

REPORT
of the
PUBLIC SERVICE
COMMISSION
OF UTAH
to the
GOVERNOR



For the Period
JULY 1, 1988 TO JUNE 30, 1989

REPORT
of the
PUBLIC SERVICE
COMMISSION
OF UTAH
to the
GOVERNOR



For the Period
JULY 1, 1938 TO JUNE 30, 1939

PUBLIC SERVICE COMMISSION

COMMISSIONERS

WARD C. HOLBROOK, *President*

OTTO A. WIESLEY

WALTER K. GRANGER

J. ALLAN CROCKETT, *Secretary*

THEODORE E. THAIN,
Chief Accountant

CHARLES A. ROOT
Commerce Attorney

EUGENE H. MERRILL
Chief Engineer

RALPH P. SMITH
Chief Inspector

Office: State Capitol, Salt Lake City, Utah

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

Sir:

We have the honor to submit herewith the twenty-first
annual report of the Public Service Commission of Utah.

Respectfully submitted,

(Signed)

WARD C. HOLBROOK,
OTTO A. WIESLEY,
W. K. GRANGER,

Commissioners.

(S E A L)

Attest:

(Signed) J. ALLAN CROCKETT,
Secretary.

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CHAPTER I

INTRODUCTION

During the fiscal year covered by this report, the Public Service Commission has pursued its duty of general supervision over the public utilities operating within the State of Utah. The principal objective underlying all of our activities is to procure efficient, adequate and safe service for the public at the most reasonable rates. The Commission, in its functions, has kept pace with the developments in the utility field and is constantly working toward a more detailed and effective supervision of all phases of the operation of public utilities.

Inasmuch as the activities of the Commission follow the same general program, each annual report of the Commission is necessarily more or less a duplication of the contents of previous reports. Discussions of the Commission, its history, jurisdiction, and functions have been contained in previous annual reports. It is not deemed necessary or advisable to again treat or amplify those subjects.

In this introductory statement, it is our purpose to call attention to a few salient phases of our work which are sufficiently different from our usual activities that particular attention should be called to them in the report for this year. These are:

- (a) The laying of a foundation for the valuation of utilities;
 - (b) The requiring of uniform rates for carriers; and
 - (c) The development of a highway grade crossing safety program.
- (A) THE LAYING OF A FOUNDATION FOR THE VALUATION OF UTILITIES:

The major endeavor of the Commission and its staff at the present time is the laying of a sound basis for the determination of values of utilities. Up to the present time no definite value for rate-making purposes has been placed upon the most important utilities in this state. As previously reported, our Commission adopted on March 29, 1937, a uniform system of accounts for all electric utilities having average gross annual operating revenues in excess of twenty-

five thousand dollars. The four largest electric utilities in the state, the Utah Power & Light Company, the Telluride Power Company, the Southern Utah Power Company, and the Uintah Power and Light Company, are now engaged in the work of reclassifying their property accounts in conformity with this system of accounts. It is contemplated that this program will be completed within the next fiscal year.

These utilities are also determining and setting up the original cost of their properties and making studies as to the proper rate of depreciation to be applied to them. When these three primary problems, the reclassification of property accounts, determination of the original cost of properties, and rate of depreciation, have been solved sufficiently to provide a basis for the Commission to work upon, a sound foundation will have been laid so that the matters of values and rates may be properly gone into. These factors then may be coordinated with other factors, as enunciated by the courts, for the determination of values of utilities.

It should also be stated that, while this program is being worked out, the Commission has followed its former policy of procuring rate reductions by negotiation and conference with the utilities rather than by prosecuting controversial rate cases. This method has been very successful during the tenure of the present Commission, as will be noted by the rate reductions set forth in our previous reports and those hereinafter referred to.

(B) THE REQUIRING OF UNIFORM RATES FOR CARRIERS:

The Commission has also directed its attention to the ever-growing conflict between railroads and motor carriers. Contract carriers, particularly, are playing an increasingly more important role in the transportation set-up. Heretofore the rates charged by contract carriers have been left largely to the contracting parties. Ruthless competition very often caused carriers to bid so low that they could not operate and maintain their equipment upon the rate charged. This resulted not only in the failure of the operation but also in the failure of the competing carrier who was deprived of the business. Thus good functioning transportation systems, which are so necessary to the prosperity of any locality, were threatened with impairment or destruction.

During the past year our Commission has attempted to remedy this situation by a new departure into the field of regulating the rates charged by contract carriers. The Com-

mission instituted an investigation of such rates and practices, using the carriers operating in the territory between Salt Lake City and Kanab by way of U. S. Highway 89 and contiguous thereto, as a starting point. A conference was held with all of these carriers, and uniform rates were prescribed. This has worked out very satisfactorily so far. The Commission is now following the policy of requiring that all contract carriers charge rates which are fair and compensatory for the operator and in accord with the rate structure charged by common carriers rendering similar service. It is believed that this program will have far reaching effects in maintaining a properly functioning transportation system throughout the state.

(C) THE DEVELOPMENT OF A HIGHWAY GRADE CROSSING SAFETY PROGRAM:

The Legislature of 1939 imposed upon the Commission the new duties of restricting the use of railway highway grade crossings to certain types of traffic, and the prescribing of the crossings to be used by school busses and other passenger carrying vehicles. This necessitated the expansion of the Commission's interest in the grade crossing field and the development of a program to take care of these duties. This subject is amplified under the report on the railway highway grade crossing program contained herein.

The foregoing constitutes a brief statement concerning the phases of the work of the Commission which are different from those explained in our previous annual reports.

CHAPTER II

DEPARTMENTAL ORGANIZATION AND FUNCTIONS

The Commission is each year crystallizing more definitely the functions of its own organization and assigning its duties to its departments and staff so that the greatest degree of coordination and the least amount of duplication and conflict in effort can be achieved.

The following table indicates the personnel which operates under the direction of the three commissioners.

STAFF OF PUBLIC SERVICE COMMISSION
AT JUNE 30, 1939

Secretary	1
Commerce Attorney	1
Accountants	6
Engineers	3
Inspectors	6
Rate Expert	1
Reporter	1
Stenographers	5
TOTAL	<hr/> 24

The whole Commission exercises general supervision over each of the four departments. The work of each department naturally interlocks with the work of all other departments. It is the aim of the Commission to make assignments to each commissioner so that each departmental function will have the personal supervision of one commissioner, as well as general supervision by the whole Commission. These assignments are designed so that each commissioner will have a well-balanced share of the work of the Commission under his direct supervision.

For the purpose of presenting a composite picture of the Commission, its departments and their respective functions, we have prepared the accompanying diagram.

ORGANIZATION AND DUTIES OF PUBLIC SERVICE COMMISSION OF UTAH

COMMISSIONER	COMMISSIONER		COMMISSIONER
	PRESIDENT	SECRETARY	
ACCOUNTING DEPARTMENT	ENGINEERING DEPARTMENT	INSPECTION DEPARTMENT	RATE DEPARTMENT
Annual Reports	Rates	Railroad Companies	Railroad Companies
Audits of Utilities' Records	Valuations	Motor Transportation Companies	Motor Transportation Companies
Payment of Common Stock Dividends	Service Standards	Accidents	Interstate Rates
Reclassification of Property Values	Safety Standards	Authority to Operate	Intrastate Rates
Valuations	Depreciation Rates	Complaints	Passenger Express Freight
	Accidents	Rates	
	Complaints	Safety Standards	
	Grade Crossings	Service Standards	
		Grade Crossings	

ACCOUNTING DEPARTMENT

The efforts of the Commission's accounting department were directed along two principal lines during the fiscal year under consideration, first, a continuation of the investigation and checking of the reclassification of the property accounts of Utah Power and Light Company, Telluride Power Company, and Southern Utah Power Company; and second, a continuation of a program of field audits of the various public utilities operating in Utah.

It has been stated in a previous report of the Commission that under the new uniform system of accounts for electric utilities prescribed by the Commission each electric utility operating in Utah with average annual operating revenues in excess of \$25,000 is required to reclassify its plant account on the basis of original cost. The term "original cost" as used in this connection, means the cost to the person first devoting the property to public service. The determination of original cost and the reclassification on the basis of the accounts prescribed in the new system of accounts has developed into a job of great magnitude both for the utilities involved and the Commission. The work has progressed to a point where it is anticipated it will be completed within the present calendar year. Approximately fifty per cent of the time of the accounting department has been devoted to this work during the past fiscal year.

Field audits were completed during the period of the accounts and records of Mountain Fuel Supply Company, Uintah Gas Company, Valley Fuel Supply Company, Peoples Light & Power Company, Bear River Valley Telephone Company, Union and Jordan Irrigation Company, Yellow Cab Company, and Airway Motor Coach Lines. A cost analysis and investigation of accounts of Utah Light and Traction Company was completed but a report had not been submitted to the Commission at the closing date of this report.

Under date of December 27, 1938, the Commission issued General Order No. 41, wherein new accounting systems were prescribed for common and contract motor carriers in

Utah. The uniform systems of accounts prescribed by the Interstate Commerce Commission for common and contract motor carriers with average gross operating revenues of \$100,000 or over annually were adopted by this Commission. A uniform system of accounts for carriers having average gross operating revenues of \$25,000 or over but under \$100,000 annually was prepared by the Commission's accounting department and adopted in said General Order No. 41. A further system of accounts was prepared by the department and adopted by the Commission for carriers having average gross operating revenues of less than \$25,000 annually. New annual report forms were also adopted by the Commission for all classes of motor carriers operating in Utah. The annual report form prescribed by the Interstate Commerce Commission for Class I motor carriers was adopted and new report forms were prepared by the department for Class II and Class III motor carriers.

General Order No. 42 issued on June 30, 1939, prescribes a new accounting system for gas utilities operating in Utah with average annual gas operating revenues exceeding \$25,000. The system adopted is one prepared by the Committee on Statistics and Accounts of Public Utility Companies of the National Association of Railroad and Utilities Commissioners. The Commission also adopted a list of retirement units for gas utilities, the purpose of which is to create greater uniformity in accounting for replacements of units of property of gas utilities.

A new annual report form was prepared by the department for the use of common carriers transporting passengers in one or more cities in Utah by means of street railway, electric coach, gasoline bus, or by two or more of these types of conveyances. This annual report form was developed in conformity with a new set of accounts previously prescribed for carriers of this nature. An annual report form also was prepared for refrigerator car corporations.

The above discussion presents a general summary of the more important accomplishments of the Commission's

accounting department during the period under discussion. Routine matters such as the checking of the annual reports of public utilities, the preparation of analyses of these reports, the preparation of opinions on applications from electric and gas utilities to pay common stock dividends, and other matters of a routine nature were continued as in the past.

ENGINEERING DEPARTMENT

The Engineering Department maintains a constant check upon the rates, rules and practices of all utilities in the State and makes determinations of their property values. Detailed inventories and appraisals were made during the year of the properties of the Odell Water Company, Union and Jordan Irrigation Company, and the Bear River Valley Telephone Company, in addition to the regular investigations of the other utilities.

The department also investigated all accidents occurring as a result of the operation of utilities, except those engaged in transportation. Analyses of causes and safety factors were made and recommendations made to the Commission to prevent recurrence whenever possible.

It was necessary to make an inspection of practically all the railroad highway grade crossings in the State to obtain data to further the Commission's program of reducing or eliminating hazards existing at such crossings and regulating the crossings used by school busses and other passenger carrying vehicles.

The Commission has sufficient equipment to permit the checking of most types of electricity, water and gas meters maintained in service by the utilities. We spot check these meters periodically to see that they do not exceed the margin of error permitted by the rules of the Commission.

In cooperation with the University of Utah, analyses were made from time to time of the heat content of the gas distributed in the State by gas utilities.

The rules and regulations regulating the service of electric utilities, General Order No. 33, were amended. These rules provide for the testing of demand meters at specified intervals and for the maintenance in service of certain types of station instruments and recording voltmeters. Maximum limits of variation for voltage and frequency of electrical energy supplied by utilities are established, and provision is made that construction of utility plant shall be in accordance with the latest edition of the National Electrical Safety Code. The rules require that records be kept by each utility for complaints and of any interruptions to service. They provide further, that if an electric utility, either before or after connecting a customer, discovers defective electric wiring or defective equipment in service or electric wiring or equipment in service which causes undue interference with the service rendered other customers, it shall report the same to the Commission, and if notified by the Commission or city or county authorities, it shall discontinue electric service for use through such wires or in such equipment.

One very important phase of these rules, so far as the public is concerned, is the regulation with respect to the construction of line extensions. Under the old rules, utilities were required to construct an extension up to the value of three times the annual guaranteed revenue from the customers. The rule as modified, increases the amount the company will invest in an extension up to five times the annual guaranteed revenue from customers. If the amount of such guaranteed annual bill is less than one-fifth the cost of construction, a utility requires an advance from the customer of the difference between the cost and five times the annual bill. When such an advance is made by a customer, he is entitled to a refund of one-fourth of the amount of the bill, in excess of the amount guaranteed, for a period of five years, or until the total advance is refunded to the customer if such occurs in less than five years. When additional consumers other than the original users desire service from an extension constructed with the aid of consumers' cash contributions, during the period of sixty months first following construction, service shall not be furnished until an equitable settlement has been reached by the additional consumers with the original consumers. If the actual cost of construction of an extension is less than the estimated cost, the rules provide that adjustments shall be made to the consumer on the basis of the actual cost of construction. Provision is also made that if a utility desires to construct a line having a

larger capacity than is practical under the circumstances, that the excess cost of construction shall be borne in total by the utility.

The rate schedules on file with the Commission showing the rates, rules, and practices of the various utilities other than those engaged in transportation operations were checked during the year. Comparisons between the rates of the various gas and electric utilities rendering service in Utah with rates in effect in other communities in the nation for residential, commercial, and industrial service were made from data gathered from various sources. Analyses of various of the rates were made, resulting in certain of the schedules being modified.

Memoranda and charts were submitted to the commission monthly showing by months the average daily and average monthly B. T. U. content of the gas sold in the state; the earnings, kilowatt-hours consumed, number of customers, and rate per kilowatt-hour by rate schedules for service rendered in the state; and the number of telephone stations maintained in service in the different exchanges in the state. These memoranda and charts covered the largest gas, electric, and telephone utilities, respectively.

The studies that were being made by the major electric utilities relative to the reclassification and determination of the original cost of construction of their properties were investigated by the department. In those instances where inventories were made by the companies to assist in the reclassification, such were checked in detail, and various of the other steps in the companies' procedure were analyzed.

