 1938

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
<u>GAS RATES</u>				
1866	7-10-37	Mountain Fuel Supply Company	Investigation of practice of imposing a penalty for delinquent payments of bills for gas service	Mountain Fuel Supply Company ordered to allow a period of fifteen days from date of rendition of bill before gross bill becomes due.
1994	11-10-37	Adolph L. White, Compt., vs. Mountain Fuel Supply Company, Deft.	Complainant sought reparation and application of different rate for heating purposes at Snow apartments, Salt Lake City, Utah	Reparation allowed for period Aug. 26, 1936 to Nov. 10, 1937; defendant ordered to bill complainant under Schedule V in future.
<u>WATER RATES</u>				
2004	11-23-37	Miller Ditch Company	Application to increase water rates	Proposed increased rates authorized.
2086	5-16-38	St. Joseph Water & Irrigation Co.	Application to publish new Schedule of rates, rules, and regulations	Application granted in part, denied in part.
<u>MOTOR TRANSPORT RATES</u>				
1984	8-10-37	The Barton Truck Line, Inc.	Application to increase rates	Application granted with exception of proposed C.O.D. remittance rule.
2027	11-30-37	Interstate Transit Lines	Application to increase intrastate passenger fares between Mona and certain stations	Application granted.

TABLE NO. 12
**SUMMARY OF ORDERS ISSUED IN CASES INVOLVING URBAN PASSENGER
 TRANSPORTATION SERVICE AND STATION AGENCY
 JULY 1, 1937 to JUNE 30, 1938**

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
URBAN PASSENGER TRANSPORTATION				
1359	7-22-37	Utah Light and Traction Company (Supplemental application)	Application to remove overhead wiring on Second South Street from West Temple to Fifth West, and on Rio Grande Street from Third South to Fourth South	Application granted.
1783	7-22-37	Utah Light and Traction Company (Supplemental application)	Application to remove certain tracks and overhead wiring on Route 3	Application granted.
1974	7-22-37	Utah Light and Traction Company	Application to institute motor bus service on certain streets; to discontinue street car and bus service on certain streets; to remove tracks on certain streets, all in Salt Lake City	Application granted.
1995	10- 9-37	Citizens of East Mill Creek	Request for bus service into East Mill Creek	Utah Light and Traction ordered to render service for a period of six months.
2089	5-20-38	Utah Light and Traction Company	Application to discontinue bus service between certain points; to institute bus service between certain points; to discontinue street car service over 7th East route; to remove tracks and overhead from certain streets	Application granted in part, denied in part.

TABLE NO. 12
SUMMARY OF ORDERS ISSUED IN CASES INVOLVING URBAN PASSENGER
TRANSPORTATION SERVICES AND STATION AGENCY
JULY 1, 1937 to JUNE 30, 1938
(Continued)

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case		Nature of Order
			STATION AGENCY		
2116	6-22-38	The Utah Idaho Central Railroad Co.	To discontinue agency stations at Mendon, Millville, Providence and Hyde Park, Utah during summer months		Application granted.
2024	4-1-38	Union Pacific Railroad Co.	To discontinue agency station at Portage, Utah		Application granted.
2046	2-25-38	Railway Express Agency	To discontinue agency station at Sugarhouse, Utah		Application granted.

TABLE NO. 13
SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
JULY 1, 1937 to JUNE 30, 1938

Case No.	Date of Order	Applicant or Parties to Complaint	Authority Granted or Action Taken	Location
1674	4- 1-38	Public Utilities Commission of Utah, Compt., vs. Oregon Short Line RR. Co., Deft.	Complaint dismissed after satisfaction of complaint	Crossing near Logan Sugar factory and crossing on Logan-Petersboro road.
1789	10- 9-37	State Road Commission of Utah	Replace crossing at grade with underpass crossing	Green River, Emery County, US 50 and D.&R.G.W. RR.
1823	5-27-38	State Road Commission of Utah	Application denied to create grade crossing	Springville, at crossing of Utah Railway.
1933	9-23-37	State Road Commission of Utah	Construct overhead crossing	Mouth of Parley's Canyon on Park City branch of D. & R. G. W. RR.
1935	9- 9-37	State Road Commission of Utah	Relocate grade crossing	between Collinston and Logan on U 69 and Cache Valley branch of O.S.L. RR.
1944	8-27-37	Utah County	Construct grade crossing	Near Carryhurst, Utah County, on Provo Canyon branch of D. & R. G. W. RR.
1987	10- 9-37	State Road Commission of Utah	Construct underpass crossing	Near Daly, Grand County, on US 50 and D.&R.G.W. RR.
2002	10- 5-37	Union Pacific Railroad Co.	Construct, maintain, and operate interlocking device	Fourth West Street, Salt Lake City, at crossing of D. & R. G. W. RR. and U. P. RR.
2074	6- 7-38	State Road Commission of Utah	Replace grade crossing with overhead crossing	Hilltop, Sanpete County, on US 89 and Marysville Branch of D.&R.G.W. RR.
2075	6- 7-38	State Road Commission of Utah	Construct underpass crossing	Near Deer Creek, Wasatch County, on Provo Canyon Branch of D.&R.G.W. RR.
7-20-37*		Tooele Valley Railway Co.	Construct spur track at grade	Near International Smelting and Refining Company's Tooele Plant, Tooele Co.

*Grade Crossing Permit No. 182.

TABLE NO. 14
**CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED DURING PERIOD
 JULY 1, 1937 to JUNE 30, 1938**

Certificate No.	Date of Order	Type of Service	To Whom Issued	Route		Via Highways
				Between	And	
471†	1946 7- 1-37	PEF	Utah Central Stages	St. George	Modena	U 18, 56
471†	1958 9-15-37	H	Redman Van & Storage Co.	All points in Utah	All points in Utah	All Highways
472	1977 9-22-37	†	Utah Power & Light Co.	In South Jordan		
473	1991 10- 5-37	†	Utah Power & Light Co.	In West Point		
474	1965 10-21-37	H	Thomas C. Warner, d/b/a Cole Transfer & Storage Co.	Points in Weber Co.	All points in Utah	All Highways
475	1966 10-23-37	H	Ogden Transfer & Storage Co.	Points in Weber Co.	All points in Utah	All Highways
476	1961 10-21-37	H	J. W. Ault & Son	Points in Cache Co.	All points in Utah	All Highways
477	1972 10-28-37	H	Charles R. Johnson	Points in Cache Co.	All points in Utah	All Highways
478	1839 12- 6-37	F	Fuller-Toponce Truck Co.	Salt Lake City	Perry, Mantua, College Ward	US 91

†No. 471 inadvertently issued twice.

†Certificate to exercise privileges granted under franchise from town shown.

★P denotes passenger service; E denotes express service; F denotes freight service; H denotes household goods, etc.; B denotes baggage service; M denotes mail service; N denotes newspaper service.

TABLE NO. 14
**CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED DURING PERIOD
 JULY 1, 1937 TO JUNE 30, 1938
 (Continued)**

Certificate No.	Case No.	Date of Order	Type of Service*	To Whom Issued	Route		Via Highways
					Between	And	
479	1996	11-17-37	PF	Parley B. Steele, d/b/a Bryce Canyon Truck & Stage Lines	Panguitch	Henrieville	US 89, U 12, 54
480	1981	12- 1-37	PBE	Central Arizona Transportation Lines, Inc.	Salt Lake City	Marysville (certtain intermediate service only)	US 91, U 28, US 89
481	2039	12-31-37	PBE	Santa Fe Trail Transportation Co.	Salt Lake City	Utah-Ariz. line (restricted intermediate service)	US 91, U 28, US 89
482	1986	1-17-38	F	Riley Stephenson	Salt Lake City	Points in Wayne Co.	US 91, U 28, US 89, U 24
483	2031	1-18-38	F	Ed Coons	Salt Lake City	Fairview	US 91, 50, 89
484	1954	2- 8-38	F	Carbon Freight Line	Salt Lake City	Price	US 91, 50
485	2014	2-11-38	PBEMN	Rio Grande Motor Way Inc.	Salt Lake City	Marysville (restricted intermediate service)	US 91, U 28, US 89
486	2048	3- 4-38	F	Guy E. Bronson	Salt Lake City	Stewart's Ranch	US 40, 530, U 35

*P denotes passenger service; E denotes express service; F denotes freight service; H denotes household goods, etc.; B denotes baggage service; M denotes mail service; N denotes newspaper service.

TABLE NO. 14
**CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED DURING PERIOD
 JULY 1, 1937 to JUNE 30, 1938**
 (Continued)

Certificate No.	Case No.	Date of Order	Type of Service*	To Whom Issued		Route		Via Highways
						Between	And	
487	2047	3-11-38	PMBE	The Utah, Idaho Central RR. Co.	Brigham City	Logan		U 69
488	2062	4- 6-38	†	Utah Power & Light Co.	South Ogden			
489	2071	4-23-38	H	Joseph Andrew Mollerup d/b/a Mollerup Moving & Storage Co.	All points in Utah	All points in Utah		All Highways
490	2045	5- 9-38	H	Slade Transfer	points in Weber Co.	All points in Utah		All Highways
491	2092	5-23-38	†	Utah Power & Light Co.	Garland			
492	2110	6-22-38	F	Lawrence G. Carter & David Olague	Salt Lake City, Ogden, Brigham, Tremonton	All intermediate points west of Tremonton		US 91, 30 S, U 70 and county roads
493	2057	6-27-38	PF	B. E. Johnson	Price, Helper	National, Consumers', Sweets Mine		County roads

*P denotes passenger service; E denotes express service; F denotes freight service; H denotes household goods, etc.; B denotes baggage service; M denotes mail service; N denotes newspaper service.

†Certificate to exercise privileges granted under franchise from town shown.

TABLE NO. 15
CONTRACT CARRIER PERMITS ISSUED DURING PERIOD
JULY 1, 1937 to JUNE 30, 1938

Permit No.	Case No.	Date of Order	Type of Service	To Whom Issued		Route	And	Via Highways
						Between		
145	1962	8-20-37	F	A. V. Lewis		Salt Lake City	Jensen	US 40
146	1964	7- 3-37	F	George Carlos Smith		Salt Lake City	Heber, Park City	US 40
147	1963	8-27-37	F	Everett L. Alexander		Salt Lake City Heber City	Moonlake Roosevelt	US 40 county roads
148	1955	7- 9-37	F	Utah Transportation Co.		All points in State	All points in Utah	All highways
149	1947	7-22-37	F	Lyman H. Bethers		Provo	Heber City	U 7
150	1970	7-28-37	F	Harry L. Young		All points in Utah	All points in Utah	All highways
151	1993	10- 5-37	F	Parnell Green		Ogden	Salt Lake City	US 91
152	1985	10- 9-37	F	Riley Stephenson		Salt Lake City	Points south of Provo	US 91, 89, U 24, 25, 62, 22, 23, 12, 54, US 189, U 28
153	1978	10-11-37	F	Ellis Tuckett		Provo	Mammoth	US 91, U 26
154	1989	10- 9-37	F	Attewall B. Robinson		Salt Lake City	Richfield	US 91, 50, 89, 189, U 28
155	1967	12- 4-37	F	Robert Colman		Cisco	Polar Mesa	U 128, county road
156	1998	12-10-37	F	Ervin H. Stohl		Salt Lake City	Tremonton	US 91, 30 S
157	2010	12-15-37	F	Laurel E. Leavitt		St. George	Pintura	US 91

★F denotes freight service.

TABLE NO. 15
CONTRACT CARRIER PERMITS ISSUED DURING PERIOD
JULY 1, 1937 to JUNE 30, 1938
 (Continued)

Permit No.	Case No.	Date of Order	Type of Service★	To Whom Issued	Route		Via Highways
					Between	And	
158	2009	12-15-37	F	Wells, Inc.	Deseret and Castagno lime Sand deposits on shore of Salt Lake	Midvale International	US 40-50, U 68, U 48, U 36
159	2011	12-15-37	F	J. W. Partington	Salt Lake City	Provo, Logan, Heber, Stockton, Bingham Canyon	US 91, 40, 50, U 36, U 48
160	2008	1-26-38	F	Marcell Graham	Salt Lake City, Midvale	All points within 50 mile radius	All highways
161	2012	1-20-38	F	Jack Gingell	Salt Lake City	Myton	US 91, 40, U 7
162	1976	1-26-38	F	William Farrar	Salt Lake City	Gusher, Vernal	US 40
163	1990	2- 2-38	F	Laurel Woods	Salt Lake City	Roosevelt, Vernal	US 40
164	1980	1-27-38	F	Martin Lyman Campbell	Salt Lake City, Ogden	Vernal, Maeser, Ouray	US 91, 40
165	2013	1-21-38	F	Homer Harwood	Salt Lake City	Ogden, Provo	US 91
166	2023	1-21-38	F	Ed Coons	Salt Lake City	Mt. Pleasant, Ephraim, Man-ti, Gunnison, Salina, Monroe, Richfield	US 91, 50, 89, U 118

★F denotes freight service.

TABLE NO. 15
CONTRACT CARRIER PERMITS ISSUED DURING PERIOD
JULY 1, 1937 to JUNE 30, 1938
 (Continued)

Permit No.	Case No.	Date of Order	Type of Service*	To Whom Issued	Route		Via Highways
					Between	And	
167	2034	1-27-38	F	Dan Jepperson	Vineyard, Diamond, Cedar Valley, Draper	Provo	U 114, 19, US 89
168	2003	1-27-38	F	Paul Nelson	Salt Lake City	Neola	US 40, U 122
169	2028	1-26-38	F	A. M. Marchant	Salt Lake City, Midvale, Draper	Peoa	US 91, 40
170	2038	1-26-38	F	Guy E. Bronson	Salt Lake City	Kamas, Oakley	US 40, 530, U 35
171	1979	2- 5-38	F	Naples Store & Service Stn.	Salt Lake City	Vernal, Jensen	US 91, 40, U 7
172	1982	2-15-38	F	Leonard H. Neilson	Salt Lake City	Price	US 91, 50
173	2041	2-16-38	F	Leslie Albert Davis	Salt Lake City	Parowan, Cedar City	US 91
174	2019	2-17-38	F	H. C. Norton & A. L. Bruno	Salt Lake City	Price	US 91, 50
175	2029	2-26-38	F	J. M. Mickelson	Salt Lake City	Duchesne, Myton, Roosevelt, Ar-cadia, Utahn	US 40
176	2000	3- 8-38	F	Rulon Clyde Ashworth d/b/a Ashworth Transfer Co.	Salt Lake City	Mercur	US 40, U 36

*F denotes freight service.

TABLE NO. 15
**CONTRACT CARRIER PERMITS ISSUED DURING PERIOD
 JULY 1, 1937 to JUNE 30, 1938**
 (Continued)

Permit No.	Case No.	Date of Order	★ Type of Service	To Whom Issued	Route		Via Highways
					Between	And	
177	2050	3-12-38	F	Hill Brothers	Salt Lake City	All points in Utah	All highways
178	2073	4- 1-38	F	R. D. Wells and Son	Salt Lake City	CCC Camps	US 50, 450, U 47, US 91
179	2059	4- 1-38	F	Robert J. Penman, d/b/a Penman Trucking Co.	Salt Lake City	Midvale, Mercur, International, Bauer	U 21, 15, 18 US 91, 40, U 48, 36
180	2069	4- 9-38	F	Marvin Dalton	Salt Lake City	Blanding	US 50, 450, U 47
181	2065	4-20-38	F	Leslie Albert Davis	Salt Lake City	Parowan, Cedar City	US 91
182	2026	4-28-38	F	Don Peterson	Park City	Salt Lake City	US 40
183	2060	4-28-38	F	J. Louis Brown	Salt Lake City	All points in Utah	All highways
184	2058	4-30-38	F	B. E. Johnson	Rolapp, Castle Gate Price	Helper Helper, Castle Gate	US 50
185	2088	5- 9-38	F	R. S. James	All points in Utah	All points in Utah	All highways
186	2087	5-19-38	F	Dudley & W. J. Rees, d/b/a Rees Feed & Produce	Smithfield	Salt Lake City, Devil's Slide	US 91, 30 S
187	2043	5-24-38	F	David Lester Rees	Salt Lake City, Provo, Brigham City	All points in Utah	All highways

★F denotes freight service.