Most of the informal complaints made by the public concerning the service of utilities are investigated and adjusted by this department. These matters generally are minor controversies about customers' deposits, the cutting off of service, the failure to render the type of service requested, or the charging of discriminatory rates. Such minor complaints are usually adjusted by conference and negotiation so that both the utility management and the customer are satisfied. In case such solution is not effected, either party may file a complaint with the Commission and have a full investigation and presentation of the facts to the Commission itself.

INSPECTION DEPARTMENT

Duties

The Inspection Department is charged with enforcing the Motor Carrier Act, Chapter 65, Laws of Utah, 1935, conducting investigations relative thereto, examining complaints received, preparing reports, carrying on correspondence incidental to motor transportation, issuing special permits, investigating all accidents wherein motor carriers are involved, keeping motor carrier liability insurance policies covering each individual operator in full force and effect, and performing other miscellaneous duties as the Commission requires.

During the past fiscal year special investigations were made of all common motor carriers transporting household goods, as well as the majority of common motor carriers transporting commodities generally concerning the application of their rates and charges with respect to those set out in tariffs filed with the Commission by such carriers.

As a result of these investigations it was found necessary in maintaining a stable, well-balanced transportation system, which is generally recognized as a basic public need, to prescribe uniform tariff rates for all common motor carriers of household goods throughout the state. As elsewhere discussed in this report the Commission is working out a program of requiring all contract carriers to conform to the uniform rate structure.

Arrests

In carrying on the duties assigned and enforcing the Motor Carrier Act it was necessary for the department to make 21 arrests in which motor carriers were involved. In each case the violation was taken to the nearest Justice of the Peace in each county where the offense was committed.

Thirteen of these arrests were made for violation of Section 9 of the Motor Carrier Act for operating motor vehicles as contract carriers in intrastate commerce without having first obtained from the Commission the necessary permits. Four were arrested for violation of Section 10, in which contract motor carriers were operating over Utah highways in interstate commerce without first obtaining a license from the Commission. Three were arrested for viola-

tion of Section 15 for not displaying identification plates. One carrier was arrested for violation of Section 18 in operating without filing the necessary public liability, property damage, and cargo insurance.

Of the twenty-one arrests made and filed in court, fifteen were found guilty and fined, the fines ranging from \$5.00 to \$75.00. In almost every instance a jail sentence was imposed, but in every case the jail sentence was suspended upon payment of the fine. Three defendants were found not guilty and three were dismissed.

Temporary Authorities Granted

In keeping with the Commission's policy of restricting to a minimum the number of special permits issued under Section 11 of the Motor Carrier Act, only 574 emergency, temporary, and seasonal permits and licenses were issued, as compared to 910 such permits and licenses granted during the previous fiscal year ending June 30, 1938.

The following is a summary of emergency, temporary, and seasonal permits and licenses issued during the fiscal year, July 1, 1938 to June 30, 1939:

	10 Days or Less	15 Days	20 Days	30 Days	45 Days	60 Days	Until Canc'd	Total
Emergency Permits	350	11	8	18	3	7	0	397
Temporary Permits	7	8	7	16	2	5	0	45
Seasonal Permits	0	0	0	1	0	15	0	16
Emergency Licenses	52	5	0	2	0	0	36	95
Temporary Licenses	1	1	0	0	0	1	18	21
Total	410	25	15	37	5	28	54	574

Safety

In 1937 the Commission revised its safety rules and regulations governing the qualification of employees, and safety of operations and equipment of common and contract carriers by motor vehicle operating for hire. This was done to bring about greater uniformity in the motor carrier industry and reduce accidents to a minimum.

Concerted effort has been made by the Inspection Department in checking carriers' equipment to meet the Com-

mission's requirements and eliminate all accidents caused by faulty equipment, endeavoring to more adequately protect the traveling and shipping public using the highways of our state.

During the fiscal year just passed there were twenty-eight reportable accidents involving motor carriers. Nine accidents caused property damage only. In the other nineteen accidents twenty-eight persons were injured and four persons were killed. This figure should be reduced materially in the future through cooperation with other state and federal agencies interested in highway safety because of increased enforcement of all safety measures.

Railroad Inspection

Inspections and investigations relative to various of the railroad company operations in Utah have been made regularly by the Commission's railroad inspector. During the course of this work, inspections were made in accordance with the state law, which prohibits the movement within this state of broken or defective rolling stock by railroads. Interlocking devices, automatic train control equipment, and train actuated railroad highway grade crossing signals were inspected.

The Commission's General Order No. 32, "In the Matter of Promulgating Standard Rules and Regulations Covering the Protection of Railroad Crossings at Grade by Signals and Signs," was amended to require the installation of signs at railroad highway grade crossings that are protected by watchmen during a portion of the day, to advise the traveling public when such watchmen were off duty and to provide for a monthly inspection and the keeping of the necessary records of train actuated railroad highway grade crossing signal devices.

A check was made of various of the railway companies' road beds, box cars, passenger cars, engineers, shop equipment, and station buildings, in the interests of the health and safety of the railway companies' employees and in the interests of the public welfare.

A general field inspection was made of practically all of the railroad highway grade crossings in the state, with the view of gathering information to determine how the hazards existing at those crossings could be eliminated or reduced.

Consideration was given in that work to the construction of grade separations, the installation of train actuated railroad highway grade crossing signals, the closing of crossings, the installation of reflectorized cross-buck signs and other types of protective devices, the improvement of the physical condition of the crossings, the removal of obstructions to view between rail and highway traffic, and the change in manner of the operation of highway traffic or railway traffic, such as the installation of stop signs on some highways and the change in the type of whistles used by certain trains.

The accidents resulting from the operations of railway companies in Utah were investigated, and reports were rendered to the Commission containing recommendations relative to preventing a recurrence of some of such accidents. The Commission's General Order No. 36, "In the Matter of Promulgating Rules and Regulations Governing Reports of Accidents Occurring on Steam and Electric Railways," was amended to provide for the reporting, by railroad companies, to the Commission, of detailed information relating to the accidents occurring at railroad highway grade crossings.

Investigations were made to determine if sufficient and suitable equipment was being maintained in service by the railway companies for serving the public and if the railway operations were in accordance with the published time schedules.

Investigations were made to determine if suitable safety appliances were maintained in serviceable condition in the engines, passenger and freight cars, station buildings and shops of the various railway companies.

TRANSPORTATION RATE DEPARTMENT

The activities of the Transportation Rate Department during the year were directed principally, insofar as the interstate rate situation is concerned, in resisting increased rates proposed by rail carriers on agricultural commodities and livestock. These proposed increases applied largely to the freight rates on fruits and vegetables from Utah to destinations throughout the Central and Southwestern states.

Owing to the very low market prices received by our fruit and vegetable producers, the Commission has felt that there should be no increases in the freight rates or charges on these commodities until at least the prices received by

our producers will give them a profit above the cost of production. There have been five separate proposals filed with the Interstate Commerce Commission by railroads serving Utah involving increased rates and charges to Utah shippers of fruits and vegetables, each one of which we have thus far successfully resisted.

Similar increases have been proposed by the carriers on feeder and stocker livestock from Utah to our principal livestock markets, which we have likewise resisted, one of which the Interstate Commerce Commission has decided in our favor, and the other cases are now pending before that Commission for decision.

The following table shows the estimated savings in transportation costs to the people of Utah, which resulted from our participation in cases before the Interstate Commerce Commission.

Case No.	Commodities	Amount
I & S 4495	Potatoes and Onions	\$ 50,000
I & S 4501	Fruits	25,000
I & S 4506	Ocean-Rail Merchandise	2,070
I & S 4524	Beans	4,500
I & S 4582	Potatoes and Vegetables	600
I & S 4577	Fruits and Vegetables	47,000
Docket 27812	Livestock	48,500
Total		\$177,670

A more detailed treatment of these cases and others handled by this department will be found in this report in the chapter entitled, "Transportation Rates."

In regard to intrastate rates the Transportation Rate Department has given a great deal of attention to the rates of common carriers throughout the state, with the purpose in mind of eliminating discriminatory situations which have heretofore prevailed. In some cases, large merchandise dealers have employed contract operators at very low rates, thus enabling them to undersell their competitors who, by reason of their restricted tonnage, were compelled to use the common carrier rates at considerably higher levels. While this

situation has not been entirely removed, it has, during the past year, been greatly mitigated to the mutual satisfaction of carriers and shippers with substantial reductions in transportation costs in practically every instance.

CHAPTER III

FORMAL CASES BEFORE THE COMMISSION

The following table contains a general summary of the formal cases handled by the Commission during the fiscal year covered by this report:

FORMAL CASES BEFORE THE COMMISSION

JULY 1, 1938 to JUNE 30, 1939

TYPE OF CASES	Cases Pending July 1, 1938	Cases Filed 7-1-38 to 6-30-39	Total	Cases Disposed Of	Cases Pending June 30, 1939
Electric Power and Light Rates.....		1	1		1
Railroad Rates	3		3	3	
Express Rates		1	1	1	
Station Agency	1	3	4	3	1
Grade Crossing Cases.....	1	40	41	34	7
Street Railway Cases.....		1	1		1
Motor Transport Cases.....	48	104	152	106	46
Miscellaneous Cases		9	9	7	2
TOTAL	53	159	212	154	58

The following figures show a comparison of the number of formal cases filed and the number of cases disposed of during each of the past five 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
July 1, 1938 to June 30, 1939	159	154

The following pages contain a brief discussion of the formal cases disposed of during the period with particular reference to those cases which are considered of most importance.

Railroad Rates

This subject is of sufficient importance that we have devoted the entire chapter entitled, "Transportation Rates"

in this report to a discussion of some of the cases dealing with it.

Station Agency Cases

The Commission disposed of three cases during the period involving applications to abandon railroad stations. In two of these cases the Southern Pacific Company sought authority to abandon its non-agency station at Bovine, Box Elder County, and its agency station at Kelton, Box Elder County, respectively, which authority was granted in each case. In the other case The Railway Express Agency, Inc. also applied for and was granted authority to abandon its agency station at Kelton, Box Elder County, Utah.

Grade Crossing Cases

In the first chapter of this report attention was directed to the intensive study and investigation being made by the Commission of the grade crossing problem in Utah. During the past fiscal year an exceptionally large number of cases were handled by the Commission dealing with grade crossings, as indicated by the foregoing table. The disposition made by the Commission in the thirty-four cases that were closed during the period is summarized in table No. 3, appendix No. II, and will not be discussed further at this point. Attention is called to the fact, however, that in most instances the Commission ordered a crossing abolished or in lieu thereof, that proper protection devices be installed at the crossing so as to afford adequate warning to those using the crossing.

Motor Transport Applications

A considerable part of the Commission's time and efforts is devoted to the regulation of common and contract motor carriers. During the period covered by this report, there were 104 new applications filed for operating rights of various kinds over the highways of Utah, and in addition a large number of supplemental applications were filed in which carriers sought authority for enlargement or extension of existing operating rights. The foregoing table of formal cases shows that 106 motor transport applications were disposed of during the period. In addition to these cases, the Commission issued forty-eight orders of various kinds covering supplemental applications from motor carriers.

The following table shows a summary of the action

taken by the Commission in the 106 cases disposed of during the period. It will be observed from this table that twenty-seven certificates of convenience and necessity, thirty-six contract carrier permits, and twelve interstate carrier licenses were issued, while fifteen applications were denied and sixteen applications were dismissed.

MOTOR TRANSPORT APPLICATIONS DISPOSED OF JULY 1, 1938 to JUNE 30, 1939

Nature of Rights Applied For	Number of Applications			
	Granted	Denied	Dismissed	Total
Certificate of Convenience and Necessity	27	5	5	37
Contract Carrier Permit (Intrastate Operation)	36	8	8	52
Interstate Carrier License.....	12	2	3	17
TOTAL	75	15	16	106

The various types of operating rights granted under the certificates, permits, interstate licenses, and temporary interstate licenses issued during the period are summarized in the following table:

SUMMARY OF OPERATING RIGHTS GRANTED TO MOTOR CARRIERS

JULY 1, 1938 to JUNE 30, 1939

	Number of Certificates Issued	Number of Permits Issued	Number of Licenses Issued	Number of Temporary Interstate Licenses Issued
Freight Service Only (Commodities Generally)	6	3	4	2
Freight Service Only (Specified Commodities)	5	32	9	7
Passenger Service Only.....	7	1		1
Passenger and Express Service	4			
Passenger, Freight, and Express Service	1			
Household Goods, Office Fixtures, etc.	3			
TOTAL	26	36	13	10

Operating Rights Cancelled

It becomes necessary to cancel the operating rights of various motor carriers each year. The most common reasons for cancellation are failure to maintain on file with the Commission the liability and property insurance required by law and failure to observe the rules and regulations prescribed for motor carriers. Occasionally an operating right is cancelled at the request of the carrier. During the past fiscal year the following number of operating rights were cancelled:

Certificates of Convenience and Necessity	3
Contract Carrier Permits	23
Interstate Carrier Licenses	3
Temporary Interstate Licenses	1

Complete summaries of the Commission's orders dealing with motor transport cases may be found in tables No. 4 to 12, inclusive, appendix No. II.

Miscellaneous Cases

The Commission issued orders in nine cases that are classified herein as miscellaneous. Seven of these cases were closed by June 30, 1939, while two of the cases were still pending at that date. These cases are discussed briefly below:

In case No. 2130, the Bear River Valley Telephone Company applied for and was granted permission to discontinue telephone service on its line serving Blue Creek Valley.

Utah Power and Light Company was granted a certificate of convenience and necessity in case No. 2140, authorizing it to exercise the privileges granted under a franchise from Logan City.

In case No. 2177, the Commission approved a power exchange agreement between Utah Power and Light Company and Brigham City, and in case No. 2174 the Commission approved an agreement between Utah Power and Light Company and Midvale City for the furnishing of electric energy for street lighting purposes.

Bountiful Light and Power Company and Utah Power and Light Company were the joint applicants in case No. 2153, wherein authority was sought and granted for the ac-

quisition of the physical properties and other assets of Bountiful Light and Power Company by Utah Power and Light Company.

In case No. 2169, certificate of convenience and necessity No. 505 was issued to the Odell Water Company, a corporation, authorizing it to operate a public water system in the locality of North Salt Lake.