TABLE NO. 15
CONTRACT CARRIER PERMITS ISSUED DURING PERIOD
JULY 1, 1937 to JUNE 30, 1938
(Continued)

Permit No.	Case No.	Date of Order	★ Type of Service	To Whom Issued	Route		Via Highways
					Between	And	
188	2090	5-27-38	F	Thomas C. Warner, d/b/a Cole Transfer & Storage Co.	Ft. Douglas	Kanab (CCC Camps)	US 89
189	2091	6- 1-38	F	Eddis T. Rutherford	Ogden	Tremonton, Salt Lake City	US 91, 30 S
190	2083	6- 2-38	F	I. E. Riddle	Ogden, Salt Lake City	Cedar City	US 91, U 19
191	2103	6- 8-38	F	Stanley H. Roberts	Cedar City Provo	Lund All points in Utah	All highways
192	2095	6-13-38	F	Charles R. Lunt	Fillmore, Fair- view, Fountain Green, Delta, Scipio, Salt Lake City Salt Lake City, Provo	American Fork	US 91, 89, 189, U 26
193	2100	6-17-38	F	Elwood M. Livingston	Salt Lake City	Manti	US 91, 50, 89, 189
194	2109	6-17-38	F	Lucian Tangren	Ogden, Salt Lake City	Moab	US 91, 50, 160

★F denotes freight service.

TABLE NO. 16
INTERSTATE CARRIER LICENSES ISSUED DURING PERIOD
JULY 1, 1937 to JUNE 30, 1938

License No.	Case No.	Date of Order	Type of Service	To Whom Issued	Route		Via Highways
					Between	And	
127	1932	7- 6-37	F	Clarence E. Roper	Colo.-Utah Line	Utah-Ariz. line	US 50, 91
129	1969	7-28-37	F	C. Jay Parkinson	Salt Lake City	Utah-Neav. line	US 40-50
130	1970	8- 3-37	F	Harry L. Young	Salt Lake City	Ariz., Nev., Idaho lines	US 91, 89, 40, 50, 30 S
131	1945	9-16-37	F	Mabel H. Lindberg	Salt Lake City	Utah-Idaho line	US 91, 41, 30 S
132				(Not Issued)			
133	1999	12- 7-37	H	Redman Van & Storage Company and Overland Moving Company	All points in Utah	Idaho, Wyo., Colo., Ariz., & Nev. lines	All highways
134	2007	12-15-37	H	Thomas C. Warner	All points in Utah	Idaho, Wyo., Colo., Ariz., & Nev. lines	US 30 S, 91, 40, 50, 89
135	2039	12-31-37	PE	Santa Fe Trail Transportation Co.	Salt Lake City	Utah-Ariz. line	US 91, U 28, US 89
136	2033	1-21-38	F	Interstate Motor Lines, Inc.	Salt Lake City	Utah-Wyo. line, Utah-Neav. line	US 91, 30 S, U 49, US 40, 530, 40-50
137	2014	2-11-38	PBEMN	Rio Grande Motor Way, Inc.	Salt Lake City	Marysville	US 91, 89, U 28

★F denotes freight service; H household goods, etc.; P passenger service; E express service; B baggage service; M mail service; N newspaper service.

TABLE NO. 17

TEMPORARY INTERSTATE LICENSES AUTHORIZING USE OF UTAH HIGHWAYS IN INTER-STATE COMMERCE ISSUED DURING PERIOD JULY 1, 1937 to JUNE 30, 1938

License No.	Case No.	Date of Order	Type of Service*	To Whom Issued	Route			Via Highways
					Between	And		
I	1988	11-17-37	A	Menosha Auto Transport Corp.	All State Lines	All State Lines		US 91, 30 S, 89
II	2015	11-17-37	A	Truckaway Corporation	Wyo., Colo. lines	Salt Lake City		All highways
III	2018	11-17-37	A	Leonard J. Schrader & Co., Inc.	Wyo.-Utah line	Salt Lake City, Provo, Ida. Line		US 30 S, 89, 40
IV	2022	11-27-37	F	Frank L. Apgood	Salt Lake City	Utah-Idaho line		US 30 S, 530, 40, 91
V	2033	12-10-37	F	Interstate Motor Lines, Inc.	Salt Lake City	Utah-Wyo. line		US 91, 30 S, U 49, US 40, 530
VI	2021	1-25-38	F	Pacific Intermountain Express of Colo., Inc.	Salt Lake City	Utah-Wyo. line		US 91, 30 S, U 49, US 40, 530
VII	2017	2- 9-38	A	Caravan's Inc.	Irregular routes	Irregular routes		All highways
VIII	2035	2- 9-38	G	R. A. Gould	Woods Cross, Utah	Utah-Wyo. line		US 91, U 49, US 30 S
IX	2053	2-18-38	F	Conyes Freight Lines	Salt Lake City	Ariz., Wyo., Ida., Nev. lines		US 91, 30 S, 40, 530, U 41, US 189, 89, U 13, 14, 15, US 40-50
X	2056	2-25-38	F	Elmore Albert Aker	Nev.-Utah line	Salt Lake City		US 40
XI	1983	3-18-38	H	Allied Van Lines, Inc.	All State lines	All State lines		All highways

*A denotes transportation of automobiles; F denotes general freight service; G denotes transportation of gasoline; H denotes household goods, office furniture, etc.

TABLE NO. 17
 TEMPORARY INTERSTATE LICENSES AUTHORIZING USE OF UTAH HIGHWAYS IN INTER-
 STATE COMMERCE ISSUED DURING PERIOD JULY 1, 1937 to JUNE 30, 1938
 (Continued)

License No.	Case No.	Date of Order	Type of Service*	To Whom Issued	Route		Via Highways
					Between	And	
XII	2072	4-25-38	H	Joseph Andrew Mollerup	All State lines	All State lines	All highways
XIII	2070	4-25-38	F	C. I. Gallacher & B. E. Farnsworth d/b/a Tri-State Motor Ways	Salt Lake City	Utah-Idaho line	US 91
XIV	2067	4-25-38	F	Sig Rydman & Don Major d/b/a Seagull Motor Lines	Nev.-Utah line	Salt Lake City	US 40-50
XV	2101	5-10-38	A	John P. Fleming Driveaway Service	All State Lines	All State lines	All highways
VXI	2084	5-10-38	A	James L. Dallas and Paul A. Mavis d/b/a Dallas & Mavis For- warding Co.	All State Lines	All State lines	All highways
XVII	2118	6-13-38	H	Aero Mayflower Transit Co.	All State Lines	All State lines	All highways
XVIII	2122	6-21-38	F	Leslie E. Hancock	Ogden	Ariz., Nev. lines	US 91, 40, 50

*A denotes transportation of automobiles; F denotes general freight service; G denotes transportation of gasoline; H denotes household goods, office furniture, etc.

TABLE NO. 18
SUMMARY OF EMERGENCY, TEMPORARY, AND SEASONAL PERMITS
AND LICENSES ISSUED
JULY 1, 1937 to JUNE 30, 1938

	10 Days or Less	15 Days	20 Days	30 Days	45 Days	60 Days	Until Cancelled	TOTAL
Emergency Permits.....	407	-----	10	7	1	3	-----	428
Temporary Permits.....	27	7	6	70	-----	6	-----	116
Seasonal Permits.....	-----	-----	14	-----	-----	40	-----	54
Emergency Licenses.....	210	18	-----	1	-----	-----	71	300
Temporary Licenses.....	1	-----	-----	2	-----	-----	9	12
TOTAL.....	645	25	30	80	1	49	80	910

TABLE NO. 19

**APPLICATIONS FOR COMMON CARRIER CERTIFICATES OF CONVENIENCE AND NECESSITY,
CONTRACT CARRIER PERMITS, AND INTERSTATE CARRIER
LICENSES DENIED OR DISMISSED
JULY 1, 1937 to JUNE 30, 1938**

Case No.	Date of Order	Name of Applicant	Nature of Application	Disposition
1899	7-12-37	Hadley Transfer & Storage Co.	Certificate of Convenience and Necessity	Dismissed
1929	7-23-37	Ivan H. Winn	Interstate Carrier License	Dismissed
1952	2-25-38	Clay Larson	Contract Carrier Permit	Dismissed
1960	7-30-37	Harris W. Bethers	Contract Carrier Permit	Denied
1968	9-30-37	Eldon McIlff	Contract Carrier Permit	Dismissed
1971	11-22-37	Joseph J. Milne Truck Line, Inc.	Certificate of Convenience and Necessity	Denied
1973	10- 1-37	Davidson Transfer & Storage	Certificate of Convenience and Necessity	Dismissed
1992	1-13-38	Warner Truck Line	Certificate of Convenience and Necessity	Denied
1997	12- 9-37	Freeman Pack	Interstate Carrier License	Denied
2006	2- 4-38	Avon Van Noy	Interstate Carrier License	Dismissed
2020	1-21-38	Robert C. Byrne	Interstate Carrier License	Dismissed
2030	2-18-38	Hi-way Express	Contract Carrier Permit	Dismissed
2037	1-13-38	Salt Lake Transportation Co.	Certificate of Convenience and Necessity	Denied
2054	4- 1-38	Price-Emery Stages (Donald M. & James O. Child)	Certificate of Convenience and Necessity	Dismissed
2055	6-15-38	Laurel Woods	Contract Carrier Permit	Dismissed
2063	4- 6-38	Oscar M. Lyman	Contract Carrier Permit	Dismissed
2081	5- 4-38	Leo D. Munk	Contract Carrier Permit	Dismissed
2004	6-13-38	J. Claud Hicken and Don L. Hicken	Certificate of Convenience and Necessity	Denied
2007	5-13-38	Rio Grande Motor Way, Inc.	Certificate of Convenience and Necessity	Dismissed

TABLE NO. 20
SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES
JULY 1, 1937 to JUNE 30, 1938

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
823	5-20-38	Bamberger Transportation Co. (Supplemental application)	Application for modification of restrictions attached to certificate No. 288	Certificate No. 288 amended to allow applicant to transport passengers locally between Salt Lake City and Centerville.
1019	5-12-38	Howard Hout (Supplemental application)	Application to haul express and light freight under certificate No. 320	Certificate No. 320 amended to allow applicant to haul express and light freight between Salt Lake City and Park City.
1511	7-30-37	J. Claud Hicken and Sons (Supplemental application)	Application to haul for additional parties under Permit No. 74	Application granted in part, denied in part.
1513	5-1-38	B. E. Johnson (Supplemental application)	Application for amended operating rights under Permit No. 52	Applicant authorized to haul carbox gas and carbox shells from Wellington to Standardville, Spring Canyon, Latuda, Castle Gate and Kenilworth, via US 50.
1568	6-10-38	I. A. Miles (Supplemental application)	Application to haul for additional parties under Permit No. 70	Additional operating rights granted between Salt Lake City and Woodland, Oakley, and Kamas.
1608	4-12-38	J. D. Brinkerhoff (Supplemental application)	Application to transfer operating rights previously issued to J. D. and Floyd Brinkerhoff	J. D. Brinkerhoff authorized to assume full operating rights previously granted under certificate No. 427.
1838	6-1-38	M. R. Cameron and Garth Cameron	Application of Lyle Bringham to reopen case and revoke certificate.	Complaint of Lyle Bringham dismissed.
1839	12-21-37	Fuller - Toponce Truck Co.	Application for rehearing by applicant.	Application for rehearing denied.

TABLE NO. 20
SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES
JULY 1, 1937 to JUNE 30, 1938
(Continued)

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
1844	1-26-38	Omond C. Hansen, d/b/a Wasatch Trucking Co. (Supplemental application)	Application for additional operating rights under Permit No. 131	Applicant authorized to transport gasoline and other property between various points.
1954	6-8-38	M. S. Wycoff and Arrow Auto Line	Application of The Denver and Rio Grande Western RR Co. and Rio Grande Motor Way, Inc., for rehearing.	Application for rehearing denied.
1958	12-1-37	Redman Van & Storage Co.	Application for certificate to transport household goods, etc.	Supplemental order issued re-defining household goods, etc.
1961	12-16-37	J. W. Ault & Son	Application for certificate to transport household goods, etc.	Supplemental order issued re-defining household goods, etc.
1965	12-10-37	Thomas C. Warner, d/b/a Cole Transfer & Storage Co.	Application for certificate to transport household goods, etc.	Supplemental order issued re-defining household goods, etc.
1966	12-16-37	Ogden Transfer & Storage Co.	Application for certificate to transport household goods, etc.	Supplemental order issued re-defining household goods, etc.
1970	12-2-37	Harry L. Young (Supplemental applicat'n)	Application for additional operating rights under Permit No. 150 and license No. 130	Applicant authorized to operate over all highways of Utah in intrastate and interstate commerce for International Smelting & Refining Co.
1970	6-17-38	Harry L. Young (Supplemental applicat'n)	Application to haul for additional party under Permit No. 150 and License No. 130	Applicant authorized to haul for Structural Steel and Forge Company over all highways in Utah in intrastate and interstate commerce.

TABLE NO. 20
SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES
JULY 1, 1937 to JUNE 30, 1938
(Continued)

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
1972	12-17-37	Charles R. Johnson	Application for certificate to transport household goods, etc.	Supplemental order issued re-defining household goods, etc.
1975	4- 6-38	Rio Grande Motor Way, Inc.	Application to amend certificates Nos. 401 and 384 to serve off-route points.	Application granted to serve certain off-route points between Salt Lake City and Marysvale and Salt Lake City and Price.
1989	1-27-38	Attewall B. Robinson (Supplemental application)	Application for additional operating rights under Permit No. 154	Authority granted to haul property for Western Creamery Company between Salt Lake City and Monroe and for John Christensen Company between Salt Lake City and Richfield.
2037	4-20-38	Salt Lake Transportation Co.	Application for certificate to render sightseeing service between Salt Lake City and Alta (Application for rehearing)	Application for rehearing denied.
2082	4-28-38	The Utah Idaho Central R.R. Co.	Application to discontinue operation of certain motor coach schedules	Applicant authorized to discontinue operation of Motor Coach No. 202 leaving Brigham at 8:45 a. m. and Motor Coach No. 207 leaving Ogden at 10:45 p. m.

TABLE NO 21
**CERTIFICATES OF CONVENIENCE AND NECESSITY
 CANCELLED DURING PERIOD
 JULY 1, 1937 to JUNE 30, 1938**

Certificate No.	Case No.	Date of Cancellation	Name of Carrier
350	2057	6-27-38	B. F. McIntire
374	1203	7- 9-37	J. W. Johnston, Alma Warren, Cyril Woolstenhulme, E. J. Wentzell
377	1207	7- 9-37	Alva L. Coleman
380	1190	7-23-37	R. C. Clark, R. I. Braffet, H. V. Leonard, G. R. Leonard
385	1214	3-12-38	D. P. Abercombit, Receiver, Salt Lake & Utah RR. Co.
397	2057	6-27-38	B. F. McIntire
399	1225	7- 9-37	Salt Lake and Eastern Utah Stage Lines
414	1397	8- 7-37	Philo Cameron
426	2039	12-31-37	Central Arizona Transportation Lines, Inc.
440	1791	11-17-37	George W. Hail
459	1902	7- 2-37	Daisy Rowley
471	1946	4- 1-38	Utah Central Stages
480	2039	12-31-37	Central Arizona Transportation Lines, Inc.