In issuing a preliminary order in case No. 2251, authorizing the Moon Lake Electric Association, Inc., to proceed with the construction and operation of an electric power transmission line, pending the receipt of a franchise from Duchesne County, the Commission exercised the seldom used power conferred in Section 76-4-24, Revised Statutes of Utah, 1933. The proposed transmission line of approximately sixty-five miles in length is to serve the communities of Bluebell, Mt. Emmons, and Altonah in Duchesne County through a connection with the facilities of Uintah Power and Light Company at Upalco.

In case No. 2262 the Garkane Power Company, Inc. applied to the Commission for an exemption from the necessity of obtaining a certificate of convenience and necessity and, in the alternative, for a certificate of convenience and necessity authorizing the construction of an electrification project in Garfield and Kane Counties. In a preliminary report and order, dated June 5, 1939, the Commission authorized the Garkane Power Company, Inc. to go forward with the construction of its project with the proviso that a hearing be had before the Commission to determine whether or not said organization is subject to the jurisdiction of this Commission.

A report and order was issued on June 23, 1939, in case No. 2272, wherein the Commission issued certificate of convenience and necessity No. 523, authorizing the transfer to Bamberger Railroad Company of all the rights and privileges of the Bamberger Electric Railroad Company and its receivers, Julian M. Bamberger and Lahman V. Bower, as a common carrier of passengers, freight, express, and mail by rail between Salt Lake City and Ogden, Utah. This application was the outgrowth and termination of a receivership through which the Bamberger Electric Railroad Company had passed.

COURT CASES

Wilson McCarthy and Henry Swan,
Trustees, et al., Plaintiffs, vs. Public Ser-
vice Commission of Utah, et al., Defend-
ants.

This case, referred to in our last annual report, was again decided by our Commission January 19, 1939, and an order was issued granting the Salt Lake Transfer Company, the original applicant in the case contract carrier rights to haul machinery, plumbing supplies, and equipment requiring special machinery or handling for certain specified firms. The appellants have appealed the case again to the Supreme Court and the Salt Lake Transfer Company has also filed a cross appeal so that the matter is now again before the Supreme Court.

In addition to the above-mentioned appeal, the applicant, Salt Lake Transfer Company, has brought an action in the District Court, in accordance with the provisions of Section 9 of Chapter 65, Laws of Utah, 1935, which provides for a plenary review of the proceedings. Thus in effect, there are pending, two appeals on this case from the decision of the Commission. This anomaly in our law, leaves the rights of litigants before this Commission in a very uncertain status, which the decisions in this case may clarify. Neither case has been acted upon up to the present time.

Utah-California Motor Lines, Inc. et
al., Plaintiffs, vs. Public Service Commis-
sion of Utah, et al., Defendants.

This case involved approximately \$25,000 payed under protest by the Utah-California Motor Lines as ton mile tax under the provisions of Section 16, of Chapter 53, Laws of Utah, 1933. The matter was tried before the Third District Court in Salt Lake County and was decided in favor of the Commission. The money is still being held by the State Tax Commission. There is another case on appeal to the Supreme Court, testing the constitutionality of the ton mile tax law referred to.

Fuller-Toponce Truck Company, et al.,
Plaintiffs, vs. Public Service Commission
of Utah, et al., Defendants.

This is a case in which the Public Service Commission of Utah issued on March 30, 1937, to the plaintiffs, a cer-

tificate of convenience and necessity authorizing it to operate as a common motor carrier of property in intrastate commerce between Salt Lake City and the Utah-Idaho State Line, serving practically all points in Box Elder and Cache Counties. The Commission granted a rehearing in the matter and later cancelled and annulled the aforementioned certificate and issued another one limiting the rights granted to the plaintiffs between Salt Lake City on the one hand, and Perry, Mantua, and College Ward on the other hand. The plaintiffs appealed the latter action of the Commission to the Supreme Court in December of 1937, and it was not disposed of at the close of the period covered by this report.

Carbon Freight Lines, et al., Plaintiffs,
vs. The Denver and Rio Grande Western
Railroad Company, et al., Defendants.

The Commission issued an order dated February 8, 1938, in the above-entitled matter, authorizing the applicants to operate as common carriers of freight between Salt Lake and Carbon Counties. The Denver and Rio Grande Western Railroad Company appealed from this decision and the applicant cross appealed. The matter was pending before the Supreme Court at the close of the fiscal year.

CHAPTER IV

INVESTIGATIONS OF UTILITIES

It was stated in a previous report of the Commission that a policy had been adopted by the Commission of making preliminary investigations of the utilities under its jurisdiction to determine if any orders should be entered in respect to the rates, rules and regulations, and practices of such utilities. During the fiscal year just past, the Commission concluded twelve investigations of this type. Several of these investigations involved the rates and practices of motor carriers operating in Utah, which investigations are discussed in the section on transportation rates and will not be elaborated on at this point. Four of the other dockets included in this group are discussed briefly below.

Investigation Docket No. 1

IN THE MATTER OF THE INVESTIGATION OF THE RATES AND PRACTICES OF THE TELLURIDE POWER COMPANY.

In the above entitled docket an investigation was made of the operations, physical properties, and the books and records of Telluride Power Company. On September 15, 1938, the Commission issued an order based upon the investigation thus made in which the company was required to publish new rate schedules covering residential lighting, cooking, and water heating, commercial lighting, church lighting, and commercial cooking and heating. The reduced rates effected an annual saving to rate payers of the company of approximately \$18,000. The company was ordered further to allow its customers 15 days from the date of rendition of each monthly bill for the payment of the net bill and also to reduce the penalty for delinquent payment of bills from 10 per cent to 5 per cent of the net bill. A further provision in the order required the company to file a schedule for irrigation pumping, cancelling the flat rate schedule then in effect and providing rates revised downward for users having an unfavorable load factor, effective for the 1939 irrigation pumping season. A further requirement in the order provided that the company make an inventory of its physical property used and useful in the service of the public; that the accounts of the company be reclassified in accordance with the Commission's General Order No. 34, and also that the company make studies to ascertain proper depreciation rates for its depreciable properties.

Investigation Docket No. 15

IN THE MATTER OF THE PETITION
OF RALPH P. JONES, ET AL., VS. UTAH
LIGHT AND TRACTION COMPANY.

The parties in this matter alleged that the Seventh East street car line of Utah Light and Traction Company was in a poor state of repair; that some of the street cars were extremely noisy, and requested the removal of said tracks and the replacement of street car service with bus service. A hearing on the petition was conducted and on January 5, 1939, the Commission ordered Utah Light and Traction Company to effect the following changes on the route in question:

- "1. That bus service be substituted for street car service on the Thirteenth East and Seventh East routes on Sundays and holidays, starting January 1, 1939.
- "2. That bus service be substituted for street car service on the Thirteenth East and Seventh East routes evenings after 8:00 p.m., starting January 9, 1939 and continuing for a trial period of thirty days.
- "3. That bus service be substituted for street car service on Seventh East Street from Twenty-seventh South to the end of the line on a schedule which will be similar to and which will correlate with the street car service. This service to be rendered for a trial period of thirty days, starting January 9, 1939.
- "4. The company will arrange for and complete the the substitution from street car to bus service on all of its lines on or before June 1, 1940."

Shortly after the issuance of said order a petition was filed with the Commission by Division 382, Amalgamated Association of Street, Electric Railway and Motor Coach Employees of America in which said organization requested an opportunity to be heard in opposition to the Commission's order. Accordingly the Commission temporarily suspended the operation of subdivision 2 of said order relating to the substitution of bus service for street car service on Thirteenth East and Seventh East routes.

The Commission took further testimony on January 23,

1939, on the matter and under date of January 28, 1939, an order was issued as follows:

"IT IS NOW, THEREFORE, ORDERED, That subdivision 2 of the original order issued on January 5 in this case, providing for the substitution of bus service for street car service on the Thirteenth East and Seventh East routes, evenings after 8:00 p.m., is suspended until April 1, 1939, at which time said provision shall become of full force and effect.

"IT IS FURTHER ORDERED, That subdivision 3 of said order, pertaining to the changeover of bus service on the Seventh East line, south of Twenty-seventh South is hereby revoked.

"IT IS FURTHER ORDERED, That in all other particulars, said order shall remain in full force and effect."

Upon further request of the Amalgamated Association of Street, Electric Railway and Motor Coach Employees of America the Commission issued an order on March 14, 1939, extending the effective date of the order issued on January 28, 1939, from April 1, 1939 to May 1, 1939.

Investigation Docket No. 17

IN THE MATTER OF THE INVESTIGATION OF SERVICE OF THE TELLURIDE POWER COMPANY AT PANGUITCH, UTAH.

Following an investigation made by the Commission of the service being rendered by Telluride Power Company at Panguitch, Utah, an order was issued on April 22, 1939, wherein the company was ordered to bring its electric service to the residents of Panguitch up to the standards required by the rules and regulations of the Commission. Subsequent to the issuance of this order the Commission was advised by Telluride Power Company that it had decided to run a line extension to Panguitch from a point on the main transmission system a few miles south of Marysvale, which extension will provide an adequate power supply for Panguitch and will also take care of future requirements in the Junction-Circleville territory.

Investigation Docket No. 18

IN THE MATTER OF THE INVESTIGATION OF THE RATES AND PRACTICES OF THE UINTAH POWER AND LIGHT COMPANY.

A preliminary investigation was made of the rates, properties, and operations of the Uintah Power and Light Company, based upon which an order was issued on May 31, 1939. Under the terms of the order the company was instructed to comply with the following requirements:

To file revised rate schedules covering residential and domestic service, commercial and industrial lighting, and service to churches. The estimated annual saving to rate payers from the reduced rates is approximately \$4500.

To provide a period of 15 days from date of billing in which the net bill may be paid and to reduce the penalty for delinquent payment of bills from 10 per cent to 5 per cent.

To modify its rules and regulations to provide for the kilowatt or horse power demand under industrial schedules on a 15 minute load instead of a 5 minute load.

To make an inventory of its physical properties used and useful in the service of the public; to reclassify its accounts on the basis of the new uniform system of accounts for electric utilities; and also to make studies to ascertain proper depreciation rates for its depreciable properties.

CHAPTER V

TRANSPORTATION RATES

I. & S. Docket No. 4495

PROPOSED INCREASES ON FREIGHT RATES ON
POTATOES AND ONIONS

In April, 1938, the railroads serving 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 \$48.00 per car on onions.

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 proposed increases until a hearing could be had and the matter determined on its merits. This Commission, through its Rate Department, put in testimony at the hearing and the case was orally argued by our Commerce Attorney before the Interstate Commerce Commission at Washington, D. C. The decision of the Interstate Commerce Commission, rendered February 20, 1939, held the increases proposed not justified and ordered the tariffs containing such proposed increases cancelled.

The savings in freight charges to Utah producers of potatoes and onions will aggregate approximately \$50,000 per annum.

I. & S. Docket No. 4501

PROPOSED INCREASES ON FRUIT AND
VEGETABLE RATES

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 to practically all of the important consuming points East of the Rocky Mountains and West of the Mississippi River. These increases averaged \$25.00 per car on apples and \$16.00 per car on other deciduous fruits and were published to become effective June 30, 1938. This Commission, in cooperation with the commissions and other interested parties in the states named, protested to the Interstate Commerce Commission and that commission suspended the proposed increases

pending a hearing as to the lawfulness of said increases. After the case had been set for hearing in September, 1938, the railroads decided to withdraw the increases and the tariffs containing said increases were cancelled out with the Interstate Commerce Commission.

The average annual saving to Utah producers of apples and other fruits is estimated to be about \$25,000.

I. C. C. Docket No. 17,000 — Part 9

PROPOSED CANCELLATION OF REDUCED FREIGHT RATES ON FEEDER AND STOCKER LIVESTOCK

In April, 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 general livestock rate investigation, in which rates had been prescribed on fat livestock and reduced rates averaging 85 percent of the fat livestock rate prescribed on feeder and stocker livestock. The purpose of the carriers in reopening the general case was to obtain authority to cancel out and discontinue the 85 percent rates on feeder and stocker livestock through the Western District.

This Commission recognized the fact that the State of Utah is vitally interested in the livestock business and immediately filed objections with the Interstate Commerce Commission opposing increases in our livestock rates. The Interstate Commerce Commission, however, reopened the general investigation and held hearings at various points throughout the West, including Salt Lake City.

This Commission presented evidence showing that the present financial condition of our livestock industry is depressed, and that no increase in transportation or marketing costs should be placed upon our livestock growers.

Approximately 85 percent of Utah's land area is devoted to the production of livestock, and that if Utah's livestock industry is crippled, no other use or revenue can be obtained from this vast acreage. Approximately 70 percent of Utah's annual production of sheep and cattle consists of feeders, a large portion of which must be shipped out of the state to feeding points for finishing into fat livestock ready for slaughter. The proposed increases in freight costs to Utah stockmen would approximate 17½ percent, whereas, both the number of animals and the average value per head is less today than ten years ago.

The case was briefed and orally argued by this Commission's Commerce Attorney before the entire Interstate Commerce Commission at Washington, D. C., and is now pending decision.

I. C. C. Docket No. 27812

INCREASES IN FREIGHT RATES ON LIVESTOCK

In June, 1937, the American National Livestock Association, representing the livestock industry throughout the Western States, filed a complaint with the Interstate Commerce Commission asking to have the Commission condemn as unlawful, the requirement of certain tariffs of the Trans-continental Railroads (applying to the Western and Southern districts of Utah) of a subsequent rail haul of feeder and stocker livestock, in order to obtain 85 percent of the fat animal rates on such animals. This Commission intervened in this case and joined the American National Livestock Association in seeking to have the tariff provision declared unlawful.

The hearing was held at Denver, Colorado, and the case was briefed and orally argued before the Interstate Commerce Commission on February 13, 1939. The Interstate Commerce Commission decided that the provisions of the tariffs requiring a subsequent rail haul on feeder and stocker livestock were unreasonable and unlawful. A conservative estimate of the savings in freight costs to Utah livestock growers in this case is \$48,500 annually.

I. & S. Docket No. 4506

OCEAN-RAIL COMMODITY RATES, NORTH ATLANTIC COAST TERRITORY TO UTAH

For many years Utah has enjoyed a system of ocean-rail class and commodity rates on manufactured goods and merchandise from North Atlantic Coast points. Shipments have been moved by rail to the nearest Atlantic port, thence by boat to Norfolk, Va.; Charleston, S. C.; and Galveston, Tex., thence by rail from those ports to Colorado and Utah.

These ocean-rail rates were a few cents less than the standard rail rates from the point of origin to Utah.

In 1934 the railroads increased the levels of the ocean-rail class rates to Utah. In tariffs to become effective July 15, 1938, the carriers published increases in the ocean-rail

commodity rates. This Commission filed a protest with the Interstate Commerce Commission and that Commission suspended the increased rates until the matter could be determined on its merits after a hearing.

The hearing was held at Salt Lake City on August 31, 1938, at which this Commission presented evidence in opposition to the proposed increases. The case was briefed and decision was rendered December 22, 1938. The Interstate Commerce Commission held that the proposed increases were not unreasonable and unlawful and allowed the increases to become effective in January, 1939. The increases, however, do not eliminate all of the differentials applying from North Atlantic Coast territory to Utah via boat and rail lines. Shippers via those routes are still able to save substantial amounts under the all-rail rates, and it is estimated the savings accruing to Utah during the period of suspension of increases amounted to about \$2070.00.

I. & S. Docket No. 4524

PROPOSED INCREASES IN FREIGHT RATES ON DRIED BEANS, PEAS, ETC.

By tariffs to become effective on July 15, 1938, the Transcontinental Railroads proposed increases approximating 25 percent on carload shipments of dried beans, peas, lentils, etc., from Utah and Idaho points to consuming destinations in the southwest.

This Commission joined the Idaho Public Utilities Commission in protesting the increases and the Interstate Commerce Commission suspended the said increases until after a hearing. The hearing was held at Boise, Idaho on February 4, 1939, at which this Commission presented evidence in opposition to the proposed increases. The case was pending at the close of this report.

Estimated savings to Utah farmers on 1939 crop of dried beans is about \$4,500.

I. C. C. Finance Docket No. 12140

APPLICATION OF UNION PACIFIC RAILROAD COMPANY TO ABANDON GRASS CREEK BRANCH IN SUMMIT COUNTY, UTAH

On August 15, 1938, the Union Pacific Railroad Company applied to the Interstate Commerce Commission for a Certificate of Convenience and Necessity permitting the abandonment of its so-called Grass Creek Branch, extending from

Grass Creek Junction to a coal mine at the end of the track at Grass Creek, approximately 5½ miles.

Protests were filed with the Interstate Commerce Commission by the mine operators, and a hearing held. The proposed report was drafted by an Interstate Commerce Commission's Examiner recommending permission to abandon the line. A copy of this proposed report was furnished this Commission, and upon investigation this Commission concluded that the trackage in question was not within the jurisdiction of the Interstate Commerce Commission under the provisions of Paragraph 22, Section 1, of the Interstate Commerce Act.

Our Commerce Attorney was directed to call the Commission's attention to our conclusions, which was done, and the Interstate Commerce Commission dismissed the application as not being within its jurisdiction.

At the present time the coal mine at Grass Creek is being operated by the Utah State Self Help Cooperative Board, and about twenty miners are employed at the mine.

I. & S. Docket No. 4582

PROPOSED INCREASES IN FREIGHT RATES ON POTATOES AND VEGETABLES TO ARKANSAS POINTS

In January, 1939, the railroads serving Utah and Idaho published substantial increases in the freight rates on potatoes and other vegetables from those states to destinations in Arkansas. Utah ships a substantial amount of potatoes to Arkansas, which would be subject to the proposed increases. This Commission, and the Public Utilities Commission of the State of Idaho protested the increases and the Interstate Commerce Commission suspended them until a hearing could be had to determine the lawfulness thereof.

No hearing was held, however, during the period covered by this report, and the proposed increases remained suspended.

Saving during 1939 estimated at \$600.00.

Fourth Section Application No. 17623

IRON AND STEEL WIRE RODS TO PACIFIC COAST TERMINALS

In January, 1939, the Transcontinental Railroads petitioned the Interstate Commerce Commission for Fourth

Section relief authority to publish rates on iron and steel wire rods, in carloads, from Minnequa, Colorado; Chicago, Illinois; Birmingham, Alabama; and Pittsburgh, Pennsylvania to San Francisco, California lower than rates applying to intermediate points, including Salt Lake City and Ogden, Utah.

Wire rods are a rough, unfinished product shipped from steel mills to wire mills and used for the purpose of making wire. There are no wire mills located in Utah, and so far as this application is concerned it could not be discovered that any direct damage would occur to Utah in case the application were granted.

Hearing was held at San Francisco, California and Salt Lake City, Utah.

This Commission has opposed the granting of any authority which will have the effect of permitting a higher freight rate to Utah points than to the more distant points on the Pacific Coast. This action is based largely on the fact that the instant application is probably designed as an "entering wedge" and should it be granted applications for other commodities would follow.

At the time this report was written the case was still under advisement by the Interstate Commerce Commission.

Ex Parte 126

INCREASES IN EXPRESS RATES

In June, 1938, the Railway Express Agency, Incorporated, requested the Interstate Commerce Commission to authorize increases in its rates and charges on certain commodities ten percent, and on other commodities, particularly small packages, the rates proposed would be reductions of varying amounts, averaging around ten percent. No increase or decrease was proposed in the rates on milk, cream, and related commodities. Hearing was held at various places throughout the country, including Salt Lake City, Utah, and this Commission, through its Rate Department, opposed any increases in freight rates on fruits and vegetables shipped into or out of the state of Utah. The Commission showed that the present rates on fruits and vegetables from Utah to certain destinations in the North are so high as to prevent shipments moving. The Express Company officials volunteered to adjust Utah's express rates and at the close of this

report such adjustments were in process of being worked out.

I. & S. Docket No. 4577 ESTIMATED WEIGHTS ON FRUIT AND VEGETABLE PACKAGES

In December, 1938, the railroads generally, throughout the United States, published a new tariff containing revised specifications of the estimated weights of certain fruit and vegetable packages. These estimated weights were proposed to be used instead of the actual weights in making shipments from Utah and contiguous states. This Commission and the Commissions of other states protested to the Interstate Commerce Commission and that Commission suspended the new tariff until the lawfulness of the proposed changes could be determined.

A study of the suspended tariff shows that many of the proposed changes would be detrimental to Utah's fruit and vegetable producers and at the close of the period covered by this report the Commission's Rate Department was preparing exhibits and testimony to present at the hearing set at Boise, Idaho, August 7, 1939.

The suspension of the proposed increases results in an estimated saving to Utah shippers of about \$47,000.00 for the 1939 season, divided as follows:

Potatoes	\$ 3,200
Onions, Dry	1,479
Apples	2,209
Peaches	24,098
Cantaloupes and Melons	11,500
Cabbage	3,600
Tomatoes	1,600

Proposal 20719 TRANSCONTINENTAL FOURTH SECTION

On October 12, 1938, some of the Transcontinental Railroads filed a proposal with the Transcontinental Freight Bureau, at Chicago, representing all the railroads, seeking cooperation of all Transcontinental lines in filing with the Interstate Commerce Commission a Fourth Section rate application on a comprehensive list of iron and steel articles, in carloads, westbound, from points of origin in Colorado, Illinois, Indiana, Pennsylvania, and Alabama to the Pacific

Coast. This application covered nearly every conceivable iron and steel article and proposed to establish rates from said points of origin to the Pacific Coast on a much lower basis than would apply to intermediate points, including Salt Lake City and Ogden, Utah.

This Commission, at the request of several interested parties, including the Salt Lake Chamber of Commerce, sent its Commerce Attorney to the hearing before the Transcontinental Freight Bureau held in Chicago on March 16, 1939. Our representative, after listening to the proposals of the railroads and the responses of the steel and iron goods manufacturers, informed the members of the Transcontinental Freight Bureau that Utah and other intermediate states would fight any application to the Interstate Commerce Commission seeking authority to establish lower rates on iron and steel goods to the Pacific Coast than would concurrently apply to Utah and other intermediate states. The proposal was thereafter amended to include only iron and steel pipe fittings, but up to the date of the closing of this report no such application had been filed with the Interstate Commerce Commission.

INTRASTATE RATE CASES

Investigation Docket No. 3 — Household Goods

IN THE MATTER OF RATES AND PRACTICES OF MOTOR CARRIERS OF HOUSEHOLD GOODS INTRASTATE IN UTAH.

On April 25, 1938, the Commission held an informal hearing in the above-entitled matter in which the rules, regulations, practices, rates, and charges of household goods haulers by motor vehicle intrastate were considered. As a result of that meeting, the Rate Department of this Commission prepared a sample form of a tariff containing rates, rules, regulations, etc., which was distributed to all such haulers, asking for criticism and suggestions. This tariff was sent out on May 26, 1938. Some criticisms were received as a result of which a further hearing was held at the office of the Commission on Tuesday, July 5, 1938, at 10:00 o'clock a.m. At that hearing, formal testimony was received from various interested parties.

As a result of the last-named hearing, a revised tariff for household goods carriers by motor vehicle was prepared and a copy sent to all household goods carriers.

A report and order was issued October 25, 1938, approving and adopting as reasonable, rates, charges, rules and regulations as contained in the sample tariff for a minimum test period of sixty days, beginning November 10, 1938. The carriers were ordered to adopt, post and file with the Commission, effective November 10, 1938, said rates, charges, rules and regulations, and that the same remain in effect until further order by the Commission. The carriers were also ordered to paint the lightweight of each vehicle on the side thereof.

On Monday, April 17, 1939, at 10:00 a.m., the Commission held a further hearing. Certain amendments were proposed by the carriers. A new report and order was issued April 18, 1939. The Commission found that in general, the tariff had proven to be a benefit to the industry and the people and, with a few exceptions, that the Commission's order of October 25, 1938, and the tariff published in accordance therewith, should remain in effect on a permanent basis.

Investigation Dockets Nos. 4 and 5

IN THE MATTER OF RATES AND PRACTICES OF COMMON AND CONTRACT MOTOR CARRIERS OF GENERAL COM- MODITIES INTRASTATE IN UTAH.

Investigation Docket No. 4 was commenced in May, 1938, and the first hearing held on the 23rd day of that month. As a result of that hearing the Rate Department of this Commission prepared a sample tariff of class rates, rules, and regulations to apply to common carriers operating under the Commission's jurisdiction. The rates, rules and regulations were not prescribed, however, but were merely for the assistance of the carriers in publishing their tariffs.

Investigation Docket No. 5 was commenced in June, 1938. At the hearing in this matter the Commission's Rate Department proposed that the rates and charges of contract carriers on merchandise shipments usually sold in stores should be the same for common carriers as for contract carriers, but no specific rates or charges were prescribed at that hearing. In May, 1939, the Commission combined Investigation Dockets Nos. 4 and 5 for the purpose of considering rates and charges between Salt Lake City and Provo on the one hand, and points on Highway 89 and lateral highways from and including Nephi to Kanab on the other hand. This action was taken because of the fact that in some districts of the state the operating and traffic conditions are vastly

different than in other districts and the commission decided that the matter of rates, charges, rules, and regulations can be best handled by districts or natural trade routes. The Commission's Rate Department sent out to all common and contract carriers operating over the route described a proposed set of class and commodity rates to apply southbound on all merchandise shipments. The carriers and other interested parties were given time in which to file exceptions to the proposed rates and charges. After a few adjustments had been worked out the rates and charges were prescribed to take effect not later than August 1, 1939, and to continue for a period of six months and thereafter until further ordered by the Commission.

The level of rates prescribed was in practically all cases reduced under the present level of common carrier rates in effect. In some cases the reductions amounted to 30 percent.

Investigation Docket No. 8

IN THE MATTER OF RATES AND CHARGES OF STERLING TRANSPORTA- TION COMPANY ON INTRASTATE BUSI- NESS.

As a result of a study of the operations and rates of the Sterling Transportation Company, operating between Salt Lake City and points in the Uintah Basin, the Commission, on September 20, 1938, issued a report and order reducing the rates and charges of the Sterling Transportation Company. The reductions were ordered to take effect as soon as a tariff could be prepared and filed on one day's notice, and became effective October 1, 1938.

The class rates were reduced approximately 22 percent, and the reduction in the commodity rates averaged about 40 percent. The reduced rates, as prescribed, were to remain in effect until further order of the Commission. The savings to patrons of the line amount to a substantial sum, and business of the transportation company has been increased.

Investigation Docket No. 16

IN THE MATTER OF RATES AND CHARGES OF THE RIO GRANDE MOTOR WAY, INC., AND CARBON FREIGHT LINE, INC., ON UTAH INTRASTATE TRAFFIC BUSINESS.

Early in September, 1938, the Commission decided to investigate the rates and charges, rules and practices of the

Rio Grande Motor Way, Inc., and the Carbon Freight Line, Inc., operating between Salt Lake City, and Price, Utah.

The Commission's Rate Department made an examination of the rate structure of each of these carriers and found that there was considerable difference in their rates and charges without any particular difference in their operating or traffic conditions justifying such difference in rates. The Commission was of the opinion that in this case uniform rules, regulations, rates and charges were proper and necessary in order to avoid cutthroat competition, which would destroy the carriers' ability to furnish adequate service to their patrons. At the same time, the Commission realized that no higher schedule of rates and charges should be permitted than that absolutely necessary for the protection of the carriers in furnishing adequate transportation facilities and service.

The Commission's Rate Department prepared a schedule of class and commodity rates which the Commission felt met the needs of the public and were somewhat below rates previously charged and on a uniform basis, but which, in the Commission's judgment, would provide ample revenues for the carriers involved.

The Commission's report and order was issued January 31, 1939, and the reduced rates became effective, February 18, 1939.

THROUGH ROUTES AND JOINT RATES

Between Salt Lake City, Utah and Points in Utah on the Line of the Moab Garage Company

After rates were prescribed between Salt Lake City, Utah and Price, Utah in Investigation Docket No. 16, it developed that there was a need for reasonable through rates between Salt Lake City, Utah and points in Southeastern Utah on the line of the Moab Garage Company.

There are two common carriers hauling freight in intrastate commerce between Salt Lake City and Price, Utah, and intermediate points—the Carbon Freight Line, Inc., and the Rio Grande Motor Way, Inc. The Moab Garage Company hauls freight in intrastate commerce between Price, Utah and Moab and Monticello and intermediate points. Up until June 27, 1939, there was one all-commodity rate and a very few specific commodity rates published jointly over the lines

of these carriers, and they were, in most cases, so high that very little traffic moved.

An investigation of the rates by the Commission's Rate Department disclosed that the rates from Grande Junction, Colorado to Moab and Monticello and other points were much lower than those from Salt Lake City, distance considered.

The Rate Department of the Commission prepared a suggested scale of rates and through the medium of informal meetings and correspondence, a satisfactory scale of rates was agreed to by all parties concerned, and was published to become effective June 27, 1939. These new through rates effected material savings to people in Grand and San Juan Counties, and being competitive with rates from Colorado, enables the Utah jobbers to compete for business in that territory.