TABLE NO. 22
INTERSTATE CARRIER LICENSES CANCELLED
DURING PERIOD
JULY 1, 1937 to JUNE 30, 1938

License No.	Case No.	Date of Cancellation	Name of Carrier
1	1325	8- 7-37	E. H. Curry d/b/a Midland Stages
11	1380	2-26-38	Utah California Motor Lines
26	2033	1-21-38	Interstate Motor Lines
28	1440	2-26-38	Utah California Motor Lines, Inc.
32	1446	8-30-37	Inland Stages
33	1329	8- 7-37	William Harold Linck
34	1428	8-14-37	Colorado-Utah Stages
43	1448	8-30-37	Homer Bangerter
45	1515	2-26-38	Utah-California Motor Lines, Inc.
52	1504	11-10-37	Virgil G. Knudson
59	1567	2- 5-37	Utah-California Motor Lines of Colorado, Inc.
66	1612	2-26-38	Ray Lilienquist, d/b/a Utah California Motor Lines
69	2039	12-31-37	Central Arizona Transportation Lines, Inc.
71	1714	9-13-37	Inland Pacific Stages
81	1726	5-23-38	Bealey S. Cutler
87	1780	6-23-38	O. J. Ames
90	1777	3- 1-38	J. O. Cotant Truck Lines, Inc.
95	1796	8-14-37	George Young
96	1756	4-20-38	W. L. Olsen
98	1806	3-10-38	N. O. Henrie Bros. Trucking Co.
107	1860	6-29-38	Ace Tank Line Co.
108	1855	6-29-38	E. M. Cragum
121	1893	3-10-38	Eucalyptus Wood Co.
123	1902	7- 2-37	Daisy Rowley

TABLE NO. 23
CONTRACT CARRIER PERMITS AND AUTOMOBILE
PERMITS CANCELLED DURING PERIOD
JULY 1, 1937 to JUNE 30, 1938

Permit No.	Case No.	Date of Cancellation	Name of Carrier
45	1424	9-13-37	Ray Judd
48	1405	8-13-37	Cowles and Sons
50	1466	6-23-38	Leslie Ashton & Sons
51	1460	6-28-38	B. E. Johnson
54	1516	9-13-37	James E. Maughan
56	1429	4-28-38	C. E. Toombs
72	1575	1-13-38	Jeffery Brothers
73	1542	4-12-38	B. F. McIntire
93	1613	9-16-37	Joe O'Berto
99	1697	9-16-37	William Kirkham
100	1630	9-13-37	Joseph Floyd Wells
101	1644	9-16-37	Parley M. Payne
103	1598	1-17-38	L. J. Howe
104	1596	9-13-37	Leo M. Banks
116	1614	9-16-37	A. P. Hemingsen
121	1756	4-20-38	W. L. Olsen
122	1642	9-13-37	Horace Allred
126	2071	4-23-38	Joseph Andrew Mollerup
147	1963	6-23-38	Everett L. Alexander
155	1967	3- 1-38	Robert Colman
157	2010	6-17-38	Laurel E. Leavitt
163	1990	4-30-38	Laurel Woods
167	2034	6-29-38	Dan Jepperson
170	2038	3-11-38	Guy E. Bronson
173	2041	2-16-38	Leslie Albert Davis
188	2090	6-30-38	Cole Transfer & Storage Co.
AUTOMOBILE PERMITS			
8	1202	7- 9-37	Homer Harwood
11	1233	7-23-37	Utah Light and Traction Co.
12	1236	12-13-37	Clay Larsen

TABLE NO. 24
SUMMARY OF ORDERS ISSUED IN MISCELLANEOUS CASES
JULY 1, 1937 to JUNE 30, 1938

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
1949	1-14-38	Orderville Power & Light Company (supplemental application)	Application to construct and operate an hydro-electric generating plant near Glendale, Utah, and transmission line	Application granted.
1957	12-15-38	The Northern Utah Grazers Association, et al.	Application for restoration of rail service between Kelton and Lucin, Box Elder County, Utah	Prior order of commission in Case 1918 vacated; limited train service ordered to be rendered by Southern Pacific Co.
2001	11-18-37	Telluride Power Company and Southern Utah Power Company	Application for approval of interchange power contract	Application granted.

APPENDIX II

STATISTICS OF PUBLIC UTILITY OPERATIONS

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TABLE NO. 25
RAILWAY OPERATING REVENUES, CLASS I AND CLASS II STEAM RAILROADS
YEAR ENDED DECEMBER 31, 1937

NAME OF CARRIER	ENTIRE LINE				WITHIN STATE OF UTAH			
	Freight Revenues	Passenger Revenues	Other Operating Revenues	Total Railway Operating Revenues	Freight Revenues	Passenger Revenues	Other Operating Revenues	Total Railway Operating Revenues
Bingham and Garfield Ry. Co.	\$ 516,172	\$ 1,596,035	\$ 13,056	\$ 529,228	\$ 516,172	\$ 1,596,035	\$ 13,056	\$ 529,228
Denver & Rio Grande Western RR. Co., The	23,845,818	1,596,035	1,840,138	26,781,992	8,942,746	393,842	314,847	9,651,435
Southern Pacific Co.	132,457,888	23,416,723	22,424,778	178,299,389	4,319,856	468,606	392,857	5,181,319
Tooele Valley Ry. Co.	132,254	11,876	33,491	177,621	132,254	11,876	33,491	177,621
Utah Valley Railway Co., The	261,981	1,315	7,999	271,295	44,260	99	1,246	45,605
Union Pacific RR. Co.	130,685,961	17,320,898	14,057,453	162,064,312	11,644,662	2,109,433	1,145,267	14,899,362
Utah Railway Co.	1,241,903	437,469	420,989	1,724,361	1,241,903	437,469	1,950	1,243,853
Western Pacific RR. Co., The	15,452,515	437,469	420,989	16,310,973	1,970,828	54,973	58,360	2,084,161
TOTAL	\$304,594,192	\$42,784,316	\$38,299,853	\$385,678,361	\$28,812,681	\$3,038,829	\$1,961,074	\$33,812,584

TABLE NO. 26
RAILWAY OPERATING EXPENSES, CLASS I AND CLASS II STEAM RAILROADS
YEAR ENDED DECEMBER 31, 1937

NAME OF CARRIER	ENTIRE LINE								
	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Transportation	Miscellaneous Operations	General Expense	Transportation for Investment	Grand Total	Operating Ratio
Bingham and Garfield Ry. Co.....	\$ 82,189	\$ 101,792	\$ 18,827	\$ 124,707	\$ 238,948	\$ 66,044	\$ 450,900	\$ 393,559	74.36%
Denver & Rio Grande Western RR. Co., The.....	4,757,721	7,785,323	744,533	10,129,391	238,948	920,701	55,496	24,125,717	90.08%
Southern Pacific Co.....	16,947,680	30,202,270	4,379,349	*75,233,136	4,096,931	7,132,004	55,496	137,936,874	77.36%
Tooele Valley Ry. Co.....	9,088	44,488	4,927	101,438	1,504	14,717	.....	174,658	98.33%
Utah Railway Co., The.....	47,316	45,327	807	54,777	1,504	55,755	.....	205,486	75.77%
Union Pacific RR. Co.....	17,725,360	30,309,226	4,666,453	†54,668,796	3,625,439	5,840,264	960	116,834,578	72.09%
Utah Railway Co.....	186,074	412,066	5,290	320,813	.....	53,564	.....	977,807	78.61%
Western Pacific RR. Co., The.....	3,627,214	3,669,486	696,190	6,683,023	114,509	582,166	60,879	15,311,709	93.87%
TOTAL.....	\$43,382,642	\$72,569,978	\$10,516,376	\$147,316,081	\$8,077,331	\$14,665,215	\$568,235	\$295,959,388	76.74%
WITHIN STATE OF UTAH									
Bingham and Garfield Ry. Co.....	\$ 82,189	\$ 101,792	\$ 18,827	\$ 124,707	\$ 238,948	\$ 66,044	\$ 450,900	\$ 393,559	74.36%
Denver & Rio Grande Western RR. Co., The.....	1,453,457	3,040,571	260,886	3,675,849	96,467	330,014	112,716	8,744,658	90.60%
Southern Pacific Co.....	351,057	607,898	87,454	1,461,838	86,036	145,186	1,167	2,738,302	52.85%
Tooele Valley Ry. Co.....	9,088	44,488	4,927	101,438	1,504	14,717	.....	174,658	98.33%
Utah Railway Co., The.....	8,744	8,376	149	10,123	278	10,304	.....	37,974	83.27%
Union Pacific RR. Co.....	1,738,558	2,973,335	457,779	5,861,934	355,655	572,930	94	11,460,397	76.92%
Utah Railway Co.....	186,074	412,066	5,290	320,813	.....	53,564	.....	977,807	78.61%
Western Pacific RR. Co., The.....	353,574	457,584	86,315	833,373	14,279	72,596	7,592	1,810,629	86.88%
TOTAL.....	\$ 4,183,071	\$ 7,646,210	\$ 922,127	\$ 11,890,075	\$ 552,715	\$ 1,265,355	\$121,569	\$ 26,337,984	77.89%

*Includes \$5,621,824 of transportation water line expenses.

†Includes \$10,960 of transportation water line expenses.

TABLE NO. 27
STATISTICS OF RAIL LINE OPERATIONS—WITHIN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1937
CLASS I AND CLASS II STEAM RAILROADS

NAME OF CARRIER	Average Mileage of Road Operated		Total Train Miles	Total Locomotive Miles	Total Car Miles	Tons Revenue Freight Transported	Revenue Freight Passengers Carried
	Entire Line	Utah					
Bingham and Garfield Ry. Co.	33.16	33.16	39,007	119,228	616,469	1,907,873	.....
Denver & Rio Grande Western RR. Co., The	2,575.07	691.28	2,185,988	3,508,783	64,290,508	6,243,270	122,714
Southern Pacific Co.	8,766.41	259.28	776,233	813,107	39,104,957	3,937,474	238,499
Tooele Valley Ry. Co.	8.35	40,817	40,817	81,927	246,241	643,823	237,454
Utah Valley Ry. Co.	68.46	17.72	5,109	5,109	44,446	28,287	305
Utah Pacific RR. Co.	9,913.82	897.47	3,979,209	5,368,595	110,867,001	9,264,347	741,462
Utah Railway Co.	111.10	111.10	101,840	282,982	5,110,712	1,267,300	.....
Western Pacific RR. Co., The	1,207.51	143.72	422,120	529,466	17,508,432	2,174,540	30,707
TOTAL	22,683.88	2,162.08	7,549,323	10,659,197	237,788,766	25,466,914	1,371,141

NAME OF CARRIER	Ton-Miles Revenue Freight	Passenger Miles Revenue	Average Revenue Per Ton of Freight	Average Revenue Per Passenger	Average Revenue Per Passenger Mile	Utah Tax Accruals
Bingham and Garfield Ry. Co.	17,298,187	28,729,676	\$.27	\$.02984	\$ \$	63,282
Denver & Rio Grande Western RR. Co., The	1,012,948,000	26,821,394	1.43	.00383	.01371	756,353
Southern Pacific Co.	456,125,228	1,187,240	1.10	.00949	.01780	278,272
Tooele Valley Ry. Co.	4,438,155	1,857	.21	.02980	.01000	8,079
Utah Valley Ry. Co.	288,799	1,857	1.69	.15610	.05381	6,166
Utah Pacific RR. Co.	1,116,650,510	138,117,004	1.26	.01043	.01527	1,142,879
Utah Railway Co.	113,285,301	.....	.98	.01096	.01137	411,357
Western Pacific RR. Co., The	247,591,867	3,730,743	.91	.00796	.01474	80,991
TOTAL	2,967,626,047	198,087,914	\$ 1.13	\$.00971	\$ 2.22	\$ 2,447,379

TABLE NO. 28
REVENUE FREIGHT CARRIED WITHIN THE STATE OF UTAH DURING THE YEAR 1937
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	No. of Tons (2,000 lb.)	No. of Carloads	No. of Tons (2,000 lb.)	No. of Carloads	No. of Tons (2,000 lb.)	No. of Carloads	No. of Tons (2,000 lb.)
Products of Agriculture.....	18,194	624,922	122,892	1,998,700	141,086	2,623,622	19,745	745,388
Animals and Products.....	12,497	144,496	13,774	218,326	26,271	362,822	7,765	92,627
Products of Mines.....	117,768	5,991,483	57,718	2,887,418	175,486	8,878,901	98,389	5,377,088
Products of Forests.....	124	3,413	67,267	1,935,361	67,391	1,939,274	3,873	115,537
Manufactures and Miscellaneous.....	31,387	1,186,356	118,208	3,070,968	149,595	4,257,324	27,875	767,588
Trans-State Traffic not Subdivided by Commodities?			276,439	7,268,260	276,439	7,268,260		
Grand Total, Carload Freight.....	179,970	7,950,670	656,298	17,379,533	836,268	25,330,203	157,447	7,098,238
All L. C. L. Freight.....		43,224		93,487		136,711		55,211
GRAND TOTAL, Carload and L. C. L. Freight.....	179,970	7,993,894	656,298	17,473,020	836,268	25,466,914	157,447	7,153,449

*Includes Bingham & 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. 29
CLASS III—STEAM RAILROADS
OPERATIONS WITHIN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1937

	Carbon County Railway Co.	Deep Creek Railroad Co.
Operating Revenues:		
Freight Revenues	\$ 58,908	\$ 3,902
Other Operating Revenues		663
Total Operating Revenues	\$ 58,908	\$ 4,565
Operating Expenses:		
Maintenance of Way and Structures.....	8,859	5,704
Maintenance of Equipment	1,815	991
Traffic Expenses	324	79
Transportation—Rail Line	11,227	5,206
General	5,909	1,024
Total Operating Expenses	\$ 28,134	\$ 13,004
Net Revenue from Railway Operations.....	30,774	8,439R
Railway Tax Accruals	5,972	973
Railway Operating Income	\$ 24,802	\$ 9,412R
Rents Paid for Hire of Freight Cars and Locomotives	14,760	133
Net Railway Operating Income	\$ 10,042	\$ 9,545R
Other Income		12
Income Available for Fixed Charges.....	\$ 10,042	\$ 9,533R
Fixed Charges	10,265	4,671
Net Income	\$ 223R	\$ 14,204R

MISCELLANEOUS STATISTICS

Average Mileage of Road Operated.....	4.72	46.00
Tons of Revenue Freight Carried:		
Products of Agriculture		25
Animals and Products		908
Products of Mines	283,872	1,693
Products of Forests	182	
Manufacturers and Miscellaneous	1,607	20
All L. C. L. Freight	189	382
Total Tons Revenue Freight Carried.....	285,850	3,028
Revenue Passengers Carried		88
Train-Miles	1,920	5,130
Locomotive-Miles	1,920	5,944
Car-Miles	39,898	24,065
Operating Ratio: (Ratio of Operating Expenses to Operating Revenues).....	47.76%	284.86%

R—Denotes red figure or deficit.

TABLE NO. 30
ELECTRIC INTERURBAN RAILROADS—OPERATIONS WITHIN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1937
INCOME STATEMENTS

OPERATING INCOME	Bamberger Electric RR. Company	Salt Lake Garfield & Western Railway Co.	Salt Lake & Utah RR. Company	Utah-Idaho Central RR. Co., The*
Railway Operating Revenues.....	\$430,496	\$116,156	\$543,926	\$541,134
Railway Operating Expenses.....	401,919	69,586	482,629	419,975
Net Revenue—Railway Operations.....	\$ 28,507	\$ 46,770	\$ 61,297	\$121,159
Auxiliary Operations—Revenues.....	.....	90,788	.....	.....
Auxiliary Operations—Expenses.....	.....	116,134	.....	.....
Net Revenue—Auxiliary Operations.....	.....	\$ 25,346R	.....	.....
Net Operating Revenue.....	28,507	21,424	61,297	121,159
Taxes Assignable to Railway Operations.....	25,100	6,524	33,842	44,152
Operating Income.....	\$ 3,407	\$ 14,900	\$ 27,455	\$ 77,007
NON-OPERATING INCOME				
Miscellaneous Rent Income.....	.....	.....	.....	230
Net Income from Miscellaneous Physical Property	.....	25	1,338	247
Dividend Income.....	.....	.....	.....	583
Income from Funded Securities.....	16,420	.....	.....	720
Income from Unfunded Securities and Accounts.....	566	.....	87	.....
Miscellaneous Income.....	.....	.....	827	4,184
Total Non-Operating Income.....	\$ 17,053	\$ 25	\$ 2,252	\$ 5,964
Gross Income.....	\$ 20,460	\$ 14,925	\$ 29,707	\$ 82,971

*Includes operations in Utah and Idaho.
Figures cover rail and motor bus operation.
R Denotes red figure or deficit.

TABLE NO. 30
ELECTRIC INTERURBAN RAILROADS—OPERATIONS WITHIN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1937
INCOME STATEMENTS
(Continued)

DEDUCTIONS FROM GROSS INCOME				
	Bamberger Electric RR. Company	Salt Lake Garfield & Western Railway Co.	Salt Lake & Utah RR. Company	Utah-Idaho Central RR. Co., The*
Miscellaneous Rents.....	\$ 204	\$	\$	\$ 347
Net Loss on Miscellaneous Physical Property.....	49	.....	.....	.....
Interest on Funded Debt.....	9,000	6,560	85,955	119,870
Interest on Unfunded Debt.....	82,257	2,953	111,948	577
Amortization of Discount on Funded Debt.....	1,507	834	4,653	923
Miscellaneous Debits.....	.....	188	46	3,364
Total Deductions from Gross Income.....	\$ 93,017	\$ 10,335	\$202,610	\$124,451
Income Balance Transferred to Profit and Loss.....	\$ 72,657R	\$ 4,590	\$172,903R	\$ 41,480R

*Includes operations in Utah and Idaho.
Figures cover rail and motor bus operation.
R Denotes red figure or deficit.