CHAPTER VI

GENERAL ACTIVITIES

PUBLIC UTILITIES UNDER JURISDICTION OF
COMMISSION AT JUNE 30, 1939

Class of Utility	Number
Steam Railroads—Classes I and II.....	7
Steam Railroads—Class III.....	3
Electric Interurban Railroads.....	4
Urban Passenger Transportation Systems.....	3
Terminal Companies	3
Express Company	1
Sleeping Car Company.....	1
Telegraph Companies	2
Telephone Companies	15
Electric Light and Power Companies.....	13
Gas Companies	2
Water Companies	11
Common Motor Carriers—Intrastate.....	78
Common and Contract Motor Carriers—Interstate.....	75
Contract Motor Carriers—Intrastate.....	85
Refrigerator Car Corporation.....	1
TOTAL	304

SUMMARY OF HEARINGS AND MEETINGS HELD
AND ORDERS ISSUED FROM JULY 1, 1938 to
JUNE 30, 1939

	Hearings Held	Meetings Held	Orders Issued
Formal Cases	148		
Informal Cases	2		
Investigation Dockets	12		
Commission Meetings—Regular ..		46	
Commission Meetings—Special		65	
Notices of Hearings.....			169
Reports and Orders.....			205
General Orders			6
Orders to Show Cause.....			30
Ex Parte Orders.....			199
Cancellation Orders			27
Informal Dockets			27
Investigation Dockets			19
Miscellaneous Orders			26
TOTAL	162	111	708

The foregoing tables show the number of utilities operating in the State of Utah under the jurisdiction of the Commission; the number of hearings and meetings that were held by the Commission in determining various problems relative to their regulation; and, the number of orders issued.

Among the intrastate common motor carriers included in the table showing the utilities under the jurisdiction of the Commission are ten carriers which also have contract rights, thirteen which have interstate rights, and two which have both contract and interstate rights. In the figure showing the number of interstate motor carriers, there are included twenty-five interstate motor carriers operating under temporary licenses granted by this Commission pending the determination of applications before the Interstate Commerce Commission.

RAILROAD HIGHWAY GRADE CROSSING PROGRAM

One of the important problems relating to the jurisdiction of the Commission over railroads is that of eliminating and reducing hazards to the traveling public at railroad highway grade crossings. The long range purpose of the Commission is to eliminate all unnecessary crossings and to see that there is a maximum of safety for traffic at all other crossings.

The best possible safety measure is a separation of grades by having the highway pass either over or under the railroad. These grade separations are, of necessity, so expensive that it is impossible for them to be installed at all necessary crossings. This type of protection should be kept in mind as the most convenient and effective safety measure for the protection of both rail and highway traffic.

The next best precautionary device is train actuated visible signals. Our records show that of thirty-five accidents reported during the past year, only one occurred at a crossing protected by flashing light signals. The cost of such signals ranges from fifteen hundred to three thousand dollars per crossing. The Commission has outlined a program to have signals of an approved type installed at 137 crossings at which they are deemed most essential.

There was an increase of 35 per cent in the number of accidents, 26 per cent in the number killed, and 107 percent in the number injured at railroad highway grade crossings in Utah in the period from July 1, 1938 to June 30, 1939,

compared with the preceding year. Fifty-four per cent of these accidents occurred at night, and eighty-six per cent occurred at crossings that are not protected by train actuated signals or watchmen. There was an increase of 110 per cent in the number of reportable accidents for the first six months of 1939, compared with the first six months of 1938.

The following is a brief summary of the progress of the grade crossing program of the Commission for the past fiscal year:

- a. Installations are now being made at various of the 137 crossings at which train actuated signals were ordered installed.
- b. Designs and plans are now in the process of preparation for the railroad highway grade separations listed in the report.
- c. Investigations have been made relative to the closing of several existing railroad highway grade crossings, as a result of which thirty of such crossings have been ordered closed.
- d. Standard cross-buck signs have been installed at crossings that were previously unprotected, and warning signs in poor physical condition have been repaired at a number of other crossings. Reflectorized crossing signs have been installed at several crossings in different sections of the state.
- e. Bushes and other objects that obstructed the vision between rail and highway traffic have been removed at some crossings.
- f. The Commission's General Order No. 32 has been amended to provide for the inspection of train actuated signals and for the installation of additional signs at crossings protected by watchmen. General Order No. 36 has been amended to provide for the filing of additional information by the railroad companies relative to circumstances involved in grade crossing accidents.
- g. The attention of the public officials concerned has been directed toward other matters pertaining to crossing safety that are not within the jurisdiction of this Commission.

School Busses

On the first day of December, 1938, there occurred at what is locally known as the Schulsen Crossing, located at about 104th South on Second West Street in Salt Lake County, the worst crossing tragedy in the history of the state. Twenty-three school pupils and a bus driver were instantly killed when their school bus, enroute to the Jordan High School, was struck by The Denver and Rio Grande Western Railroad Company fast freight train No. 31.

This tragedy, coupled with the general rise in the number of traffic accidents, no doubt contributed to the fact that the Utah State Legislature enacted Chapter 84, Session Laws of Utah for 1939, which imposed upon our Commission the duty of restricting the use of railroad highway grade crossings to certain types of traffic in the interests of public safety, and required the Commission to designate the railroad crossings to be traversed by school busses.

Our Commission has undertaken to carry out the mandates of that statute by a rather extensive program in co-operation with the schools and school boards in the State of Utah. This program, including rules and regulations for the operation of school busses, schedules designating the crossings to be used, and the precautions to be observed, was put in operation with the beginning of the school year in September, 1939, a more detailed report of which will be contained in the next report of the Commission.

PARTICIPATION IN INTERSTATE COMMERCE COMMISSION JOINT BOARDS

The Interstate Commerce Commission is authorized under the Motor Carrier Act of 1935 to create joint boards consisting of public service commissioners of the various states. The function of these boards is to hear the cases of applicants before the Interstate Commerce Commission who desire to operate as carriers in interstate commerce between the states represented on the boards.

Commissioner Walter K. Granger of our Commission has been appointed a member on eleven joint boards in various combinations with the commissioners of others of the western states. The other two Utah commissioners and the secretary are designated as alternate members so that it is always possible to have our state represented at these hearings.

The commercial interests of our state and its citizens are very often at variance with those of neighboring states at these hearings. It is the objective of our Commission to in every way assist and further the business and commercial interests of the State of Utah in participating in these hearings. This also keeps the Commission in touch with the functions of the Interstate Commerce Commission in this area so that the general transportation set-up in this state can be correlated with the interstate carrier system.

The work of participating in these joint boards is done without pay except that the Interstate Commerce Commission allows a sufficient per diem and mileage to take care of the actual expenses of the person attending the hearings. During the past fiscal year our Commission participated in thirty-one hearings which were held in the states of Utah, Idaho, Montana, New Mexico and Wyoming. The ultimate decision in all cases is left up to the Interstate Commerce Commission, but the Commission follows the practice of abiding by the recommendations of the board.

INFORMAL DOCKETS

The Commission disposed of twenty-seven informal dockets during the fiscal year. These dockets covered various matters such as applications for reparation, applications for improvement of service by public utilities, applications to construct grade crossings, and other miscellaneous matters. The Commission authorized a total of \$1,117.47 in reparation claims. A summary of the informal dockets may be found in Table No. 41, Appendix IV.

GENERAL ORDERS

Reporting Railway Accidents

The Commission issued Supplemental Order No. I to General Order No. 36 on October 19, 1938, "In the Matter of Promulgating Rules and Regulations Governing Reports of Accidents Occurring on Steam and Electric Railways," which provided that electric and steam railroad companies should file monthly with the Commission, special reports on blanks provided by the Commission, setting forth detailed information relative to accidents at railroad highway grade crossings.

Electric Utilities

Supplement No. I to General Order No. 33 was issued

by the Commission on January 12, 1939, dealing with rules, regulations and service standards to be followed by electric utilities. The rules provide for the testing of demand meters, for the installation of certain types of station instruments, setting forth standards for the voltage and frequency of the electrical energy distributed by the company to its customers, provide for the marking of poles in order that the ownership of such might be readily identified, adopt the National Electric Safety Code so far as it covers the operation of electric utilities. They also require records to be kept of service complaints made by utility customers and of interruptions of service to its customers, and provide that the Commission be notified of any major additional change in a utility's property and that utilities shall not continue to serve energy to its customers who maintain unsafe wiring or apparatus in service.

Construction of Extensions

"In the Matter of Promulgating Rules and Regulations for Constructing Line Extensions for Electric Utilities Operating in Utah," Supplement No. II to General Order No. 33 was issued on June 24, 1939. This rule deals with the construction of extensions for residential customers. Some details of the rule are given in the discussion under the Engineering Department in this report. The rule modifies the old rule in favor of the customer in three particulars. The rule also sets forth the procedure to be followed by customers who desire to be served by an extension which has been previously constructed by other customers under a provision of the extension rules. The actual cost, rather than the estimated cost, is the amount that is charged as the cost of the extension. If a utility desires to construct lines having a larger capacity or a more expensive type of construction than is necessary for the purposes of the individual customer, the full cost of additional construction must be borne by the utility.

Grade Crossing Signals

The Commission's General Order No. 32, "In the Matter of Promulgating Standard Rules and Regulations covering the Protection of Railroad Crossings at Grade by Signals and Signs," was amended by Supplemental Order No. II, under date of September 27, 1938, in order to provide rules and regulations for the installation and inspection of railroad highway grade crossing signal devices. These rules provide

that automatic or manual control signal devices shall be numbered by each railroad company and shall not be installed, removed, or replaced without notification to the Commission, and that they be inspected at least every thirty days. The rules also provide that signs bearing the inscription, "Watchman Off Duty" shall be placed at grade crossings that are only protected a portion of the day by watchmen. The rules also provide that in the event train actuated signals at grade crossings are out of order, that watchmen shall be placed on duty at such crossings or that the trains operate at the crossings at a reduced speed during that period that the signals are out of order.

New Systems of Accounts

General Order No. 41, issued on December 27, 1938, prescribes new systems of accounts for common and contract motor carriers operating in the State of Utah.

General Order No. 43, which was adopted by the Commission on June 30, 1939, prescribes a new system of accounts and a list of retirement units for gas utilities with average annual operating revenues in excess of \$25,000.

The systems of accounts referred to in the latter two orders are discussed in more detail in the section covering the activities of the accounting department.

RATE REDUCTIONS

Telluride Power Company

In Investigation Docket No. I, issued September 15, 1938, the Commission ordered the Telluride Power Company to file rate schedules with the Commission effecting a reduction of approximately \$18,000 per annum to its residential and commercial customers. This company serves electrical energy to a territory in Utah that has a population of approximately 25,000.

Uintah Power and Light Company

Under date of May 31, 1939, the Commission issued an order adopting rate schedules for various of the residential and commercial customers of the Uintah Power and Light Company that were estimated to effect an annual rate reduction of approximately \$4500. This reduction was approximately seven per cent of the company's annual revenue.

COSTS OF OPERATION OF THE COMMISSION

The 1937 session of the Utah Legislature appropriated \$130,000 as a general fund for the use of the Commission during the biennium from July 1, 1937 to June 30, 1939, and \$25,000 was provided for the Commission from the motor vehicle registration fund for the administration of the Motor Carrier Act.

At June 30, 1939, there remained of the general fund appropriated to the Commission the sum of \$29,022.62, which was carried forward to the 1939-1941 appropriation. This reduced the amount to be drawn from the general fund and from assessments against the utilities for the support of the Commission for the ensuing biennium. An unexpended balance of \$9,397.01 in the motor transport fund reverted to the State Road fund at June 30, 1939.

During the fiscal year under review, the Commission expended \$58,170.14 from its general fund and \$12,222.16 from the motor transport fund, or total expenditure of \$70,392.30. The expenditures from the general fund appropriation were used to defray expenses incurred in the administration of the public utility regulatory laws of the State other than the motor transport act, while the expenditures from the motor transport fund were used in the administration of Chapter 65, Laws of Utah 1935, known as the Motor Carrier Act.

The money placed at the disposal of the Commission through the general fund appropriation is provided out of the general funds of the State and from a special assessment made against the public utilities operating under jurisdiction of the Commission in the ratio of \$1.00 from the general fund to \$3.00 from the utilities. An amount of \$263.25 was allocated to the motor transport fund for the Commission's use from ton mile and gross ton mile collections made under the provisions of Chapter 53, Laws of Utah, 1933, and Section 150, Chapter 46, Laws of Utah, 1935, respectively.

Detailed figures showing appropriations and expenditures for the period may be found in Table No. 39, Appendix No. IV, and are shown graphically in Chart No. 9, Appendix No. I.

SPECIAL PERMISSIONS

The following summary shows the special permissions issued during the period covered by this report:

Number of Special Permissions granted to reduce intrastate freight rates	166
Number of Special Permissions granted to change routing.....	1
Number of Special Permissions granted to correct tariff errors....	15
Number of Special Permissions granted to change time schedules	9
Number of Special Permissions granted to change tariff rule.....	1
Number of Special Permissions granted to establish new rates....	4
Number of Special Permissions granted to cancel unused rates..	1
TOTAL	197

TRENDS IN UTILITY OPERATIONS

We have prepared the accompanying charts, I to IX, inclusive, to illustrate graphically some of the statistical data which might be of interest in showing a picture of utility operation in the State during the past few years.

Chart I shows that the average annual consumption of electricity per residential customer has increased from 707 K.W.H. to 1041 K.W.H. during the past five years. Meanwhile, the average cost per K.W.H. has decreased from 4.94 cents to 3.64 cents per K.W.H. The increase in usage is no doubt closely related to the reduction in rates. It has been the policy of this Commission to endeavor to procure reductions in rates on a promotional basis. When this is done, the rate reduction tends to bring about sufficient additional usage so that the revenue of the company does not decrease.

The latter fact is indicated by Chart II, which shows that during a five year period, the revenue of electric utilities had approximately the same increase during the period as the revenues of other utilities, despite substantial reductions in rates during the period. This chart shows a steady increase in the operating revenues of all utilities from 1933 to 1937 and a slight decrease for the year 1938. This was in conformity to the general business trend.

Chart III shows the total K.W.H. consumed by customers of private electric utilities in the State and follows the same pattern as the revenues mentioned in the preceding paragraph. This is also true of Charts IV and V, which show the revenue of freight and passengers, respectively, transported during the period, although the decrease in passenger business was less pronounced than that of freight.

Chart VI shows a similar reduction in the amount of gas consumed during 1938, as compared with 1937. Chart VII is the only chart which does not show a decrease in

business during 1938. The number of telephones in use in Utah had approximately the same percentage increase for each of the preceding five years.

Chart VIII indicates that the railroad accidents that occurred during the five year period bore a direct relation to the amount of business handled. This is a rather unusual circumstance, but even accidents and injuries seem to follow the same index as business in general.

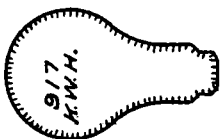
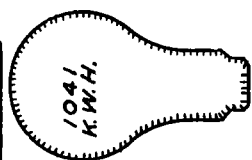
Chart IX is an illustration of the sources and disbursements of the funds of the Public Service Commission of Utah. Approximately three-fourths of the fund used to maintain this Commission is payed by an assessment levied upon the utilities. It will be noted that the Commission was able to save 23.1 per cent of its appropriation by careful management and expenditure of its funds. This amount was carried forward for the maintenance of the Commission during the succeeding biennium.

APPENDIX I

TRENDS IN UTILITY OPERATIONS

	Chart No.
Annual K.W.H. Consumption and Average Revenue per K.W.H. per Residential Customer.....	I
Utilities' Revenue—Intrastate	II
K.W.H. Consumed by Customers of Private Utilities....	III
Revenue Freight Transported in Utah by Steam Rail- roads and Motor Carriers	IV
Revenue Passengers Carried Within the State of Utah	V
Cubic Feet of Gas Sold in Utah.....	VI
Telephone Stations in Use in Utah.....	VII
Accidents Occurring in Utah on Common Carriers by Rail	VIII
P. S. C. U. Finances, July 1, 1937—June 30, 1939.....	IX

CHART I

ANNUAL CONSUMPTION PER RESIDENTIAL CUSTOMER*Includes Over 94% of Customers of Private Utilities*

1938

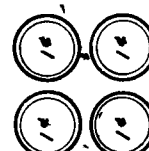
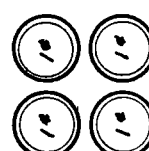
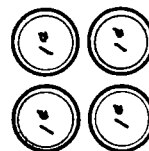
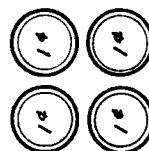
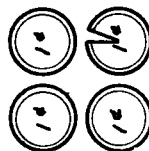
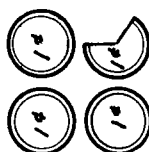
1937

1936

1935

1934

1933



365¢

3.96¢

4.33¢

4.69¢

4.83¢

4.94¢

ANNUAL AVERAGE REVENUE PER K.W.H. PER RESIDENTIAL CUSTOMER

CHART III

K.W.H. CONSUMED BY CUSTOMERS OF PRIVATE UTILITIES *

* Includes System Figures For Company Operating Interstate

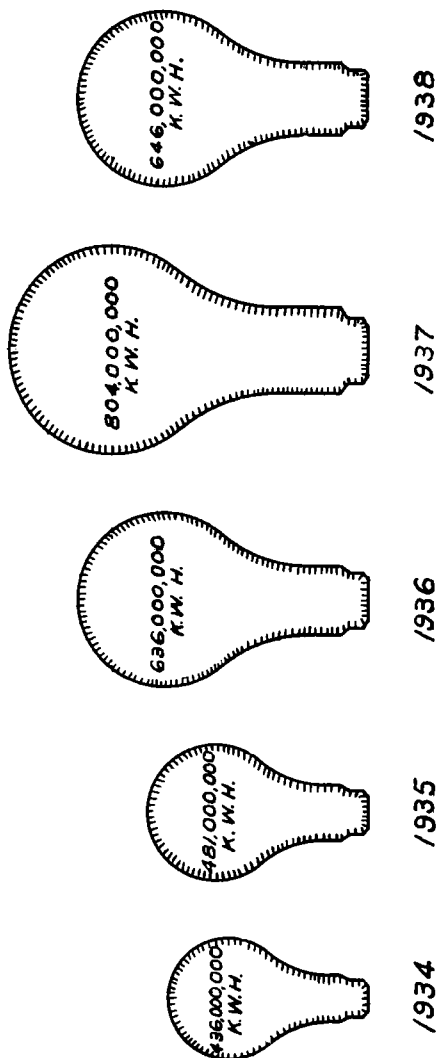


CHART IV

REVENUE FREIGHT TRANSPORTED IN UTAH BY
STEAM RAILROADS & MOTOR CARRIERS

TONS - MILLIONS

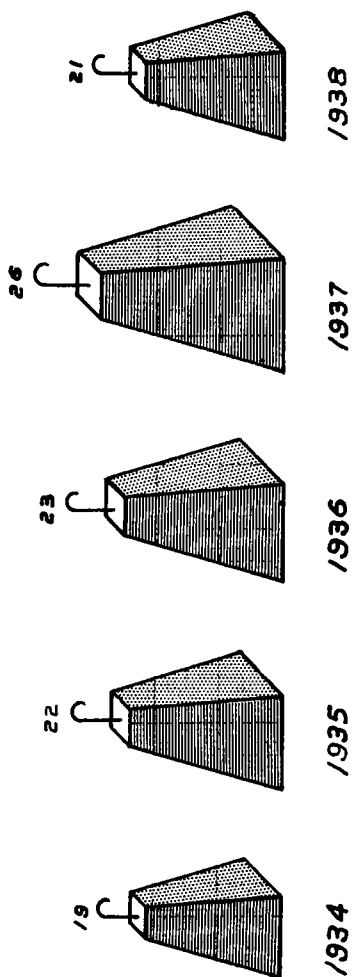


CHART V

REVENUE PASSENGERS CARRIED
WITHIN THE STATE OF UTAH

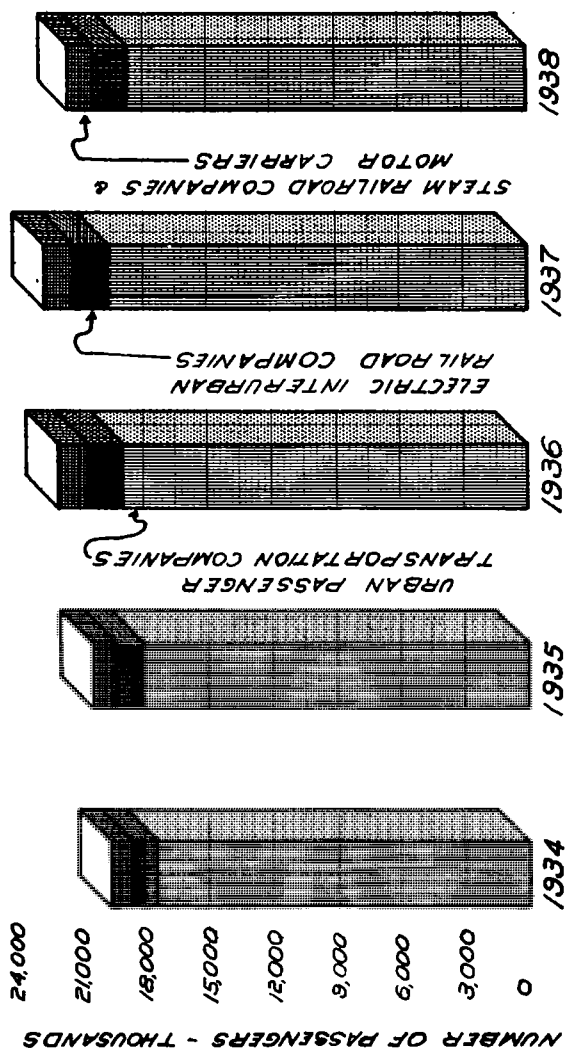


CHART VI

CUBIC FEET OF GAS SOLD IN UTAH
(NATURAL AND MANUFACTURED)

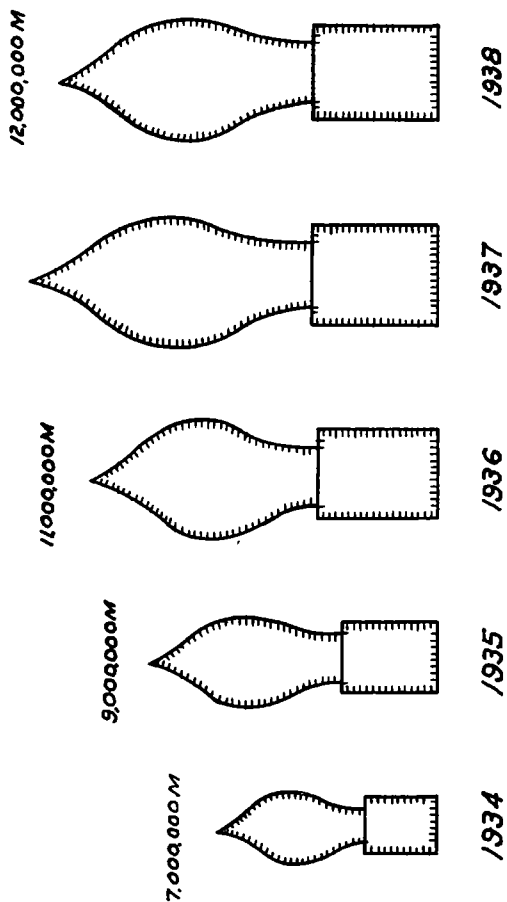


CHART VII

TELEPHONE STATIONS IN USE IN UTAH
(OWNED BY TELEPHONE UTILITIES)

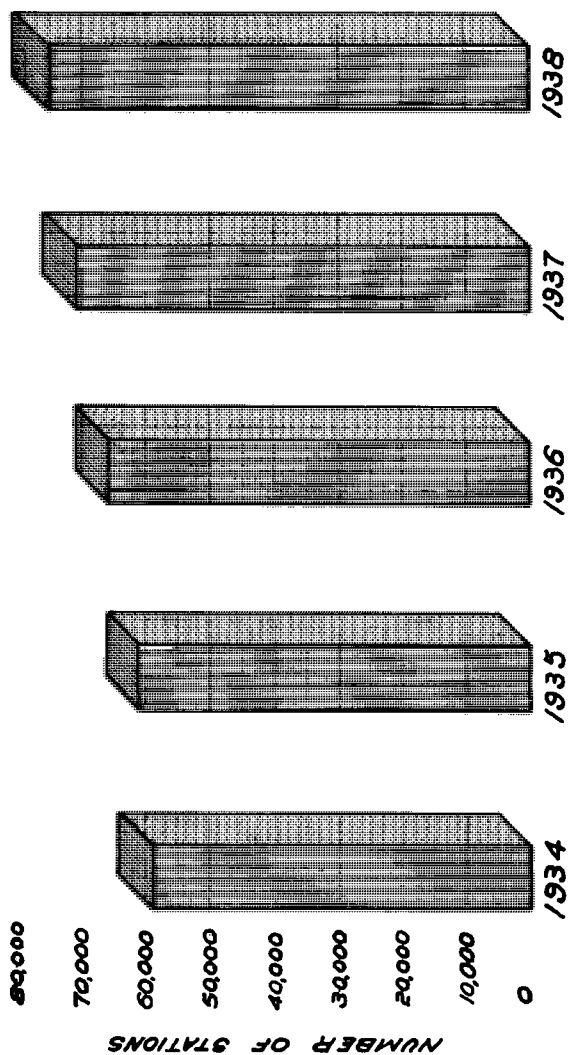


CHART XIII

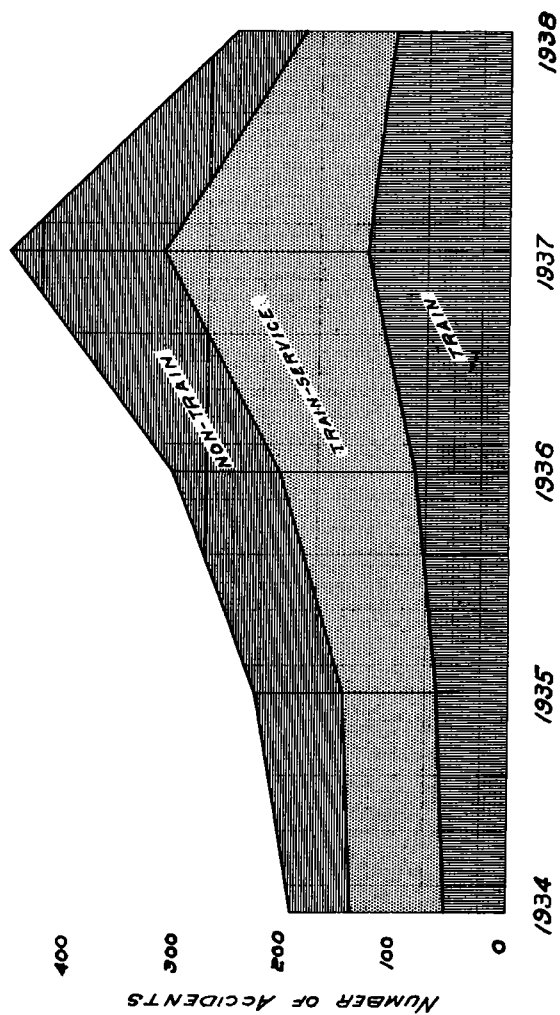
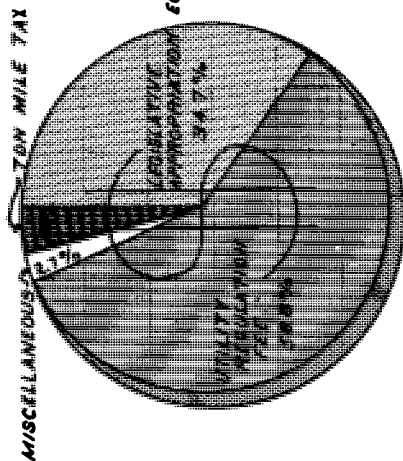
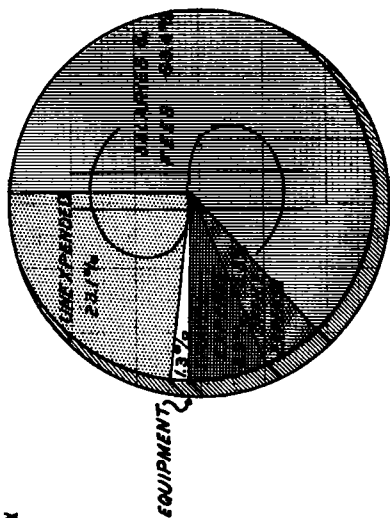
ACCIDENTS OCCURRING IN UTAH ON COMMON CARRIERS BY RAIL

CHART II

P. S. C. U. FINANCES—JULY 1, 1937—JUNE 30, 1939SOURCE OF FUNDSDISBURSEMENTS

APPENDIX II

SUMMARY OF ORDERS ISSUED IN FORMAL CASES

	Table No.
Electric Rates	1
Railroad Rates	1
Express Rates	1
Pullman Rates	1
Station Agency	2
Grade Crossing	3
Certificates of Convenience and Necessity—Issued.....	4
Contract Carrier Permits—Issued.....	5
Interstate Carrier Licenses—Issued.....	6
Temporary Interstate Licenses—Issued.....	7
Certificates, Permits, and Licenses—Dismissals and Denials	8
Miscellaneous Motor Transport Cases.....	9
Miscellaneous Cases	10
Certificates of Convenience and Necessity—Cancelled..	11
Interstate Carrier Licenses—Cancelled.....	11
Contract Carrier Permits—Cancelled.....	12

TABLE NO. 1

SUMMARY OF ORDERS ISSUED IN CASES INVOLVING ELECTRIC RATES, RAILROAD RATES, EXPRESS RATES, AND PULLMAN RATES

JULY 1, 1938 to JUNE 30, 1939

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
ELECTRIC RATES				
1270	5-22-39	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 March 31, 1940.
RAILROAD RATES				
2124	11-4-38	All Utah railroads operating within State of Utah.	Request for 15% increase in freight rates on sugar.	Increases allowed but in no case shall exceed 15% or 6¢ per cwt.
EXPRESS RATES				
2230	4-12-39	Railway Express Agency, Inc.	Request for increase and modification of express rate structure.	Increases allowed in conformity with those allowed by I. C. C. in Ex Parte 126.
PULLMAN RATES				
2025	7-22-38	The Pullman Company	Request for 5% increase in sleeping car rates, fares, and charges except on upper berths.	Increase allowed in conformity with those allowed by I. C. C. in Ex Parte 125.