TABLE NO. 31
ELECTRIC INTERURBAN RAILROADS—OPERATIONS WITHIN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1937

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		Aggregate Salaries & Wages Paid For Year	
							Average Number			
Bamberger Electric RR. Co.....	\$ 288,824	\$ 118,281	\$ 23,321	\$ 430,426	\$ 3,536,794	\$ 25,100	126		\$ 145,365	
Salt Lake Garfield & Western Ry. Co.....	90,961	25,164	731	116,156	1,530,323	6,524	26		29,784	
Salt Lake & Utah RR. Co.....	425,417	83,700	34,809	543,926	5,412,494	33,842	195		222,968	
Utah-Idaho Central RR. Co., The*	404,460	67,839	68,885	541,134	5,647,947	44,152	155		231,141	
TOTAL.....	\$ 1,208,962	\$ 294,984	\$ 127,696	\$ 1,631,642	\$16,167,558	\$ 109,618	502		\$ 629,278	
OPERATING EXPENSES										
NAME OF CARRIER	Way and Structures	Equipment	Power	Conducting Transportation	Traffic	General and Miscellaneous	Transportation for Investment Credit	Total Operating Expenses		
Bamberger Electric RR. Co.....	\$ 79,920	\$ 42,886	\$ 56,146	\$ 71,820	\$ 16,305	\$ 134,842	\$	\$ 401,919		
Salt Lake Garfield & Western Ry. Co.....	9,237	17,129	14,786	15,301	2,512	10,421	.....	69,386	
Salt Lake & Utah RR. Co.....	68,586	61,814	63,090	110,935	25,343	152,921	.....	482,629	
Utah-Idaho Central RR. Co., The*	70,383	44,534	70,095	138,564	11,912	89,487	.....	419,975	
TOTAL.....	\$ 228,126	\$ 166,363	\$ 204,057	\$ 331,620	\$ 56,072	\$ 387,671	\$	\$ 1,373,909		

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

TABLE NO. 32
ELECTRIC INTERURBAN RAILROADS—OPERATIONS WITHIN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1937
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.	\$6.90	252,173	459,884	\$.25719	978,592	73,626
Salt Lake Garfield & Western Ry. Co.	16.31	100,035	382,786	.06573	124,461	2,580
Salt Lake & Utah RR. Co.	76.12	*	258,257	.32410	1,314,988	122,286
Utah Idaho Central RR. Co., The (1)	120.67	351,089	224,450	.17246	1,322,764	78,577
Utah Idaho Central RR. Co., The (2)	.....	.....	214,503	.13580	171,553	9,195
TOTAL	250.00	703,297	1,539,880	\$.19156	4,112,400	289,244

NAME OF CARRIER	Operating Revenues Per Car-Mile	Operating Revenues Per Car-Hour	Operating Expenses Per Car-Mile	Operating Expenses Per Car-Hour	Operating Ratio
Bamberger Electric RR. Co.	\$.43979	\$ 5.84611	\$.41067	\$ 5.45392	93.37%
Salt Lake Garfield & Western Ry. Co.	.93327	20.88414	.55749	12.47946	39.74%
Salt Lake & Utah RR. Co.	.41867	4.44798	.36705	3.37673	86.73%
Utah Idaho Central RR. Co., The (1)	.33823	6.51596	.25981	5.03484	77.61%
Utah Idaho Central RR. Co., The (2)	.16976	3.16798	.14192	2.64346	
TOTAL	\$.39676	\$ 5.64105	\$.33409	\$ 4.75000	84.20%

*Figures not available.

(1) Rail line operations Utah and Idaho.
(2) Motor bus operations Utah and Idaho.

TABLE NO. 33
**URBAN PASSENGER TRANSPORTATION
 COMPANIES**
OPERATIONS WITHIN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1937

	Utah Light and Traction Company*	Ogden Transit Company†
Operating Revenues:		
Passenger Revenues	\$1,150,264.22	\$ 155,309.16
Other Operating Revenues.....	9,439.92	2,234.98
Total Operating Revenues.....	\$1,159,704.14	\$ 157,544.14
Operating Expenses	1,009,928.07	129,438.14
Taxes Assignable to Operations.....	77,554.13	13,697.08
Total Operating Deductions.....	\$1,087,482.20	\$ 143,135.22
Operating Income	\$ 72,221.94	\$ 14,408.92
Nonoperating Income	554,616.41	
Gross Income	\$ 626,838.35	\$ 14,408.92
Deductions from Gross Income:		
Interest	\$ 626,838.35	6,571.89
Amortization of Discount on Funded Debt	3,938.24	
Income and Surtaxes.....		1,093.22
Other Deductions from Gross Income.....		763.45
Total Deductions from Gross Income....	\$ 630,776.59	\$ 8,428.56
Net Income	3,938.24R	5,980.36
Road and Equipment End of Year.....	\$5,793,100.51	\$ 44,209.76

STATISTICS

One way route miles operated.....	102.44	17.29
Regular fare passengers carried.....	16,378,875	3,243,974
Free transfer passengers carried.....	2,277,652	311,779
Total passengers carried.....	18,656,527	3,555,753
Average fare, revenue passengers.....	\$.07023	\$.04788
Average fare, total passengers (incl. transf. pass.) .....	.06166	.04368
Total car mileage	4,672,810	879,505
Total car hours.....	397,596	79,415
Operating revenues per car mile.....	\$.24818	\$.17912
Operating revenue per car hour.....	2.91679	1.89381
Operating expenses per car mile.....	.21613	.14717
Operating expenses per car hour.....	2.54009	1.62990

*Street railway, electric coach, and gasoline bus operation.

†Gasoline bus operations.

R—Denotes red figure or deficit.

TABLE NO. 34
UTAH POWER & LIGHT COMPANY
YEAR ENDED DECEMBER 31, 1937
INCOME STATEMENT
 (System Operations)

ACCOUNT	Total Utility	Electric Utility	Steam Heat
Operating Income			
Operating Revenues	\$11,474,677.23	\$11,356,495.02	\$118,182.21
Operating Expenses	4,699,872.42	4,569,377.83	130,494.59
Depreciation	720,000.00	700,000.00	20,000.00
Taxes	1,787,461.59	1,770,920.44	16,541.15
Total Operating Deductions	\$ 7,207,334.01	\$ 7,040,398.27	\$167,035.74
Net Operating Revenues..	4,267,343.22	4,316,196.75	48,853.53R
Rent for Lease of Utility Plant-Dr.....	554,616.41	554,616.41	.....
Utility Operating Income	\$ 3,712,726.81	\$ 3,761,580.34	\$ 48,853.53R
Other Income			
Revenue from Lease of Other Phys. Property.....\$	1,125.17		
Dividend Revenues	15.00		
Interest Revenues	198,135.76		
Misc. Non-Operating Revenues	48.25		
Non-Operating Revenue Deductions	621.17		
Total Other Income.....\$	198,703.01		
Gross Income	\$ 3,911,429.82		
Income Deductions			
Interest on Long-Term Debt	\$ 2,028,250.00		
Amort. of Debt Disc. and Expense	162,588.00		
Taxes Assumed on Interest	4,289.70		
Other Interest Charges.....	18,070.43		
Misc. Income Deductions.....	9,436.29		
Total Income Deductions	\$ 2,222,634.42		
Net Income	\$ 1,688,795.40		

R—Denotes red figure or deficit.

TABLE NO. 35
ELECTRIC UTILITIES—CLASSES, B, C, D, E, & F—OPERATIONS IN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1937
INCOME STATEMENTS

ITEM	Big Springs Power Company	Bountiful Light & Power Company	Escalante Light & Power Company	Goshen Electric Company	Leland Electric Light & Telephone Company	No. Logan Telephone & Electric Light Company	Orderville Power & Light Company
Sales of Electricity.....	\$23,157.99	\$27,312.52	\$ 1,889.42	\$ 4,302.35	\$ 1,327.38	\$ 1,957.97	\$ 3,069.15
Merchandise and Miscellaneous.....	30.79	1,330.00	.....	.....	584.46†	666.10†	.....
Total Operating Revenues.....	\$23,188.78	\$28,642.52	\$ 1,889.42	\$ 4,302.35	\$ 1,911.83	\$ 2,614.07	\$ 3,069.15
Operating Expenses.....	12,493.98	24,446.63	2,383.49	3,765.22	1,541.32	2,115.36	2,952.00
Uncollectible Bills.....	335.20	142.95	184.35	.....	.....	.....	.....
Taxes.....	2,690.00	2,440.43	252.28	233.54	120.33	288.49	186.25
Total Revenue Deductions.....	\$15,519.18	\$27,030.01	\$ 2,820.12	\$ 3,998.76	\$ 1,661.65	\$ 2,383.85	\$ 3,138.25
Operating Income.....	7,669.60	1,612.51	930.70*	303.59	250.18	230.22	69.10*
Total Miscellaneous Income.....	12.08	.....	.....	.....	428.76	82.50	.....
Gross Corporate Income.....	\$ 7,681.68	\$ 1,612.51	\$ 930.70*	\$ 303.59	\$ 678.94	\$ 292.72	\$ 69.10*
Interest on Long Term Debt.....	4,930.00	.....	.....	.....	.....	.....	.....
Misc. Interest Deductions.....	260.40	729.40	.....	.....	.....	.....	90.38
Amortization on Debt Discount and Expense.....	725.00	.....	.....	.....	.....	.....	.....
Miscellaneous Deductions.....	.....	5.00	.....	.....	.....	.....	.....
Total Deductions from Gross Corporate Income.....	\$ 5,915.40	\$ 734.40	\$.....	\$.....	\$.....	\$.....	\$ 90.38
Net Income.....	\$ 1,766.28	\$ 878.11	\$ 930.70*	\$ 303.59	\$ 678.94	\$ 292.72	\$ 159.48*
Dividend Appropriations of Income.....	.....	.....	.....	.....	.....	.....	.....
Misc. Appropriations of Income.....	.....	1,500.00*	.....	.....	183.20	280.00	.....
BALANCE TRANSFERRED TO SURPLUS.....	\$ 1,766.28	\$ 621.89*	\$ 930.70*	\$ 303.59	\$ 495.74	\$ 12.72	\$ 159.48*

* Denotes red figure or deficit.

*Property Retirement reserve appropriation.

†Telephone revenue.

†Includes \$66.35 telephone revenue.

‡System figures.

TABLE NO. 35
ELECTRIC UTILITIES—CLASSES B, C, D, E, & F—OPERATIONS IN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1937
INCOME STATEMENTS
(Continued)

ITEM	Peoples Light & Power Company	Southern Utah Power Company	Swan Creek Electric Company	Telluride Power Company	Utah Power & Light Company	Western States Utilities Company	TOTALS
Sales of Electricity.....	\$ 6,508.97	\$221,205.63	\$ 11,256.00	\$341,358.64	\$ 52,421.01	\$ 5,898.60	\$701,665.63
Merchandise and Miscellaneous.....	495.28	560.40 ^a	.....	17,946.70	419.68	65.77	20,868.37
Total Operating Revenues.....	\$ 7,004.25	\$220,645.23	\$ 11,256.00	\$359,305.34	\$ 52,840.69	\$ 5,964.37	\$722,534.00
Operating Expenses.....	6,175.51	125,246.91	8,288.99	204,338.85	32,075.25	4,824.70	430,648.21
Uncollectible Bills.....	.....	400.00	.....	4,021.13	384.56	25.98	5,494.17
Taxes.....	694.09	29,123.83	1,005.90	41,269.56	9,486.40	474.07	88,255.17
Total Revenue Deductions.....	\$ 6,869.60	\$154,770.74	\$ 9,294.89	\$249,629.54	\$ 41,956.21	\$ 5,324.75	\$524,397.55
Operating Income.....	134.65	65,774.49	1,961.11	109,675.80	10,884.48	639.62	198,136.45
Total Miscellaneous Income.....	.....	776.63	.....	10,598.57	266.25	38,305.36 ^b	50,450.15
Gross Corporate Income.....	\$ 134.65	\$ 66,551.12	\$ 1,961.11	\$120,274.37	\$ 11,150.73	\$ 38,944.98 ^b	\$248,586.60
Interest on Long Term Debt.....	.....	35,424.61	.....	45,450.96	7,093.50	23,082.99 ^b	115,982.06
Misc. Interest Deductions.....	.....	1,808.89	193.60	271.98	4,509.59	7,531.76 ^b	15,396.00
Amortization on Debt Discount and Expense.....	.....	4,094.40	.....	4,944.12	.....	773.84 ^b	10,587.36
Miscellaneous Deductions.....	.....	.....	.....	.....	.....	316.55 ^b	321.55
Total Deductions from Gross Corporate Income.....	\$ ^a	\$ 41,327.90	\$ 193.60	\$ 50,667.06	\$ 11,603.09	\$ 31,705.14 ^b	\$142,236.97
Net Income.....	\$ 134.65	\$ 25,223.22	\$ 1,767.51	\$ 69,607.31	\$ 452.36 ^a	\$ 7,239.84 ^b	\$106,349.63
Dividend Appropriations of Income.....	.....	.....	.....	.....	.....	.....	.....
Misc. Appropriations of Income.....	.....	21,000.00	.....	47,591.60	.....	.....	69,054.70
BALANCE TRANSFERRED TO SURPLUS.....	\$ 134.65	\$ 4,223.22	\$ 1,767.51	\$ 22,015.81	\$ 452.36 ^a	\$ 7,239.84 ^b	\$ 35,794.93

^a Denotes red figure or deficit.

^b System figures.

TABLE NO. 36
ELECTRIC UTILITIES, MISCELLANEOUS STATISTICS
YEAR ENDED DECEMBER 31, 1937

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 (KW)
		Common	Preferred				Hydro	Steam	
Big Springs Power Company.....	\$ 128,897.76	20,000.00		\$ 85,000.00		6	2		400
Bountiful Light & Power Company.....	82,825.52	41,404.00				5			
Escalante Light & Power Company.....	7,850.00	7,850.00				2	1		120
Goshute Electric Company.....	10,000.00	10,000.00				1			
Leland Electric Light & Tel. Co.....	5,000.00	4,400.00			183.20	2			
North Logan Tel. & Electric Light Co.....	7,928.59	3,500.00			280.00	2			
Orderville Light & Light Company.....	6,000.00	6,000.00				3			50
Peoples Light & Power Company.....	35,255.38	29,000.00				10	2	1	264 1/4
Southern Utah Power Company.....	1,678,148.01	740,850.00		624,500.00	21,000.00	57	4	7	4,865
Swan Creek Electric Company.....	42,788.00	34,250.00				5	2		350
Telluride Power Company.....	1,327,925.21	125,133.00		738,800.00	47,591.50	88	1	3	2,395
Utah Power & Light Company**.....	83,476,486.29	190,000.00	39,800.00	118,100.00		8			600
Western States Utilities Company*.....	24,229.16	30,000,000.00	24,958,787.16	40,061,000.00	994,443.91	1,712	62	11	3,241,142
TOTAL.....	\$87,601,496.27	\$31,238,967.00	\$26,104,987.16	\$41,627,400.00	\$ 1,063,498.61	1,899	80	12	15,250,786 1/4

*The major portion of this company's business is in other states 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.

**Proprietorship.

***System figures.

TABLE NO. 37
ELECTRIC UTILITIES—KILOWATT-HOUR STATISTICS
YEAR ENDED DECEMBER 31, 1937

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 Municipalities (K. W. H.'s)	Used by Respondent (K. W. H.'s)	Total Accounted for (K. W. H.'s)	Unaccounted for (K. W. H.'s)
Big Springs Power Company.....	1,611,280	25,200	1,636,480	1,528,722†	16,508	12,000	1,557,230	79,200
Bountiful Light & Power Co.....	20,000	831,433	831,433	705,507	.....	.....	705,507	125,926
Escalante Light & Power Co.....	.....	85,730	85,730	20,000	.....	.....	20,000	.....
Goshute Electric Company.....	.....	33,370	33,370	.....	.....	.....	.....	.....
Leland Electric Light & Tel. Co.....	.....	44,904	44,904	22,591	.....	.....	22,591	10,779
North Logan Tel. & Electric Light Co.....	.....	29,606	29,606	30,683	.....	.....	30,683	14,221
Orderville Light & Light Co.....	.....	458,730	458,730	25,346	2,260	530	80,883	1,470
Peoples Light & Power Co.....	.....	1,254,435	1,254,435	184,500	142,600	12,000	339,100	119,630
Southern Utah Power Co.....	9,564,689	.....	9,564,689	8,570,978	.....	131,317	8,702,295	2,116,809
Swan Creek Electric Company.....	12,753,840	3,695,872	16,449,712	11,891,183‡	36,000	648,971	12,544,103¶	180,000
Telluride Power Company.....	12,183,840	.....	12,183,840	11,891,183	.....	.....	11,891,183	3,945,609
Utah Power & Light Co.....	608,530,992	310,653,156	919,184,148	779,977,160	1,808,075	3,414,549	785,199,784	277,100
Western States Utilities Co.....	.....	96,480	96,480	74,852	.....	.....	74,852	133,984,364
TOTAL.....	634,637,468	316,720,580	951,358,048	804,186,823	2,009,392	4,219,367	810,415,582	140,856,736

*No Record.

†Estimated.

‡Includes 101,200 K. W. H. for which no revenue was received.

§System figures.

TABLE NO. 38
ELECTRIC UTILITIES—OPERATIONS IN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1937

NAME OF COMPANY	Number of Customers at December 31, 1937					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
Big Springs Power Company.....	553	33	7	6	599	†127,742	†20,000	†204,000	†1,176,980	†1,528,722
Bountiful Light & Power Co.....	651	45	5	4	705	444,109	64,030	189,571	7,187	705,507
Escalante Light & Power Co.....	115	1	1	1	118	20,000	*	*	*	20,000
Goshen Electric Co.....	142	10	1	1	154	22,591	*	*	*	22,591
Leland Electric Co.....	54	1	1	1	57	35,833	*	*	*	35,833
North Logan Tel. & Electric Light Co.....	(74)	1	1	1	77	(25,846)	*	*	*	25,846
Orderville Light & Power Co.....	500	8	1	8	517	175,000	9,500	816,236	142,600	1,133,336
Peoples Light & Power Co.....	2,740	482	56	40	3,318	1,956,541	1,847,284	816,236	3,950,847	8,570,938
Southern Utah Power Co.....	4,633	10	278	4	5,015	†120,000	†8,000	†196,000	†1,881,183	†2,105,083
Swan Creek Electric Co.....	360	10	4	32	406	2,398,377	1,050,276	4,245,724	†4,196,866	†11,891,183
Telluride Power Co.....	†600	†570	†470	†43	†1,683	89,467,532	54,220,580	591,917,367	44,371,701	779,977,160
Utah Power and Light Co.,†.....	§92,205	§8,930	§2,580	§262	§103,977	44,124	1,424	29,304	*	74,852
Western States Utilities Co.....	124	5	2	.....	131	.....	.....	.....	.....	.....
TOTAL	102,831	10,243	3,003	361	116,438	94,832,595	57,221,084	597,598,262	53,848,441	804,331,683

*No record.

†Estimated.

‡System Figures.

†Includes 101,200 KWH for which no revenue was received.
‡Average number of customers per month.

TABLE NO. 39
GAS UTILITIES
OPERATIONS IN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1937

	Mountain Fuel Supply Company*	Uintah Gas Company
Sales of Gas:		
Domestic	\$ 1,407,609.88	{ \$ 21,755.15
Industrial	1,241,948.04	
Miscellaneous Gas Sales	33,063.02	
Total Gas Sales	\$ 2,682,620.94	\$ 21,755.15
Other Operating Revenues	82,260.69	248.63
Total Operating Revenues	\$ 2,764,881.63	\$ 22,003.78
Operating Expenses	1,142,735.95	12,652.40
Depreciation and Depletion	701,489.86	5,716.31
Uncollectible Bills	5,187.22	461.20
Taxes	308,468.37	2,005.58
Total Revenue Deductions	\$ 2,157,881.40	\$ 20,835.49
Operating Income	607,000.23	1,168.29
Total Miscellaneous Income (Net)	51,235.14	7.20
Gross Corporate Income	\$ 658,235.37	\$ 1,175.49
Miscellaneous Interest Deductions	4,115.69	.....
Net Income	\$ 654,119.68	\$ 1,175.49
Dividend Appropriations of Income	497,454.61	.....
Balance Transferred to Surplus.....	\$ 156,665.07	\$ 1,175.49
Investment in Fixed Capital, end of year.....	\$26,223,520.04	\$107,131.05
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		

STATISTICS

Number of employees, end of year.....	327	3
Transmission mains (feet), end of year.....	2,489,309	58,900
Distribution mains (feet), end of year.....	3,703,709	36,800
Number of customers, end of year:		
Domestic and commercial	24,378	219
Industrial	739	1
Others	2	.....
Number of meters, end of year:		
Domestic and commercial.....	29,972	224
Industrial	777	2
Others	2	.....
M cubic feet of gas sold:		
Domestic and commercial.....	2,220,602	51,274
Industrial	10,739,326	1,661
Others	19,622	.....
Average B.T.U. per cubic foot:		
Natural	998	980
Manufactured	560	.....

*Includes operations outside of the State of Utah.

TABLE NO. 40
**THE MOUNTAIN STATES TELEPHONE AND
 TELEGRAPH COMPANY**
Operations Within State of Utah
YEAR ENDED DECEMBER 31, 1937

Operating Revenues:	
Local Service Revenues	\$ 2,504,433.30
Toll Service Revenues	1,015,255.90
Miscellaneous Revenues	123,578.98
Less: Uncollectible Revenues (Dr.)	9,122.53
Total Operating Revenues	\$ 3,634,145.65
Operating Expenses and Deductions:	
Operating Expenses	\$ 2,503,869.32
Taxes	429,740.17
Total Operating Expenses and Deductions.....	\$ 2,933,609.49
Net Operating Income	\$ 700,536.16
Plant and Equipment at December 31, 1937.....	\$13,975,772.95

PLANT AND OPERATING STATISTICS

Stations as of December 31, 1937:	
Main Telephones—Urban	47,633
Main Telephones—Rural	4,139
Private Branch Exchange Telephones.....	11,134
Extension Telephones	6,197
Total Company Stations	69,103
Average number of local calls originating on company's lines per month	12,327,283
Average number of toll calls originating on company's lines per month	287,434
Average number of local calls originating on company's lines per telephone per month.....	183.11
Average number of toll calls originating on company's lines per telephone per month.....	4.27
Number of Central Offices:	
Magneto—Manual	21
Common Battery—Manual	34
Total Number of Central Offices.....	55
Plant Mileage (Owned Mileage):	
Miles of pole line	4,157
Miles of wire in cable.....	207,359
Miles of aerial wire.....	27,548
Miles of underground conduit (single duct).....	315
Miles of carrier channel.....	3,001
Miles of phantom circuit.....	2,955

TABLE NO. 41
INDEPENDENT TELEPHONE UTILITIES—OPERATIONS IN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1937
INCOME STATEMENTS

ITEM	Bear River Valley Telephone Company	Big Springs Power Company	Eastern Telephone Company	Kearlante Telephone Company	Gunnison Telephone Company	Kamas-Woodland Telephone Company
Operating Revenues.....	\$ 13,988.93	\$ 1,043.68	\$ 157.36	\$ 650.82	\$ 4,676.29	\$ 3,602.88
Operating Expenses.....	11,012.45	565.87	95.20	840.00	4,660.60	3,064.73
Uncollectible Bills.....		67.05*		300.00		28.11
Taxes.....	742.91	172.07*	29.14	100.38	676.17	87.49
Total Revenue Deductions.....	\$ 11,755.36	\$ 804.99	\$ 124.34	\$ 1,240.38	\$ 5,236.77	\$ 3,170.33
Operating Income.....						
Total Miscellaneous Income.....	2,233.57	238.69	33.02	589.56 ^a	560.48 ^a	432.55
Gross Corporate Income.....	\$ 2,233.57	\$ 238.69	\$ 33.02	\$ 589.56 ^a	\$ 361.61 ^a	\$ 432.55
Interest on Long Term Debt.....	1,260.00	170.00*	76.40			
Miscellaneous Interest Deductions.....	70.00					
Amortization of Debt Discount and Expense.....		25.00*				
Miscellaneous Deductions.....			28.45			
Total Deductions from Gross Corporation Income.....	\$ 1,330.00	\$ 195.00	\$ 104.85	\$	\$	\$
Net Income.....	\$ 903.57	\$ 43.69	\$ 71.83 ^a	\$ 589.56 ^a	\$ 361.61 ^a	\$ 432.55
Dividend Appropriations of Income.....						
Miscellaneous Appropriations of Income.....	1,509.00				999.64	
Balance Transferred to Surplus.....	\$ 605.43 ^a	\$ 43.69	\$ 71.83 ^a	\$ 589.56 ^a	\$ 1,361.25 ^a	\$ 432.55
Plant Investment End of Year.....	\$ 54,758.82	\$ 5,418.70	\$ 805.00	\$ 1,000.00†	\$ 26,813.24	\$ 10,000.00
Number of Customers End of Year.....	519	50	10	47	231	103

^a Denotes red figure or deficit.

† Estimated.

* Prorated.

TABLE NO. 41
INDEPENDENT TELEPHONE UTILITIES—OPERATIONS IN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1937
INCOME STATEMENTS
(Continued)

ITEM	Manti Telephone Company	Midland Telephone Company, The	Millard County Tel. & Tel. Company	Mocon Telephone Company	Park-Valley- Rosette Telephone Company	Utah-Wyoming Telephone Independent Company	TOTALS
Operating Revenues.....	\$ 7,044.97	\$ 13,617.36	\$ 23,089.77	\$ 1,783.77	\$ 160.51	\$ 2,594.79	\$ 72,410.43
Operating Expenses.....	5,449.63	10,554.41	19,160.86	1,648.58	103.34	2,593.58	59,635.25
Uncollectible Bills.....	1,047.65	608.72	916.20	.....	.....	.....	1,311.36
Taxes.....	.....	.....	2,623.37	82.60	3.50	171.40	6,350.40
Total Revenue Deductions.....	\$ 6,497.28	\$ 11,163.13	\$ 22,705.43	\$ 1,731.18	\$ 106.84	\$ 2,764.98	\$ 67,301.01
Operating Income.....	546.99	2,454.23	384.34	52.59	53.67	170.19 _R	5,103.42
Total Miscellaneous Income.....	.....	.....	947.39	.....	.....	.....	1,146.26
Gross Corporate Income.....	\$ 546.99	\$ 2,454.23	\$ 1,331.73	\$ 52.59	\$ 53.67	\$ 170.19 _R	\$ 6,255.68
Interest on Long Term Debt.....	.....	2,376.44	.....	.....	.....	.....	3,882.84
Miscellaneous Interest Deductions.....	.....	.....	.....	.....	.....	.....	70.00
Amortization of Debt Discount and Expense.....	.....	.....	.....	.....	.....	.....	25.00
Miscellaneous Deductions.....	.....	.....	.....	.....	.....	.....	28.75
Total Deductions from Gross Corporation Income.....	\$ \$	\$ 2,376.44	\$ \$	\$ \$	\$ \$	\$ \$	\$ 4,006.29
Net Income.....	\$ 546.99	\$ 77.79	\$ 1,331.73	\$ 52.59	\$ 53.67	\$ 170.19 _R	\$ 2,249.39
Dividend Appropriations of Income.....	997.50	.....	.....	.....	.....	.....	3,506.14
Miscellaneous Appropriations of Income.....	.....	.....	.....	.....	.....	.....	.....
Balance Transferred to Surplus.....	\$ 450.51 _R	\$ 77.79	\$ 1,331.73	\$ 52.59	\$ 53.67	\$ 170.19 _R	\$ 1,256.75 _R
Plant Investment End of Year.....	\$ 15,239.36	\$ 46,015.81	\$107,524.38	\$ 6,365.22	\$ 3,835.00	\$ 8,434.00	\$286,209.53
Number of Customers End of Year.....	353	196	357	61	28	51	2,016

_R Denotes red figure or deficit.

TABLE NO. 42
TELEGRAPH AND CABLE CORPORATIONS
OPERATIONS FOR YEAR ENDED DECEMBER 31, 1937

	Postal Telegraph- Cable Company of Utah (1)	The Western Union Telegraph Company (2)
Operating Revenues:		
Commercial Telegraph Tolls	\$90,750.26	\$ 75,434,538.85
Other Revenues from Transmission— Telegraph	3,033.96	10,814,517.78
Revenues from Transmission—Cable.....		6,826,519.10
Nontransmission Revenues	5,384.25	8,958,450.55
Contract Revenues—Dr.		1,551,142.67R
Total Operating Revenues	\$99,168.47	\$100,482,883.61
Operating Expenses:		
Maintenance Expenses	20,412.19	18,152,306.98
Conducting Operations	72,710.14	63,085,480.76
General and Miscellaneous Expenses.....	4,294.75	4,393,007.45
Total Operating Expenses	\$97,417.08	\$ 85,630,795.19
Net Operating Revenue	\$ 1,751.39	\$ 14,852,088.42
Uncollectible Operating Revenues	235.00	387,825.00
Taxes Assignable to Operations	6,628.53	5,382,244.33
Deductions from Net Operating Re- venues	\$ 6,863.53	\$ 5,770,069.33
Operating Income	R\$ 5,112.14	\$ 9,082,019.09
Income from Lease of Plant.....		78,272.52
Miscellaneous Rent Income		11,304.68
Dividend Income		1,110,239.57
Interest Income		394,009.76
Non-Operating Income	\$.....	\$ 1,593,826.53
Gross Income	R\$ 5,112.14	\$ 10,675,845.62
Rent for Lease of Plant		2,589,858.28
Miscellaneous Rents	913.94	365,158.87
Interest on Funded Debt		4,393,989.75
Other Interest Deductions		1,069.76
Non-Operating Taxes	11,710.98	
Total Deductions from Gross Income..	\$12,624.92	\$ 7,350,076.66
Net Income	R\$17,737.06	\$ 3,325,768.96
Investment in Plant and Equipment, End of Year	\$50,000.00	\$328,095,906.60

(1) Covers Operations in State of Utah Only.

(2) Covers Operations of Company as a Whole.

R—Denotes red figure or deficit.

TABLE NO. 43
RAILWAY EXPRESS AGENCY
OPERATIONS FOR YEAR ENDED DECEMBER 31, 1937

SYSTEM OPERATIONS

Operating Revenues.

Charges for Transportation	\$160,787,978.81
Express Privileges—Dr.	58,008,583.57
Revenue from Transportation	102,779,395.24
Revenues from Operations Other than Transportation	2,616,177.41
Total Operating Revenues	\$105,395,572.65

Operating Expenses:

Maintenance	5,374,746.55
Traffic	642,101.49
Transportation	89,151,478.59
General	5,272,609.78
Total Operating Expenses	\$100,440,936.41
Net Operating Revenue	4,954,636.24
Uncollectible Revenue from Transportation.....	31,855.68
Express Taxes	3,395,041.77
Operating Income	\$ 1,527,738.79
Other Income	166,547.02
Gross Income	\$ 1,694,285.81
Interest on Funded Debt	1,557,649.84
Other Deductions from Gross Income	114,533.42
Net Income	\$ 22,102.55
Investment in Real Property and Equipment, End of Year	\$ 41,939,150.54

TABLE NO. 44
THE PULLMAN COMPANY
OPERATIONS FOR YEAR ENDED DECEMBER 31, 1937

SYSTEM OPERATIONS

Revenues:

Sleeping Car Operating Revenues.....	\$ 62,112,273.13
Revenues from Auxiliary Operations.....	2,129,107.83
Total Revenues	\$ 64,241,380.96

Sleeping Car Operating Expenses:

Maintenance	\$ 28,782,776.23
Conducting Car Operations	22,080,937.11
General Expenses	3,701,803.54
Total Expenses of Sleeping Car Operations.....	\$ 54,565,516.88
Expenses of Auxiliary Operations	1,782,876.68
Total Operating Expenses	\$ 56,348,393.56
Net Revenues	\$ 7,892,987.40
Sleeping Car Tax Accruals	\$ 3,584,850.67
Auxiliary Operations—Tax Accruals	89,019.37
Total Taxes	\$ 3,673,870.04
Operating Income	\$ 4,219,117.36
Investment in Sleeping Car Property.....	\$252,934,364.31

TABLE NO. 45
WATER UTILITIES—OPERATIONS WITHIN THE STATE OF UTAH
YEAR ENDED DECEMBER 31, 1937

NAME OF COMPANY	Location	Total Operating Revenues	Operating Expenses	Taxes	Total Operating Deductions	Operating Income	Plant and Equipment End of Year	No. of Customers End of Year
Birch Creek Canyon Water Co.....	Ogden	\$ 1,659.70	\$ 1,406.96	\$ 153.38	\$ 1,560.84	\$ 98.86	\$ 20,846.00	170
Echo Water System Co.....	Echo	416.15	103.92	74.81	178.73	237.42	3,625.00	29
Henefer Pipe Line Company.....	Henefer	163.30	58.93	101.36	160.29	3.01	12,987.32	70
Mammoth Mining Company.....	Mammoth	2,532.10	2,571.82	564.44	3,136.06	603.96 ^R	64,725.29	121
Miller Ditch Company.....	Murray R.D.	1,915.01	1,649.46	214.87	1,864.13	50.88	9,018.76	105
Moab Pipe Line Company.....	Moab	1,764.34	763.06	219.70	982.76	781.58	8,968.13	98
Odell Water System.....	North Salt Lake	1,055.00	747.35	30.00	777.35	277.65	1,500.00†	70
Pleasant Green Water Co.....	Magna	12,985.88	10,986.38	602.20	11,588.58	1,397.30	61,368.10	800†
Riverton Pipe Line Co.....	Riverton	7,742.96	6,650.60	516.75	7,167.35	575.61	63,264.38	253
St. Joseph Water & Irrigation Co.....	North Salt Lake	1,012.30	1,113.46	97.82	1,211.28	198.98 ^R	.....*	31
Union & Jordan Irrigation Co.....	Union	10,310.25	6,292.75	742.48	7,035.23	3,275.02	64,808.26	338
TOTAL.....		\$ 41,556.99	\$ 32,344.49	\$ 3,318.11	\$ 35,662.60	\$ 5,894.39	\$ 311,111.24	2,085

* Figures not available.