TABLE NO. 2
SUMMARY OF ORDERS ISSUED IN CASES INVOLVING STATION AGENCY
JULY 1, 1938 to JUNE 30, 1939

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
2209	2-15-39	Southern Pacific Company	Abandonment of non-agency station at Bovine, Box Elder County.	Application granted.
2227	3-25-39	Southern Pacific Company	Abandonment of agency station at Kelton, Box Elder County.	Application granted subject to protests.
2227	6-12-39	Southern Pacific Company	Abandonment of agency station at Kelton, Box Elder County.	Application granted — final order.
2228	3-25-39	Railway Express Agency, Inc.	Abandonment of agency station at Kelton, Box Elder County.	Application granted subject to protests.
2228	6-12-39	Railway Express Agency, Inc.	Abandonment of agency station at Kelton, Box Elder County.	Application granted — final order.

TABLE NO. 3.
SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
JULY 1, 1938 to JUNE 30, 1939

Case No.	Date of Order	Grade Crossing Permit No.	Applicant or Parties to Complaint or Action Initiated By	Authority Granted or Action Taken	Location
2126	7-22-38	183	The Denver & Rio Grande Western RR. Co.	Construct spur track at grade.	On 7th South Street near the intersection of 5th West and 7th South Street, Salt Lake City.
2136	9-13-38	184	State Road Commission of Utah	Relocate grade crossing.	On B Avenue in Ogden and spur track of Union Pacific RR. Company
2141	10-18-38		Public Service Commission of Utah	Abolishment of grade crossing.	Approximately 100 feet north of north and south highway approximately 100 feet south of the Clearfield Depot-Union Pacific RR. Co.
2141	2-2-39		Residents of Clearfield and vicinity	Order denying application for rehearing.	Same as above.
2142	10-28-38		Public Service Commission of Utah	Abolishment of grade crossing.	M. P. 10.00 approximately 750 feet south of north and south county highway and approximately 1,250 ft. south of the Clearfield Depot-Union Pacific RR. Company.
2142	2-2-39		Public Service Commission of Utah	Rescinding order.	Same as above.

TABLE NO. 3
SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
JULY 1, 1938 to JUNE 30, 1939
(Continued)

Case No.	Date of Order	Grade Crossing Permit No.	Applicant or Parties to Complaint or Action Initiated By	Authority Granted or Action Taken	Location
2144	10-4-38	189	Public Service Commission of Utah	Abolishment of grade crossing.	M. P. 757.46 approximately 1 mile north of the Union Pacific RR. Co. Erda Station, Tooele County.
2145	10-4-38	190	Public Service Commission of Utah	Protection or abolishment of private crossing.	M. P. 759.6 approximately .9 of a mile southeasterly from Morris station of Union Pacific RR. Co.-Tooele County.
2146	9-30-38	188	Public Service Commission of Utah	Protection or abolishment of private crossing.	M. P. 760.97 approximately 2,600 feet northeasterly from Morris Station of Union Pacific RR. Co.-Tooele County.
2147	9-30-38	187	Public Service Commission of Utah	Protection or abolishment of private crossing.	M. P. 762.16 approximately 1 1/2 miles northeasterly from Morris Station of Union Pacific RR. Company - Tooele County.
2155	9-20-38	185	City of Ogden	Construct a grade crossing.	Intersection of 2nd Street and Wall Avenue across spur track of Union Pacific RR. Company in Ogden.

TABLE NO. 3
SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
JULY 1, 1938 to JUNE 30, 1939
(Continued)

Case No.	Date of Order	Grade Crossing Permit No.	Applicant of Parties to Complaint or Action Initiated By	Authority Granted or Action Taken	Location
2156	9-20-38	186	City of Ogden	Construct a grade crossing.	Intersection of the extension of 14th Street and Wall Avenue across the main line of the Utah-Idaho Central RR. Co.
2159	10-13-38		Public Service Commission of Utah	Abolishment of grade crossing.	M. P. 781.12 approximately 150 ft. west of Pueblo Street, approximately 225 feet south of 9th South St., Salt Lake City across tracks of Union Pacific RR. Company.
2160	10-14-38		Public Service Commission of Utah	Abolishment of grade crossing.	M. P. 781.15 approximately 225 feet south of 9th South St., Salt Lake City across tracks of Union Pacific RR. Co.
2161	10-14-38		Public Service Commission of Utah	Abolishment of grade crossing.	M. P. 781.19 approximately 150 feet west of 13th West St. and approximately 225 feet south of 9th South Street in Salt Lake City across tracks of Union Pacific RR. Co.

TABLE NO. 3
SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
JULY 1, 1938 to JUNE 30, 1939
(Continued)

Case No.	Date of Order	Grade Crossing Permit No.	Applicant of Parties to Complaint or Action Initiated By	Authority Granted or Action Taken	Location
2162	10-14-38		Public Service Commission of Utah	Abolishment of grade crossing.	M. P. 781.26 approximately 150 feet west of Navajo Street and approximately 225 feet south of 9th South Street in Salt Lake City across tracks of Union Pacific RR. Co.
2163	10-13-38		Public Service Commission of Utah	Abolishment of grade crossing.	M. P. 781.61 at Glendale St. and approximately 225 ft. so. of 9th South St., Salt Lake City across tracks of Union Pacific RR. Co.
2164	10-13-38		Public Service Commission of Utah	Abolishment of grade crossing.	U. P. M. P. 34.00 D.&R.G. M. P. 748.11 at Bertilla Ave., Salt Lake City across tracks of Union Pacific RR. Co., and The Denver & Rio Grande Western RR. Company.
2165	11-8-38		Public Service Commission of Utah	Abolishment of grade crossing.	At Bertilla Ave., Salt Lake City across tracks of Bamberger Electric Railroad.

TABLE NO. 3
SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
JULY 1, 1938 to JUNE 30, 1939
(Continued)

Case No.	Date of Order	Grade Crossing Permit No.	Applicant or Parties to Complaint or Action Initiated By	Authority Granted or Action Taken	Location
2166	11-7-38		Public Service Commission of Utah	Case dismissed.	At 14th North Street, Salt Lake City, across tracks of Bamberger Electric Railroad.
2167	11-8-38		Public Service Commission of Utah	Abolishment of grade crossing.	At Duluth Ave., Salt Lake City, across tracks of Bamberger Electric Railroad.
2168	11-5-38		Public Service Commission of Utah	Case dismissed, abolishment of grade crossing.	At 15th North St., Salt Lake City, across tracks of Bamberger Electric Railroad.
2172	10-8-38		The Utah Idaho Central Railroad Company	Construct grade crossing.	At Wall Avenue, Ogden, across tracks of Utah Idaho Central RR. Company.
2183	12-19-38		Public Service Commission of Utah	Abolishment of grade crossing.	M. P. 629.73, one mile south of Clear Lake, Millard County, across tracks of Union Pacific RR. Co.
2184	12-19-38		Public Service Commission of Utah	Abolishment of grade crossing.	M. P. 632.13, one mile north of Clear Lake, Millard County, across tracks of Union Pacific RR. Co.

TABLE NO. 3
SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
JULY 1, 1938 to JUNE 30, 1939

(Continued)

Case No.	Date of Order	Grade Crossing Permit No.	Applicant of Parties to Complaint or Action Initiated By	Authority Granted or Action Taken	Location
2185	12-19-38		Public Service Commission of Utah	Abolishment of grade crossing.	M. P. 644.18, approximately 800 feet west of Oasis Station, Millard County, across tracks of Union Pacific Railroad Company.
2187	12-19-38		Public Service Commission of Utah	Abolishment of grade crossing.	M. P. 645.89, 1.54 miles north of Oasis Station, Millard County, across tracks of Union Pacific RR. Co.
2188	1-10-39		Public Service Commission of Utah	Abolishment of grade crossing.	M. P. 651.01, approximately 2 miles northeast of overpass at Delta, Millard Co., across tracks of Union Pacific RR. Company.
2189	12-19-38		Public Service Commission of Utah	Abolishment of grade crossing.	M. P. 651.35, 2.35 miles northeast of overpass at Delta, Millard Co., over tracks of Union Pacific RR. Company.
2229	4-13-39		Public Service Commission of Utah	Abolishment of grade crossing.	M. P. 334 at Parker, South Weber Co., across tracks of Bamberger Electric Railroad.

TABLE NO. 3
SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
JULY 1, 1938 to JUNE 30, 1939
(Continued)

Case No.	Date of Order	Grade Crossing Permit No.	Applicant or Parties to Complaint or Action Initiated By	Authority Granted or Action Taken	Location
2244	5-20-39		Board of Commissioners of Utah County	Construct a grade crossing.	M. P. 698.35, approximately 2½ miles south of Provo, Utah County, across tracks of The Denver & Rio Grande Western RR. Company.
2245	5-8-39		Public Service Commission of Utah	Abolishment of grade crossing.	M. P. 732.37 approximately 3¾ miles south of the St. John Station Building, Tooele Co., across the tracks of the Union Pacific RR. Co.
2252	5-24-39		Bamberger Electric Railroad Company	Close grade crossing to trucks transporting gasoline and petroleum products.	M. P. 6.9, Cleverly crossing, Davis County over tracks of the Bamberger Electric Railroad Company.
2256	6-6-39		Public Service Commission of Utah	Abolishment of grade crossing.	M. P. 779.57 approximately 1 mile west of Redwood Road, Salt Lake City, over tracks of the Union Pacific Railroad Company.
2265	6-12-39		Public Service Commission of Utah	Abolishment of grade crossing.	Pole number 57-16 at McBeth approximately 2 miles north-east of Spanish Fork, Utah County, across tracks of Salt Lake and Utah RR. Company.

TABLE NO. 3
SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
JULY 1, 1938 to JUNE 30, 1939
(Continued)

Case No.	Date of Order	Grade Crossing Permit No.	Applicant of Parties to Complaint or Action Initiated By	Authority Granted or Action Taken	Location
2273	6-20-39		Public Service Commission of Utah	Abolishment of grade crossing.	Pole number 33-0, approximately seven-tenths of a mile west of station building in American Fork, Utah Co., across tracks of the Salt Lake and Utah Railroad Company.
2278	6-29-39		Public Service Commission of Utah	Abolishment of grade crossing.	M. P. 765.96, at Chipman St. in American Fork, Utah Co., across tracks of the Union Pacific Railroad Company.