† Estimated.

R Denotes red figure or deficit.

TABLE NO. 46
COMMON MOTOR CARRIERS OPERATING IN INTRASTATE COMMERCE—
OPERATIONS WITHIN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1937

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, Inc.	\$ 4,935.00	\$ 1,211.50	\$ 2,254.00	\$ 8,400.50	\$ 7,774.65	\$ 334.09	\$ 8,108.74	\$ 291.76
Ault, J. W. & Son.	4,320.00			4,320.00	1,880.90	45.00	1,925.90	2,394.10
Bamberger Transportation Company		10,863.68	127.14	10,990.82	8,052.71	698.69	8,751.40	2,239.42
B & O Transportation Company	524.38			524.38	551.47	14.80	566.27	R41.89
Barton Truck Line, Inc., The	6,406.72			6,406.72	6,869.61	113.42	6,983.03	R576.31
Bear Lake Stages (Wm. S. Lauritzen)*	75.00	852.26		927.26	782.65	16.00	798.65	128.61
Bee Hive Stages, Inc. (Howard Hout)	3,218.63	5,235.60	1,000.00	9,454.23	10,626.98	579.12	11,206.07	R1,751.84
Bingham Stage Lines Company	1,519.40	10,075.27	2,916.03	14,510.70	15,449.99	533.46	15,983.45	R1,472.75
Black, Martin I.	1,379.05			1,379.05	194.50	31.00	225.50	147.55
Bringhamurst, Lyle Company	4,070.40		8,750.00	12,820.40	9,865.05	228.65	10,093.70	2,726.70
Brinkerhoff, J. D. & Floyd	1,164.06			1,164.06	514.00	49.44	563.44	600.62
Cameron Truck Line	14,149.60		89.50	14,239.10	11,834.30	338.41	11,722.71	2,516.39
Chamberlain, John, Truck Line	3,400.00			3,400.00	2,357.00	190.00	2,547.00	853.00
Child, Don. M. & James O.		174.25		174.25	3,221.50	23.80	3,245.30	38.63
Colby Truck Line	17,114.87		3,109.68	20,224.55	11,576.84	620.00	12,196.84	4,918.03
Cole Transfer & Storage Company	16,010.59			16,010.59	13,070.87	1,739.93	14,810.80	1,199.79
Comet Motor Express Company, Inc.†	28,132.03	1,306.34	20,216.58	49,655.45	47,070.04	1,654.39	48,724.43	899.02
Delta-Fillmore Stages (Owen V. George)	1,920.00	924.00	780.00	3,624.00	2,075.67	28.97	2,104.64	919.36
Denver-Salt Lake Pacific Stages, Inc.*	245.88	90,135.19		90,381.07	86,811.92	14,303.26	101,115.18	R10,734.11
Duke, E. J.	743.00	50.00	838.00	921.00	1,605.00	85.00	1,690.00	R69.00
Eastern Utah Transportation Company	16,598.42		5,777.16	22,375.58	21,750.20	620.02	22,370.22	5.36
Forsey, George	22,736.48	10.30		22,746.78	2,558.00	42.18	2,597.18	150.10
Fuller-Toponce Truck Company	58,295.21		1,549.47	59,844.68	54,479.98	5,204.11	59,362.11	482.57
Granville-Salt Lake Freight Line(Elmer Bates)	883.01			883.01	4,679.98		4,679.98	212.13
Hurricane Truck Line	5,535.85			5,535.85	4,937.97	143.00	4,646.27	889.58
Interstate Transit Lines††		312,282.60	39,434.56	351,717.16	265,525.28	42,924.00	308,178.28	43,538.88
Johnson Cab & Transfer Company	1,191.53			1,191.53	862.28	60.50	922.78	268.75
Magna Garfield Truck Line	3,774.88			3,774.88	3,696.16	66.74	3,762.90	11.98

*Operations in Utah and Idaho.

†Operations in Utah, Colorado, and Wyoming.

**Operations in Utah and Colorado.

R Denotes red figure.

††Utah's proportion of operations: proportioned in the ratio of bus miles in Utah to system bus miles.
 ‡Contract for passenger and express.

TABLE NO. 46

**COMMON MOTOR CARRIERS OPERATING IN INTRASTATE COMMERCE—
OPERATIONS WITHIN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1937
(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
Milne, Jos. J., Truck Line, Inc.	\$ 32,628.80	\$ 1,450.25	.....	\$ 32,628.80	\$ 31,497.58	\$ 1,530.18	\$ 33,027.76	\$ R398.96
Mosb Garage Company**	48,994.11	.....	.....	50,444.36	49,856.59	5,413.51	55,270.10	\$ R4,825.74
Ogden Transfer & Storage Company★	4,913.41	.....	11,807.00	16,720.41	13,256.70	.....	13,256.70	.....
Pacific Greyhound Lines††	2,511.40	63,370.78	28.97	65,911.15	53,039.02	10,897.01	63,936.03	1,975.12
Petty & Riddle, Inc.	5,336.62	.....	5,986.99	11,323.61	11,289.81	.....	11,289.81	.....
Redman Van & Storage Company★	75,908.84	.....	37,702.47	113,611.31	108,197.55	3,512.84	112,710.39	1,499.01
Rio Grande Motor Way, Inc.**	262,273.70	282,193.31	57,098.81	601,570.82	588,802.15	23,454.10	612,256.25	R1,885.43
Salt Lake-Bingham Freight Line	7,067.40	.....	.....	7,067.40	7,231.53	127.25	7,358.78	R291.38
Salt Lake-Coalville Stages (Don R. Hout)	3,815.75	361.25	.....	4,177.00	2,678.34	68.24	2,746.58	1,430.42
Salt Lake-Ogden Transportation Company	40,712.16	.....	.....	40,712.16	43,061.39	2,228.69	45,280.08	R4,577.92
Salt Lake & Tooele Stage Lines, Inc. (H. Spencer)	3,514.32	10,635.38	2,991.66	17,141.36	15,077.94	11,823.20	26,901.14	9,835.03
Salt Lake Transportation Company	76,360.29	.....	37,646.79	114,007.08	98,058.39	11,113.66	109,172.05	.....
Santa Fe Trail Truck Company	4,230.75	131,084.00	5,812.18	140,626.93	126,742.64	16,564.38	143,307.02	R2,970.29
Southern Utah Truck Company	15,621.89	.....	.....	15,621.89	15,416.13	.....	15,416.13	.....
Sterling Transportation Company	70,365.45	.....	.....	70,365.45	63,210.65	3,827.36	67,038.01	R3,325.40
Unglicht, W. F.	6,095.95	.....	.....	6,095.95	6,239.62	234.80	6,474.42	R378.47
Union Pacific Stages, Inc.††	30,435.53	155,887.02	12,260.72	168,147.74	127,257.18	21,749.64	149,006.82	13,140.92
Utah Central Truck Line	.....	504.34	.....	31,540.38	29,932.50	2,469.70	32,402.20	1,461.50
Utah Idaho Central RR. Company, The	.....	21,623.08	600.01	21,623.08	17,821.31	2,340.27	20,161.58	.....
Utah Parks Company	11.22	96,421.32	.....	647,922.50	x641,521.59	.....	686,713.17	R40,799.87
Utah Transportation Company§§	39,785.13	27,960.85	\$551,489.96	125,220.09	120,847.81	3,092.93	123,940.74	1,979.35
Warner, Newel K. (Warner Truck Line)	7,297.49	.....	57,474.11	7,297.49	4,905.00	121.50	5,026.50	2,270.99
TOTAL	\$858,857.91	\$1,300,379.36	\$867,231.79	\$3,026,469.06	\$2,763,159.21	\$229,707.79	\$2,992,867.00	\$ 33,602.06

**Operations in Utah and Colorado.

● Operations in Utah and Arizona.

§ Includes \$156,618.77 operating expenses outside of Utah.

†† Includes taxi operations.

§§ Utah's proportion of operations, proportioned in the ratio of bus miles in Utah to system bus miles.

★ Includes local drayage and storage.

* Includes \$193,832.29 operating revenues outside of Utah.

R Denotes red figure.

† Includes \$14,429.12 taxes outside of Utah.

TABLE NO. 47
COMMON MOTOR CARRIERS OPERATING IN INTRASTATE COMMERCE
OPERATIONS WITHIN STATE OF UTAH, YEAR ENDED DECEMBER 31, 1937
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, Inc.	\$ 5,250.00	994	833	(	56,808)	3	2	49
Ault, J. W. & Son.	1,825.00	198		20,149		3		47
Bamberger Transportation Company	23,829.74		29,260				2	37
B & O Transportation Company	†	476		7,464		†		12
Barton Truck Line, Inc., The	5,146.25	910		26,608		1		34
Bear Lake Stages (Wm. L. Lauritzen)*	300.00		541					44
Bee Hive Stages, Inc. (Howard Hout)	11,584.07		4,652		17,780		1	31
Bingham Stage Lines Company	†165.04	133	11,087		50,406)		2	27
Black, Martin I.	1,178.00				107,147		†	21
Brinkhurst, Lyfe Company	1,178.00	160		4,284				118
Brinkerhoff, J. D. & Floyd	2,525.75	475		90,000		1		57
Chamberlain, John, Truck Line	1,200.00	215		6,960		3		366
Child, Don M. and James O.	2,351.63	681		112,000		2		255
Colby Truck Line	1,200.00	150	152	(	(	(		57
Comet Motor Express Company, Inc.†	12,000.00	1,520		20,000		1		144
Delta-Fillmore Stages (Owen V. George)	19,562.15	261	804	(	166,726	(	9	210
Denver-Salt Lake Pacific Stages, Inc.*	1,185.00	311	428	(	30,390	(	1	40
Duke, E. J.	60,867.94		38,231		617,971		5	210
Eastern Utah Transportation Company	475.00	37	100	(	12,270	(	1	19
Forsey, George	12,647.21	2,866		106,337		3		226
Fuller Toponce Truck Company	1,478.00	97	1,456	(	15,695	(	1	5
Granville-Salt Lake Freight Line (Elmer Bates)	17,186.85	10,040	★227,938	★8,282		11		158
Hurricane Truck Line	500.00	111						41
	2,695.00	★1,384		★33,120		2		42

*Operations in Utah and Idaho.

**Operations in Utah and Colorado.

†Service performed by leased equipment.

†Operations in Utah, Colorado, and Wyoming.

★Estimated.

††All highways in State.

TABLE NO. 47
COMMON MOTOR CARRIERS OPERATING IN INTRASTATE COMMERCE
OPERATIONS WITHIN STATE OF UTAH, YEAR ENDED DECEMBER 31, 1937
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	
Interstate Transit Lines††	\$ 951,414.21	.....	★158,912	.....	1,296,217	5	61	464
Johnson Cab & Transfer Company	790.00	75	.....	5,796	.....	1	.....	††
Magna-Garfield Truck Line	385.84	667	.....	14,782	.....	2	.....	23
Milne, J. J., Truck Line, Inc.	18,457.15	2,225	.....	221,840	.....	10	.....	318
Moab Garage Company**	¶¶69,755.30	3,690	.....	( 410,152 )	.....	( 14 )	.....	363
Ogden Transfer & Storage Company†	14,200.00	230	.....	25,000	.....	6	.....	††
Pacific Greyhound Lines††	264,663.00	9	40,641	.....	313,000	.....	32	127
Petty & Riddle, Inc.	4,485.97	1,008	.....	84,680	.....	3	.....	106
Redman Van & Storage Company†	26,728.10	840	.....	.....	170,682	10	.....	††
Rio Grande Motor Way, Inc.**	423,826.03	26,051	193,316	835,573	1,833,951	(27 )	.....	424
Salt Lake Bingham Freight Line	2,264.61	1,063	.....	19,872	.....	3	.....	27
Salt Lake Coalville Stages (Don Hout)	1,537.82	341	210	(28,126 )	.....	( 1 )	.....	44
Salt Lake-Ogden Transportation Company	19,398.32	6,704	.....	161,475	.....	14	.....	37
S. L. & Tooele Stage Line, Inc. (H. Spencer)	291,166.18	1,175	16,702	(163,544 )	.....	( 5 )	.....	50
Salt Lake Transportation Company	16,572.61	2,664	.....	.....	18,448	.....	25	80
Santa Fe Trail Transportation Company	86,334.29	.....	66,134	.....	785,459	.....	10	314
Southern Utah Truck Company	4,399.67	780	.....	93,280	.....	4	.....	265
Sterling Transportation Company	31,634.50	7,868	.....	296,098	.....	16	.....	218
Ungritch, W. F.	3,125.00	349	.....	168,315	.....	2	.....	178
Union Pacific Stages, Inc.††	263,978.41	.....	★107,808	.....	649,666	.....	34	208
Utah Central Truck Line	8,612.00	.....	.....	★110,620	.....	5	.....	94
Utah Idaho Central RR. Company, The*	13,013.67	.....	1,013	.....	★31,400	.....	1	66
Utah Parks Company	.....	1	56,249	.....	124,513	.....	3	271
Utah Transportation Company	83,636,279.80	.....	8,888	.....	135,400	.....	74	.....
Utah Transportation Company	37,673.00	578	x	.....	x	6	.....	14
Warner, Newell K. (Warner Truck Line)	3,243.00	720	x	51,000	.....	4	.....	153
TOTAL.....	\$6,396,546.11	82,354	740,081	3,926,138	6,592,476	194	271	6,033

*Operations in Utah and Idaho.

**Operations in Utah and Colorado.

†Includes \$1,223,500.97 property and equipment outside of Utah.

††Utah's proportion, proportioned in the ratio of bus miles in Utah to system bus miles.

¶¶Includes property only partly used in motor carrier service.

★Estimated.

*Includes taxi operations.

†All highways in State.

††Includes local drayage and storage.

§§Operations in Utah and Arizona.

TABLE NO. 48
COMMON MOTOR CARRIERS OPERATING IN UTAH IN INTERSTATE COMMERCE
OPERATIONS FOR YEAR ENDED DECEMBER 31, 1937

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. (Ames Truck Line).....	\$ 6,200.00	\$	\$	\$ 6,200.00	\$ 5,100.00	\$ 18.00	\$ 5,118.00	\$ 1,082.00
Arrowhead Freight Lines, Ltd.†.....	116,251.96	.....	.....	116,251.96	112,032.10	4,278.99	116,311.09	159.13
B & H Truck Line(Wm. S. Herbert).....	7,729.80	.....	.....	7,729.80	6,818.98	397.03	7,216.01	1,013.29
Blaser, R. A.....	6,286.83	.....	.....	6,286.83	5,914.27	211.00	6,125.27	161.06
Brown and Lund.....	446,686.07	1,392,753.38	2,675.00	1,872,709.10	2,369.00	95.60	2,464.60	210.40
Burlington Transportation Company.....	9,254.84	.....	33,269.65	42,524.49	7,104.18	612.19	7,716.37	R413,834.97
Bush Bros. Truck Line.....	2,944.81	.....	.....	2,944.81	2,850.58	108.14	2,958.72	286.09
Cambell, Marian.....	1,762.77	.....	.....	1,762.77	1,358.92	104.26	1,463.17	239.60
Canoso, Frank and I.....	113,522.62	.....	.....	113,522.62	110,451.09	5,732.75	116,173.84	R2,651.22
Contract Carriers, Inc.....	99,074.43	.....	990.83	100,065.26	133,827.02	16,004.09	149,831.11	R49,465.85
Conyes Freight Lines★.....	828.00	.....	1,075.00	1,903.00	1,676.80	57.88	1,734.68	188.22
Cox, Lynn.....	2,842.80	.....	.....	2,842.80	1,837.50	27.00	1,864.50	602.80
Cutler, Bealy S.....	200.00	.....	1,360.00	1,560.00	532,858.82	81,839.71	614,538.53	605.70
Garrett Transfer & Storage Company.....	685,196.09	.....	.....	685,196.09	2,016.25	126.38	2,142.63	70,867.75
Grayson Garage, Inc. (M. F. Lyman).....	2,737.80	.....	.....	2,737.80	2,601.20	122.80	2,724.00	94.00
Hart, H. W. (Hart Truck Line).....	2,720.00	.....	.....	2,720.00	4,992.79	174.95	5,167.74	977.07
Hawkes, Lee M.....	6,044.81	.....	.....	6,044.81	5,814.38	232.48	6,036.86	2,886.46
Heaton, Glen.....	8,323.32	.....	.....	8,323.32	163,886.24	20,135.32	183,821.56	12,947.56
Interstate Motor Lines.....	196,769.12	.....	.....	196,769.12	63,663.33	4,269.08	67,932.41	R 604.71
Grayson Motor Lines, Inc.....	63,663.33	.....	.....	63,663.33	60,998.96	1,319.26	62,308.22	3,864.11
Johnson, E. R.....	33,372.76	.....	.....	33,372.76	28,189.40	4,791.04	33,980.44	2,887.11
Lewis Bros. Stages.....	2,564.46	14,589.52	46.94	17,200.92	13,572.77	104.80	14,677.57	2,281.20
Lindberg Truck Line.....	750.00	.....	.....	750.00	364.00	104.80	468.80	149.79
Marsden, R. J.....	10,761.57	.....	.....	10,761.57	10,474.62	137.16	10,611.78	1,036.48
Maxfield, J. F.....	1,812.70	.....	.....	1,812.70	732.50	43.72	776.22	1,036.48
McCann, W. W.....	32,394.37	.....	.....	32,394.37	30,147.53	3,872.71	34,020.24	R1,825.87
Messinger Truck Line.....	16,760.88	.....	.....	16,760.88	10,720.52	1,051.61	11,772.13	4,988.75

TABLE NO. 48
COMMON MOTOR CARRIERS OPERATING IN UTAH IN INTERSTATE COMMERCE
OPERATIONS FOR YEAR ENDED DECEMBER 31, 1937
(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
Motor Express Company of Wyoming.....	\$ 74,060.56			74,221.30	\$ 67,465.89	\$ 2,853.09	\$ 70,318.48	\$ 3,902.82
Oneonta Transfer & Storage Company.....	99,943.81			99,943.81	82,624.70	6,543.81	89,168.51	10,775.30
Orange Transportation Company, Inc.....	215,602.92			215,602.92	191,915.24	10,702.18	202,617.42	12,985.50
Overland Stages (E. H. Curry).....		34,572.18		34,572.18	31,774.04	988.15	32,762.19	1,809.99
Pacific Intermountain Express**.....	90,617.94		413.53	91,031.47	82,996.03	7,406.96	90,402.99	628.48
Pacific Intermountain Express of Colorado.....	106,578.89		644.98	107,223.87	99,564.88	8,755.98	108,320.66	R1,096.79
Patterson, Wm. B. (Patterson Truck Line).....	6,948.02			6,948.02	6,176.80	269.30	6,446.10	501.52
Rapid Express.....	27,891.56			27,891.56	27,783.53	503.97	28,287.50	R395.94
Reed, Levi R.....	2,643.49			2,643.49	1,897.95	110.87	2,008.82	634.67
Roper, Clarence E.....								
Sim, L. S.....	13,253.36			13,253.36	10,243.24	961.59	11,204.83	2,048.53
Slagowski, John E.....	2,394.45			2,394.45	2,332.95	61.50	2,394.45	
Smith, Charles (Smith Trading Co.).....	26,056.52			33,777.92	28,757.15	723.85	29,481.00	4,296.92
Stucki & Wittwer.....	12,125.60		7,721.40	34,591.05	80,095.00	1,894.45	81,899.45	2,691.60
Taylor, I. A.....	39,696.17		72,465.45	39,696.17	34,273.25	4,271.89	38,545.14	1,151.03
Tri-State Motor Ways.....	14,347.50			14,347.50	12,133.75	135.00	12,268.75	2,078.75
Utah California Motor Lines.....	206,919.25			206,919.25	180,164.62	17,802.05	197,966.67	8,952.58
Utah California Motor Lines, Inc.●.....	126,238.47			126,238.47	126,880.99		126,880.99	R542.52
Williams Transportation Company.....	7,847.20			7,847.20	7,116.94	434.18	7,551.12	296.08
Wells, Inc.....	83,431.80		46,143.36	129,575.16	110,707.60	6,971.51	117,679.11	11,896.05
TOTAL.....	\$3,034,052.45	\$1,441,915.08	\$166,966.83	\$4,642,934.41	\$4,474,835.70	\$463,135.32	\$4,942,971.02	R\$300,036.61

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

*Information not available.

**Covers operations for the period June 1, to December 31, 1937.

R Denotes red figure or deficit.

†Applies to Utah proportion of operations only.

★Operations began Sept. 18, 1937.

●Operations discontinued Sept. 18, 1937.

TABLE NO. 49
COMMON MOTOR CARRIERS OPERATING IN UTAH IN INTERSTATE COMMERCE
OPERATIONS FOR YEAR ENDED DECEMBER 31, 1937

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	450		36,000		2		79
Arrowhead Freight Lines, Ltd.	\$34,669.48	†8,765		†1,021,500		13		347
B & H Truck Line (Wm. S. Herbert)	1,900.00	360		48,000		1		79
Blaser, R. A.	2,976.64	1,251		33,834		1		141
Brown and Lund	544.00	82		55,000		1		29
Burlington Transportation Company	\$1,762,703.40		†59,518		†833,608		26	565
Bush Bros. Truck Lines	3,409.00	638		69,286		2		347
Campbell, Marion	1,472.00	361		10,540		1		96
Canoso, Frank & I.	1,130.32	383		38,376		1		108
Contract Carriers, Inc.†	9,529.52	1,180		2,750		2		24
Conyes Freight Lines★	135,282.59	6,000		600,000		44		1,247
Cox, Lynn	935.00	117		20,658		1		20
Cragun, E. M.	900.00	*		*		1		19
Cutler, Bealy S.	842.00	100		*		1		39
Garrett Transfer & Storage Company	539,798.17	44,431		2,433,904		55		681
Grayson Garage, Inc. (M. F. Lyman)	900.00	145		20,800		1		89
Hart, H. W. (Hart Truck Line)	1,000.00	170		24,960		1		103
Hawkes, Lee M.	5,978.00	134		6,144		1		101
Heaton, Glen	5,628.00	254		5,957		2		105
Interstate Motor Lines	104,106.31	11,042		516,507		21		227
Interstate Motor Lines, Inc.	104,440.18	3,680		209,313		21		137
Johnson, E. R.	17,158.80	2,852		156,960		3		101
Lewis Bros. Stages	11,288.55	60	2,206		179,310		4	127
Lindberg Truck Line	2,796.00	50		1,030		1		101
Marsden, R. J.	2,712.47	2,091		55,600		2		64

TABLE NO. 49
COMMON MOTOR CARRIERS OPERATING IN UTAH IN INTERSTATE COMMERCE
OPERATIONS FOR YEAR ENDED DECEMBER 31, 1937
(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	
Maxfield, J. F.	\$ 1,000.00	230	.....	12,460	.....	1	.....	108
McCart, W. W.	12,650.91	1,449	.....	138,402	.....	4	.....	141
Messinger Truck Line	6,594.70	1,354	.....	85,272	.....	2	.....	104
Motor Express Company of Wyoming	14,095.33	5,359	.....	323,158	.....	13	.....	158
Oreanta Transfer & Storage Company	70,887.17	265	.....	21,768	.....	2	.....	Varies
Orange Transport Company, Inc.	76,080.70	18,780	.....	883,390	.....	16	.....	163
Overland Stages (E. H. Curry)	8,519.72	.....	5,324	.....	598,600	.....	4	127
Pacific Intermountain Express	51,022.47	**7,383	.....	**423,604	.....	8	.....	127
Pacific Intermountain Express of Colo.	48,182.70	5,042	.....	379,464	.....	8	.....	158
Patterson, Wm. B.	2,908.28	2,190	.....	59,500	.....	2	.....	127
Rapid Express, Inc.	4,831.17	2,575	.....	354,780	.....	3	.....	141
Reed, Levi R.	2,044.96	400	.....	19,871	.....	1	.....	108
Roper, Clarence E.	9,921.53	640	.....	229,600	.....	3	.....	497
Sim, L. S.	5,901.00	1,679	.....	91,800	.....	5	.....	137
Slagowski, John E.	1,450.00	258	.....	26,650	.....	1	.....	108
Smith, Charles (Smith Trading Co.)	6,959.00	2,856	.....	172,684	.....	7	.....	101
Stucki & Wittwer	5,100.00	208	.....	99,840	.....	2	.....	29
Taylor, I. A.	16,500.00	1,646	.....	229,834	.....	1	.....	141
Tri-State Motor Ways	9,762.30	.....	.....	60,000	.....	2	.....	104
Utah California Motor Lines, Inc.	117,944.94	*	.....	.....	.....	*	.....	456
Utah California Motor Lines, Inc.	101,081.70	*	.....	63,113	.....	*	.....	791
Williams Transportation Company	2,013.62	1,622	.....	.....	.....	2	.....	101
Wells, Inc.	64,819.97	22,287	.....	190,330	.....	1	.....	Varies
TOTAL	\$3,445,372.60	158,819	67,048	9,238,139	1,611,518	263	34	9,048

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

**Covers operations for the period June 1, to Dec. 31, 1937.

†Applies to Utah proportion only.

★Operations began Sept. 18, 1937.

●Operations discontinued Sept. 18, 1937.

‡Applies to entire system.

*Information not available.

TABLE NO. 50
CONTRACT MOTOR CARRIERS OF PROPERTY—
OPERATIONS WITHIN THE STATE OF UTAH
YEAR ENDED DECEMBER 31, 1937

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.	\$ 2,450.00	\$ 2,406.54	48.50	\$ 2,455.04	\$ R5.04	1,140.73	†150	36,000
Anderson, W. C.	6,876.99	8,577.25	79.45	3,656.70	3,220.29	1,200.00	838	13,300
Ashworth, R. C.	22,656.49	23,616.44	1,905.42	25,521.86	R2,865.37	20,313.00	*	110,224
Atkinson, V. D.	5,260.63	3,940.70	121.50	4,062.20	1,198.43	2,467.06	877	†61,800
Bethers, Lyman H.	1,071.51	602.41	40.75	643.16	428.35	900.00	47	9,020
Campbell's Transfer & Storage Company	10,420.00	5,962.00	293.23	6,255.23	4,164.77	2,900.00	†405	†2,800
Cartier Drayage & Transfer Company	3,919.10	3,592.41	198.91	3,791.32	127.78	4,325.00	833	13,000
Davis, Louis	1,720.50	1,811.59	8.91	1,820.50	R100.00	250.00	80	18,780
Despain, E. G. R.	19,512.11	19,314.64	56.38	19,371.02	141.09	5,001.26	6,623	†77,475
Dean, Kenneth Mac	10,450.09	7,080.69	346.23	7,426.92	3,023.17	5,608.97	1,477	25,591
Edwards, Oliver	1,910.50	1,934.20	130.50	2,064.70	R154.20	830.00	390	34,000
Elmore, D. C.	5,023.91	3,976.39	154.15	4,130.54	893.37	4,382.66	†280	†24,050
Green, Parnell	2,982.00	1,895.00	264.00	2,159.00	823.00	2,055.00	2,240	19,600
Gould, R. A.	27,605.02	22,075.83	4,613.19	26,689.02	916.00	21,975.00	1,500	†20,000
Gross, F. L.	421.13	389.34	6.35	395.69	25.44	896.07	57	4,008
Hadley Transfer & Storage Company	97,137.55	92,973.53	4,092.01	97,065.59	71.96	28,071.05	*	101,650
Harwood, Homer	7,200.00	5,170.00	135.00	5,305.00	1,895.00	1,645.00	1,095	50,353
Henningsson & Reed	17,981.16	9,627.41	166.74	9,794.15	8,187.01	8,563.74	20,295	50,300
Hicken, J. Claude & Sons	4,593.80	2,716.19	151.28	2,867.47	1,726.33	3,148.00	†445	40,300
Hunt, Joseph C.	2,812.64	1,150.26	41.50	1,191.76	1,620.88	1,176.15	134	11,060
Johnson, B. E. (Johnson Truck Line)	7,925.74	4,652.37	454.53	5,106.90	2,818.84	3,100.00	†404	10,584
Johnson, Lewis	637.00	495.90	46.66	542.56	94.44	1,100.00	130	5,900
McHale, J. A.	11,903.34	6,068.17	257.20	6,325.37	5,577.97	2,199.65	1,779	36,568
Miles, J. A.	2,312.00	2,927.13	73.00	3,000.13	311.87	957.00	552	50,000
Mollerup Moving & Storage Company	47,988.21	43,414.24	3,615.57	47,030.81	957.40	43,775.00	399	†145,000
Olsen, W. L.	8,387.11	6,009.63	279.25	6,288.88	2,098.23	3,361.39	768	79,892
Partington, J. W.	1,200.00	1,085.67	12.50	1,098.17	101.83	1,750.00	†250	†10,000
Perry, T. W.	2,846.90	2,186.90	85.00	2,271.90	575.00	500.00	201	32,161
Pickering, Alex. Transfer Company†	318.57	121.00	*	121.00	197.57	1,779.00	22	*

TABLE NO. 50
**CONTRACT MOTOR CARRIERS OF PROPERTY—
 OPERATIONS WITHIN THE STATE OF UTAH
 YEAR ENDED DECEMBER 31, 1937**
 (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
Randall, Alma F.....	\$ 3,956.04	\$ 2,298.44	73.88	\$ 2,372.32	\$ 1,583.72	\$ 1,200.00	918	38,192
Robinson, A. B.....	392.84	363.17	16.17	379.34	13.50	2,200.00	56	72,520
Salt Lake Transfer Company.....	195,782.49	155,190.59	4,783.74	159,974.33	35,808.16	78,590.53	*	97,000
Sander, I.....	12,224.00	10,017.99	251.40	10,269.39	1,954.61	3,786.00	1,120	44,091
Seaton, Ray T.....	3,694.00	3,198.83	81.21	3,280.04	413.96	965.45	55	20,500
Skilhorn, S. G.....	1,500.00	682.00	36.00	718.00	782.00	550.00	111	2,392
Smith, George Carlos.....	668.97	631.47	37.50	668.97		1,000.80	93	44,091
Smith, Leo G.....	2,010.00	779.00	53.00	832.00	413.96	965.45	93	44,091
Smith, Wilson J.....	17,417.60	14,544.27	376.75	14,921.02	2,496.58	14,728.33	17,100	145,000
Stanton, J. J.....	99,965.98	91,152.48	7,206.46	98,358.94	1,607.04	124,784.47	25,000	250,000
Talbot, James O.....	1,607.00	728.00	32.00	760.00	847.00	675.00	79	17,520
Tietjen, J. E.....	5,080.00	4,970.00	25.00	4,995.00	85.00	970.00	146	60,000
Timpon, H. E.....	1,884.49	1,742.91	28.53	1,771.44	113.05	850.00	139	16,565
Wasatch Trucking Company.....	25,103.81	19,821.55	321.79	20,143.34	4,960.47	6,768.25	2,393	126,000
Western Operating Company.....	33,060.36	31,876.04	584.95	32,460.99	599.37	5,387.78	671	31,495
Wycoff, M. S.....	4,555.54	2,397.40	234.90	2,632.30	1,923.24	985.00	384	80,000
Yellow Cab Company of Provo.....	9,790.20	9,594.82	297.98	9,892.80	R102.60	1,873.70	13,600	115,500
Young, Harry L.....	10,031.36	5,967.30	760.25	6,727.55	3,303.81	3,769.00	1440	153,000
TOTAL.....	\$ 765,248.68	\$636,731.14	\$ 32,979.22	\$669,610.36	\$ 95,638.32	\$ 425,185.04	94,626	1,967,891

†Estimated.

*Figures not available.

†Covers operations beyond the Salt Lake City radius.
R Denotes red figure or deficit.

APPENDIX III
MISCELLANEOUS TABLES

	Table No.
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TABLE NO. 51
STATEMENT OF COMMISSION FINANCES—FISCAL YEAR
JULY 1, 1937 to JUNE 30, 1938

APPROPRIATION ACCOUNT	Appropriation Allotments	Credits	Total Available for Expenditure	Expenditures	Unexpended Balance June 30, 1938
GENERAL FUND APPROPRIATION					
Salaries, Wages and Fees.....	\$ 41,046.97	\$ 2,721.76	\$ 43,768.73	\$ 41,664.30	\$ 2,104.43
Office Expenses.....	2,282.72	66.19	2,348.91	2,215.73	133.18
Travel.....	2,488.71	.....	2,488.71	2,104.23	384.48
Equipment.....	1,529.49	87.50	1,616.99	1,129.35	487.14
TOTAL.....	\$ 47,347.89	\$ 2,875.45	\$ 50,223.34	\$ 47,114.11	\$ 3,109.23*
MOTOR TRANSPORT FUND					
Salaries, Wages and Fees.....	\$ 7,659.10	\$ 8.40	\$ 7,667.50	\$ 7,131.94	\$ 535.56
Office Expenses.....	435.47	164.88	600.35	401.70	218.65
Travel.....	2,675.42	.....	2,675.42	2,391.96	283.46
Equipment.....	60.00	.....	60.00	15.68	44.32
TOTAL.....	\$ 10,849.99	\$ 173.28	\$ 11,023.27	\$ 9,941.28	\$ 1,081.99†
GRAND TOTAL, General Fund and Motor Transport Fund.....	\$ 58,197.88	\$ 3,048.73	\$ 61,246.61	\$ 57,055.39	\$ 4,191.22

*To bring into agreement with the balance of \$4,420.34 shown in the state auditor's report add \$1,311.11 claims issued in June, 1938 but not cleared through the auditor's office until July, 1938.

†To bring into agreement with the balance of \$1,278.07 shown in the state auditor's report add \$196.08 claims issued in June, 1938 but not cleared through the auditors office until July, 1938.

TABLE NO. 52
 INFORMAL DOCKETS
 JULY 1, 1937 to JUNE 30, 1938

No.	DESCRIPTION	DISPOSITION
409	Olaf Nelson Const. Co., Compt. vs. U. P. RR. Co. and D. & R. G. W. RR. Co., Defts.	Defts. authorized to refund \$463.92.
410	Utah Oil Refining Co., Compt. vs. D. & R. G. W. RR. Co., Deft.	Deft. authorized to refund \$45.17.
411	U. S. Smelting, Refining & Mining Co., Compt. vs. U. P. RR. Co., Deft.	Deft. authorized to refund \$172.10.
412	Mrs. W. A. Mendenhall, et al., Compt. vs. U. L. & T. Co., Deft.	Complaint dismissed.
413	Eddington Canning Co., Compt. vs. Salt Lake & Utah RR. Co. and D. & R. G. W. RR. Co., Defts.	Defts. authorized to waive collection of \$378.63.
414	Utah Oil Refining Co., Compt. vs. D. & R. G. W. RR. Co., Deft.	Deft. authorized to refund \$62.03.
415	Utah Oil Refining Co., Compt. vs. U. P. RR. Co. and Utah Ry. Co., Defts.	Defts. authorized to refund \$66.49.
416	B. J. Lund & Co., Compt. vs. U. P. RR. Co., Deft.	Deft. authorized to refund \$40.44.
417	Application of U. P. RR. Co. for permission to deviate from the provisions of G. O. No. 25 to extent of allowing impaired clearance on spur track serving American Smelting & Refining Co. at Mammoth, Utah.	Application granted and Clearance Permit No. 29 issued.
418	Application of U. P. RR. Co., for permission to deviate from provisions of G. O. No. 25 to extent of allowing impaired clearance on spur track serving U. S. Smelting, Refining & Mining Co.	Application granted and Clearance Permit No. 30 issued.
419	U. S. Smelting, Refining & Mining Co., Compt. vs. U. P. RR. Co. and Utah Ry. Co., Defts.	Defts. authorized to refund \$9.49.
420	Utah Poultry Prod. Coop. Assn., Compt. vs. D. & R. G. W. RR. Co. and Utah Ry. Co. Co., Defts.	Defts. authorized to waive collection of \$3.36.
421	Globe Milling Co., Compt. vs. D. & R. G. W. RR. Co. and W. P. RR. Co., Defts.	Defts. authorized to waive collection of \$6.72.
422	Utah Const. Co., Compt. vs. U. P. RR. Co. and Bingham & Garfield Ry. Co., Defts.	Defts. authorized to refund \$64.70.
423	U. S. Smelting, Refining & Mining Co., Compt. vs. Utah Ry. Co., D. & R. G. W. RR. Co. and U. P. RR. Co., Defts.	Defts. authorized to refund \$31.86.
424	W. G. Arlt, et al., Compts. vs. U. L. & T. Co., Deft.	Authority to extend bus service rendered on lines Nos. 11 and 12 denied.
425	P. S. C. of U., Compt. vs. So. Utah Power Co., Deft.	Deft. ordered to make changes in rules and practices.
426	L. N. Schwan, Compt. vs. M. F. S. Co., Deft.	Deft. ordered to make gas connection.
427	Vanity Cleaning Co., Compt. vs. Mt. F. S. Co., Deft.	Deft. ordered to make gas connection.
428	Elsie C. Rice, Compt. vs. Mt. F. S. Co., Deft.	Deft. ordered to credit account of compt. with \$20.28.
429	Vern Halliday, Compt. vs. Mt. F. S. Co., Deft.	Deft. ordered to credit account of compt with \$8.90.
430	A. O. Thorn Const. Co., Compt. vs. U. P. RR. Co., Deft.	Deft. authorized to refund \$129.42.

TABLE NO. 53
SPECIAL PERMISSIONS ISSUED DURING THE PERIOD
JULY 1, 1937 to JUNE 30, 1938

TO WHOM ISSUED	Number Issued
Bamberger Electric Railroad Co.....	5
Barton Truck Line, Inc., The.....	1
Bee Hive Stages (Howard Hout).....	1
Bingham Stage Lines Co.....	2
Bountiful Light & Power Co.....	2
Bringhamurst, Lyle, Co.....	1
Bronson, Guy E.....	1
Cameron Truck Line	3
Carbon Freight Line	1
Central Freight Association.....	1
D. & R. G. W. RR. Co., The.....	48
Eastern Utah Transportation Co.....	1
Fuller-Toponce Truck Co.....	1
Interstate Transit Lines.....	1
Local Utah Freight Tariff Bureau.....	5
Milne, Jos. J., Truck Line, Inc.....	5
Moab Garage Company.....	1
Mountain States Tel. & Tel. Co., The.....	1
Official Railway Equipment Register.....	1
Pacific Freight Tariff Bureau.....	11
Petty & Riddle, Inc.....	1
Rio Grande Motor Way, Inc.....	12
Salt Lake Coalville Stages (Don R. Hout).....	1
Salt Lake and Utah RR. Co.....	2
Salt Lake-Garfield & Western Ry. Co.....	1
Salt Lake-Tooele Stage Line (Howard J. Spencer).....	1
Siddall, H. W., Agent.....	2
Southern Pacific Company	2
Southern Utah Truck Co.....	2
Steele, Parley B.....	1
Sterling Transportation Co.....	3
Tooele Valley Railway Co.....	2
Ungricht Truck Line.....	2
Union Pacific Railroad Co.....	31
Utah Light and Traction Company.....	4
Utah Idaho Central Railroad Co., The.....	4
Utah Power & Light Company.....	2
Utah Railway Company.....	1
Western Pacific Railroad Co., The.....	5
Western Union Telegraph Co., The.....	1
TOTAL	173

TABLE NO. 54
**GENERAL ORDERS ISSUED DURING THE PERIOD
JULY 1, 1937 to JUNE 30, 1938**

No.	SUBJECT MATTER	DATE ISSUED
37	Rules and regulations for gas utilities operating in Utah	July 22, 1937
38	Uniform system of accounts for steam railroads; and uniform system of accounts for electric railways operating in the State of Utah	October 14, 1937
39	Adoption of uniform "List of Retirement Units for Electric Utilities"	January 20, 1938
40	Uniform system of accounts for telephone corporations having average annual operating revenues exceeding \$50,000	February 14, 1938

TABLE NO. 55
**NUMBER OF ACCIDENTS OCCURRING ON COMMON
 CARRIERS BY RAIL OPERATING IN UTAH
 JANUARY 1, 1937 to DECEMBER 31, 1937**

NAME OF CARRIER	Train Accidents	Train Service Accidents	Non-Train Accidents	Total Accidents
Steam Railroads & Terminal Companies:				
Bingham & Garfield Ry. Co.....	10	9	4	23
Denver & Rio Grande Western RR. Co., The	66	67	82	215
Ogden Union Ry. & Depot Co., The	9	5	4	18
Salt Lake City Union Depot & RR. Co., The.....	.....	1	4	5
Southern Pacific Co.....	4	6	5	15
Tooele Valley Ry. Co.....	.....	2	1	3
Uintah Railway Co.....	.....	.....	4	4
Union Pacific RR. Co.....	30	50	10	90
Utah Railway Co.....	5	4	12	21
Western Pacific RR. Co., The.....	6	5	5	16
TOTAL	130	149	131	410
Electric Interurban Railroads:				
Bamberger Electric RR. Co.....		5		5
Salt Lake-Garfield & Western Ry. Co. ....	.....	3	1	4
Salt Lake & Utah RR. Co.....	.....	10	5	15
Utah Idaho Central RR. Co., The .....	.....	19	2	21
TOTAL .....	.....	37	8	45
GRAND TOTAL	130	186	139	455

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

TABLE NO. 56
FATALITIES AND INJURIES ON RAILROADS OPERATING IN UTAH
JANUARY 1, 1937 to DECEMBER 31, 1937

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
STEAM RAILROADS & TERMINAL COMPANIES:												
Bingham & Garfield Ry. Co.	...	2	1	10	...	6	...	6	...	1	...	13
Denver & Rio Grande Western RR. Co., The	...	1	...	...	...	128	...	6	...	1	...	150
Ogden Union Ry. & Depot Co., The	...	1	...	1	...	1	...	1	...	...	...	8
Salt Lake City Union Depot & RR. Co., The	...	2	...	...	...	2	...	...	...	1	...	5
Southern Pacific Co.	6	...	1	...	...	...	10
Tooele Valley Ry. Co.	1	5	...	1	...	...	...	...	...	6
Utah Railway Co.	4	...	...	...	...	...	4
Union Pacific RR. Co.	...	5	7	13	...	29	...	5	...	1	...	56
Utah Railway Co.	15	...	1	...	2	...	15
Western Pacific RR. Co., The	...	1	...	3	...	6	...	1	...	1	...	12
TOTAL	...	12	9	32	...	3	203	14	...	2	15	279
ELECTRIC INTERURBAN RAILROADS:												
Bannock Electric RR. Co.	...	37	3	7	...	9	...	...	...	...	...	53
Salt Lake-Garfield & Western Ry. Co.	...	2	1	...	...	1	...	...	...	...	...	3
Salt Lake & Utah RR. Co.	1	...	13	...	...	...	...	...	14
Utah Idaho Central RR. Co., The	...	3	...	3	...	5	...	...	...	...	...	11
TOTAL	...	42	4	11	...	27	...	...	...	...	5	80
GRAND TOTAL	...	54	13	43	...	3	231	14	...	2	15	359

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

TABLE NO. 57
FATAL AND INJURIOUS ACCIDENTS TO PERSONS FROM MOTOR TRANSPORT
OPERATIONS WITHIN THE STATE OF UTAH
JANUARY 1, 1937 to DECEMBER 31, 1937

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:									
Central Arizona Transportation Lines, Inc.	1	.....	.....	.....	1	.....	.....	.....	1
Interstate Transit Lines	2	.....	.....	.....	4	.....	.....	.....	4
Overland Stages	1	.....	.....	.....	1	.....	.....	.....	1
Utah Light and Traction Co.	1	.....	4	.....	.....	.....	.....	.....	4
TOTAL	5	.....	4	.....	6	.....	.....	.....	10
FREIGHT LINES:									
Harwood, Homer	1	.....	.....	.....	.....	1	.....	1	.....
Larsen, Clay	1	.....	.....	.....	2	.....	.....	2	.....
Milne, Jos. J., Truck Line, Inc.	1	.....	.....	.....	4	.....	.....	.....	4
Salt Lake-Ordern Transportation Co.	1	.....	.....	.....	1	.....	.....	.....	1
Utah Central Truck Line	1	.....	.....	.....	1	.....	.....	.....	1
Woods, Laurel	1	.....	.....	.....	1	.....	.....	.....	1
TOTAL	6	.....	.....	2	16	1	.....	3	16
GRAND TOTAL	11	.....	4	2	22	1	.....	3	26

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

TABLE NO. 58
SUMMARY OF ACCIDENTS INVOLVING ELECTRIC, GAS, TELEPHONE AND WATER
COMPANY OPERATIONS WITHIN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1937

NAME OF COMPANY	Employees			Other Persons			Number of Property Damage Accidents			GRAND TOTAL		
	Killed	Injured		Killed	Injured		Utility	Non-Utility		Killed	Injured	Property Damage Accidents
Mountain Fuel Supply Company.....		10		2	5		.....	.....		2	15	.....
Southern Utah Power Co.....	1	.....		.....	1		.....	.....		1	1	.....
The Mountain States Telephone and Telegraph Co.....	.....	2		.....	.....		.....	1		.....	2	1
Utah Gas Company.....	.....	1		.....	.....		.....	.....		.....	1	.....
Utah Power & Light Co.....	2	25		.....	1		5	1		2	26	6
TOTAL	3	38		2	7		5	2		5	45	7

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

TABLE NO. 59

**RAILWAY WITH HIGHWAY GRADE CROSSINGS AND CROSSING PROTECTION WITHIN THE
STATE OF UTAH, STEAM RAILROADS AND TERMINAL COMPANIES
DECEMBER 31, 1937**

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, 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.	1	2	.....	7	1	9
Denver & Rio Grande Western RR. Co., The	5	.....	.....	592	.....	632
Ogden Union Railway and Depot Co., The	6	.....	.....	19	.....	29
Southern Pacific Company	3	1	.....	17	.....	21
Tonopah Valley Ry. Co.	11	.....	13
Union Pacific Ry. Co.	672	.....	763
Utah Railway Co.	16	1	.....	5	.....	19
Western Pacific RR. Co., The	42	.....	42
GRAND TOTAL	1	2	.....	.....	73	31	4	34	1,365	1	1,528

TABLE NO. 60

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

DECEMBER 31, 1937

NAME OF CARRIER	With Steam Railroads						With Electric and Street Railroads							
	By interlocking devices.	By automatic signals (au- tomatic interlocking).	By derrails on one line only.	By hand operated signals (not interlocked)	By Gates.	Unprotected.	TOTAL	By interlocking devices.	By automatic signals (au- tomatic interlocking).	By derrails on one line only.	By hand operated signals (not interlocked).	By Gates.	Unprotected.	TOTAL
Bingham & Garfield Railway Co.....	1				2	22	1	1					8	9
Denver & Rio Grande Western RR. Co., The.....	2	2			1	2	28						3	3
Ogden Union Railway and Depot Co., The.....							3							
Southern Pacific Company.....														
Tooele Valley Railway Co.....														
Union Pacific RR. Co.....	3	1		1		6	10	3				1	4	8
Utah Railway Co.....						3	3							
Western Pacific RR. Co., The.....														
GRAND TOTAL.....	6	3	...	1	3	32	45	4	1	15	20

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INDEX

In the index the following abbreviations are used:

D & R G W RR	The Denver and Rio Grande Western Railroad Co.
Mt. F S Co.	Mountain Fuel Supply Co.
M S T & T Co.	The Mountain States Telephone and Telegraph Co.
P S C U	Public Service Commission of Utah
P U C U	Public Utilities Commission of Utah
U L & T Co.	Utah Light and Traction Co.
U P RR	Union Pacific Railroad Co.
S P Co.	Southern Pacific Co.

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