TABLE NO. 4
**CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED DURING PERIOD
 JULY 1, 1938 to JUNE 30, 1939**

Certificate No.	Case No.	Date of Order	Type of Service**	To Whom Issued	Route		Via Highways
					Between	And	
458A	1974	5-24-39		Utah Light and Traction Company (Supplemental Report and Order)	Authority to discontinue service on certain streets and abandon certain tracks in Salt Lake City. (Certificate number assigned to order issued in Case 1974 under date of 7-22-37.)		
494	2085	7- 5-38	UP	Airway Motor Coach Lines, Inc.	Salt Lake City Business District	East Mill Creek	
495	2115	7-19-38	F	M. F. Lyman	Monticello	Bluff	U-47
497	2049	8- 4-38	H	Campbell's Transfer & Storage	Points in Carbon County	All points in Utah	All highways
498	2052	8-11-38	H	James H. Greensides	Points in Salt Lake County	Points in Salt Lake County	All highways in Salt Lake Co.
499	2140	9- 1-38	*	Utah Power & Light Co.	In Logan City		
500	2148	9-27-38	H	Yellow Cab Company	Utah and Juab Counties	All points in Utah	All highways
501	2093	9-30-38	UP	Airway Motor Coach Lines, Inc.	Within Provo-Orem	Springville	US 50, 91, 89, U-7

TABLE NO. 4
CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED DURING PERIOD
JULY 1, 1938 to JUNE 30, 1939
 (Continued)

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued	Route		Via Highways
					Between	And	
502	2137	10- 4-38	F	J. Claud & Don L. Hicken	Salt Lake City	Heber	US 40, 91, U-7, 52
503	2139	10- 4-38	F	Sterling Transportation Company	Salt Lake City	Heber	US 40, 91, U-7, 52
504	2157	10- 4-38	F	Rio Grande Motor Way, Inc.	Salt Lake City	Heber	US 40, 91, U-7, 52
505	2169	10-13-38	*	Odell Water Company	North Salt Lake		
506	1917	10-22-38	PBME	Burlington Transportation Co.	Utah-Arizona State Line	Utah-Wyoming State Line	US 30-S, 91, U-49
507	2078	10-22-38	P	Salt Lake & Utah RR. Corporation	Salt Lake City	Payson	US 91
508	2079	10-22-38	P	Salt Lake & Utah RR. Corporation	Provo	Deer Creek Dam Site	U-7, 52
509	2099	10-22-38	PBE	Interstate Transit Lines	Salt Lake City	Payson	US 91
510	2173	10-28-38	F	Joe C. Hunt	Salt Lake City	Blanding	US 50, 89, 91, 160, U-47
511	2193	12-28-38	PBEN	The Utah Idaho Central RR. Co.	Utah-Idaho State Line	Lewiston	U-61

TABLE NO. 4
CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED DURING PERIOD
JULY 1, 1938 to JUNE 30, 1939
 (Continued)

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued	Route		Via Highways
					Between	And	
512	2114	1-19-39	F	George A. Sims and Mil- to K. Sims, DBA Salt Lake Transfer Co.	Utah All points in	All points in Utah	All highways
513	2127	3- 8-39	E	Alma Ross Barton	Cedar City	Kanab	US 89, 91, U-15, 17
514	2213	3-28-39	PEN	Julian Warnock, DBA Salt Lake-Kamas Stages	Salt Lake City	Kamas, Mirror Lake	US 40, U-150, 530
515	2181	3-29-39	F	Hadley Transfer & Storage Company	All points in Utah	All points in Utah	All highways
516	2191	3-29-39	F	Rulon C. Ashworth, DBA Ashworth Transfer Company	All points in Utah	All points in Utah	All highways
517	2223	4- 5-39	F	L. J. Little	Kanab	50 Mile Radius	All highways
518	2221	5- 9-39	P	Salt Lake Transportation Company	Salt Lake City	Alta	No regular route

TABLE NO. 4
CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED DURING PERIOD
JULY 1, 1938 to JUNE 30, 1939
 (Continued)

Certificate No.	Case No.	Date of Order	Type of Service**	To Whom Issued	Route		Via Highways
					Between	And	
519	2231	5- 9-39	P	Lyle B. Nicholes, D. Howe Moffat, B. H. Robinson, and Glen R. Anderson, DBA Utah Transportation Company	Salt Lake City	Alta	No regular route
520	2235	5-29-39	F	Moab Garage Company, Inc.	Salt Lake City	Monticello	US 50, 91, 160, U-8
521	2253	5-31-39	F	Rio Grande Motor Way, Inc.	Salt Lake City	Park City	US 40
522	2250	6-19-39	P	Airway Motor Coach Lines, Inc.	Salt Lake City	Draper	City streets, County roads and State Road 71
523	2272	6-23-39	PFEM†	Bamberger Railroad Corporation	Salt Lake City	Ogden	†

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

†Railroad carrier.

**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; UP denotes urban passenger service.

Note: Certificate number 496 was never used. Case was held up and in the meantime was assigned to certificate number 513.

TABLE NO. 5
**CONTRACT CARRIER PERMITS ISSUED DURING PERIOD
 JULY 1, 1938 to JUNE 30, 1939**

Permit No.	Case No.	Date of Order	★ Type of Service	To Whom Issued	Route		Via Highways
					Between	And	
195	2112	7-11-38	F	Earl C. Wade	Salt Lake City Devils Slide	Ogden Ogden	US 91 US 30 S
196	2121	7-19-38	F	Emma Walker	Salt Lake City	Helper, Price	US 50
197	2107	7-29-38	F	George R. Adair	Salt Lake City	Glendale, Orderville, Mt. Carmel, Hatch, Alton, Kanab	US 91, U 28, US 89
198	2134	8-22-38	F	Harry L. Bracken	Mercur	Garfield	US 36, 50
199	2135	8-23-38	F	O. L. Jacobson	Eureka-Bonanza Mine Puck Mine Rainbow Mine	Watson American Switch Eureka-Bonanza-Puck Mines	County and Private
200	2149	9-16-38	F	Royal Allred	Provo	Sanpete and Sevier Counties to Salina	US 91, 50, 89
201	2158	10- 6-38	F	Leo. J. Knight	Salt Lake City, Provo, Nephi	All points within a 50 mile radius of Provo	All highways within the prescribed radius.

TABLE NO. 5
CONTRACT CARRIER PERMITS ISSUED DURING PERIOD
JULY 1, 1938 to JUNE 30, 1939
 (Continued)

Permit No.	Case No.	Date of Order	★ Type of Service	To Whom Issued	Between	Route	And	Via Highways
202	2138	10- 8-38	F	Cache Valley Seed & Produce Co.	Salt Lake City	Logan, Trenton, Smithfield		US 91, U 69
203	2151	10-28-38	F	Newell K. Warner	Fillmore	Meadow, Kanosh		US 91
204	2152	10-31-38	F	Max Fausett	Salt Lake City Nephi	Price Price		US 91, 50
205	2170	10-31-38	F	Sterling T. Nelson	Cedar City	Millford, Fillmore		US 91, U 21
206	2176	12- 9-38	F	Ashton's	Salt Lake City	Heber, Roosevelt		US 40
207	2177	12-13-38	F	A. T. Farnsworth	Salt Lake City, Provo	Ephraim, Rich- field, Marysvale		US 91, 89, U 28
208	2180	12-13-38	F	Walter K. Dastrup	Dolomite, Mercur	Garfield		US 40, 50, U 58, 112
209	2108	12-21-38	F	Elmo Sorenson	Tremonton, Ogden, various other points Gunnison	Gunnison		All highways between the pre-scribed points.
						Various points, Sanpete, Sevier Counties		

TABLE NO. 5
CONTRACT CARRIER PERMITS ISSUED DURING PERIOD
JULY 1, 1938 to JUNE 30, 1939
 (Continued)

Permit No.	Case No.	Date of Order	★ Type of Service	To Whom Issued	Route		Via Highways
					Between	And	
210	2195	12-27-38	F	Fausett and Hill	Fort Douglas	Salina, Henrieville, Mt. Pleasant, Mayfield, Escalante, Delta, Provo, Eureka, Pleasant Grove, Bridgeland, Heber City	US 40, 91, 50, 89 U 26, 23, 54
211	2192	12-27-38	F	R. D. Wells & Son	Fort Douglas	Dalton Wells, Castle Dale, Price, Ferron, Moab, Blanding, Hanksville, Green River	US 50, 160, U 47 10
212	1849	1-19-39	F	George A. Sims and Milton K. Sims (Salt Lake Transfer Company)	Salt Lake City	All points in Utah	Irregular routes
213	2201	1-24-39	F	Thomas C. Warner (Cole Transfer Company)	Fort Douglas	Cotton Wood, Clover Creek, Woods Cross, Bountiful, Willard, Brigham City	US 40, 91, U 36

TABLE NO. 5
 CONTRACT CARRIER PERMITS ISSUED DURING PERIOD
 JULY 1, 1938 to JUNE 30, 1939
 (Continued)

Permit No.	Case No.	Date of Order	★ Type of Service	Route		Via Highways
				Between	And	
214	2198	1-24-39	F	Leland Tuft (Utah Livery & Coal Co., Inc.)	Ogden, Salt Lake, Draper, Inter- mediate rail heads	Portal tunnels lo- cated at Alpine, Olmstead, Draper
						US 91, U 7
215	2204	2-20-39	F	Cora G. Wilson	Salt Lake City Provo	Provo All points in Utah and Juab Counties
						US 91 and various
217	2206	2-27-39	F	A. L. James, G. E. Sandstrom	Salt Lake City	All points in Utah
						All highways
218	2205	3-17-39	F	Paul J. Cox	Cedar City	Kanab
						US 91, 89, U 15
219	2211	3-28-39	F	J. Houston	Price	Hiawatha, Sunnyside, Columbia
						US 50, U 10, 122, 123

TABLE NO. 5
CONTRACT CARRIER PERMITS ISSUED DURING PERIOD
JULY 1, 1938 to JUNE 30, 1939
 (Continued)

Permit No.	Case No.	Date of Order	Type of Service ★	To Whom Issued	Route		Via Highways
					Between	And	
220	2219	4- 5-39	F	Fausett and Hill	Fort Douglas	Antelope Springs, Provo, Jericho, Duck Creek, Farmington Canyon, Pleasant Grove, Cal-lao, Indian Creek, Bryce, Kanab, Vernal, Bridgeland	US 40, 91, 50, 89 U 26, 23, 54
221	2207	4-14-39	F	Jesse A. Watson (Jesse Watson Transfer Company)	Salt Lake City	All points in Utah	All highways
222	2233	4-22-39	F	Victor Wilkins	Ant Hill Mine	Heber, Price	US 40, U 33
223	2232	5- 6-39	F	E. L. Gillispie	Salt Lake City	Tooele, Utah	US 40, U 36
224	2234	5-22-39	F	Leslie S. Dunn	Devils Slide, Nephi	Logan	US 89, 91, 30 S
225	2246	5-29-39	F	Alonzo Knight	Salt Lake City	Helper	US 50
226	2248	6- 2-39	F	W. H. Smith	Salt Lake City	Provo	US 91

TABLE NO. 5
CONTRACT CARRIER PERMITS ISSUED DURING PERIOD
JULY 1, 1938 to JUNE 30, 1939
(Continued)

Permit No.	Case No.	Date of Order	Type of Service ★	To Whom Issued	Route		Via Highways
					Between	And	
227	2247	6- 5-39	F	Earl Morrison	Salt Lake City	75 Mile Radius	All highways in prescribed radius.
228	2255	6-12-39	P	Alice A. Zobel	Provo	Any place in Utah	All highways
229	2263	6-19-39	F	Randall J. Rich	Salt Lake City	Ogden, Intermediate Points	US 91
230	2266	6-27-39	F	Joe Ford	Jericho Bountiful	Eureka Farmington	U 6 US 91
231	2264	6-27-39	F	R. D. Wells	Fort Douglas	Mt. Pleasant, Seeley Creek, Mayfield, Salina, Bryce, Henrieville	US 91, 89, U 29, 12, 54.

★ F Denotes freight service.

P Denotes passenger service.

TABLE NO. 6
INTERSTATE CARRIER LICENSES ISSUED DURING PERIOD
JULY 1, 1938 to JUNE 30, 1939

License No.	Case No.	Date of Order	Type of Service *	To Whom Issued	Between	Route	And	Via Highways
138	2061	7- 6-38	F	Leatham Brothers	Wellsville	Utah-Idaho State Line and Utah-Colorado State Line		US 91, 50, 30 S
139	2059	9-12-38	F	Robert J. Penman, DBA Penman Trucking Co.	Salt Lake City	Utah-Nevada State Line		US 40
140	2178	12-20-38	F	Cogswell Freight Lines, Inc.	Salt Lake City	Utah-Idaho State Line		US 91, 30 S
140	2064	12-30-38	F	Owen Milton Collett	Salt Lake City, Logan	Utah-Idaho and Utah-Wyoming State Lines		US 91, 30 S, U 41
141	2197	12-30-38	F	Western Auto Transports, Inc.	In and through Utah	Irregular routes		All highways
142	2200	1-10-39	F	L. G. Tapper, DBA Jones Motor Line	Salt Lake City	Utah-Idaho State Line		US 91, 30 S, U 41
143	2015	1-17-39	F	Truckaway Corporation	Salt Lake City	Utah-Wyoming and Utah-Colorado State Lines		US 30 S, 89, 40

TABLE NO. 6
INTERSTATE CARRIER LICENSES ISSUED DURING PERIOD
JULY 1, 1938 to JUNE 30, 1939
 (Continued)

License No.	Case No.	Date of Order	★ Type of Service	To Whom Issued	Route		Via Highways
					Between	And	
144	2203	2-14-39	F	J. J. Stanton, DBA Stanton Transportation Company	Bonanza	Utah-Colorado State Line, Heber	US 40, Private roads
145	2220	3-15-39	F	David Larsen	Salt Lake City	Utah-Wyoming State Line	US 91, 30 S, 40, U 49, 530
146	2237	4-10-39	F	Northwestern Express	Salt Lake City	Utah-Idaho State Line	US 91, 191
147	2222	5- 1-39	F	Osmond C. Hanson, DBA Washch Trucking Company	Utah-Colorado State Line	Thompson	US 160, 50, U 46
148	2259	6-10-39	F	George Fedor, Jr., DBA Star Transportation Company	Salt Lake City	Utah-Wyoming State Line	US 91, 30 S, 40, U 530, 3
149	2258	6-23-39	F	D. R. Ford and E. A. Ford, DBA Ogden Transfer and Storage Company	Ogden	Utah-Idaho, Utah-Wyo. and Utah-Ariz. State Lines	All highways

★ F Denotes freight service.

TABLE NO. 7
**TEMPORARY INTERSTATE LICENSES AUTHORIZING USE OF UTAH HIGHWAYS
 IN INTERSTATE COMMERCE ISSUED DURING PERIOD
 JULY 1, 1938 to JUNE 30, 1939**

Temporary License No.	Case No.	Date of Order	Type of Service *	To Whom Issued	Route		Via Highways
					Between	And	
XIX	2016	8-15-38	F	Sloans Moving and Storage Company	All State Lines	All State Lines	All highways
XX	2068	9-24-38	F	Lowell W. Kloppenburg	Salt Lake-Pleasant Grove-Orem- Springville-Ogden-Perry- Brigham City	Utah-Idaho Line	US 91, 30 S
XXI	2214	2-20-39	F	George A. Sims, M. K. Sims (Salt Lake Transfer Company)	All State Lines	All State Lines	All highways
XXII	2216	3- 1-39	F	Rulon C. Ashworth	All State Lines	All State Lines	All highways
XXIII	2217	3- 1-39	F	Hadley Transfer & Storage Company	All State Lines	All State Lines	All highways
XXIV	2225	3-17-39	F	Bekins Moving & Storage Company	All State Lines	All State Lines	All highways

TABLE NO. 7
 TEMPORARY INTERSTATE LICENSES AUTHORIZING USE OF UTAH HIGHWAYS
 IN INTERSTATE COMMERCE ISSUED DURING PERIOD
 JULY 1, 1938 to JUNE 30, 1939
 (Continued)

Temporary License No.	Case No.	Date of Order	Type of Service ★	To Whom Issued	Route		Via Highways
					Between	And	
XXV 2236	4- 6-39	F	Bekins Van Lines, Inc.	All State Lines	All State Lines	All State Lines	All highways
XXVI 2242	4-20-39	F	Oliver G. Roche	All State Lines	All State Lines	All State Lines	All highways
XXVII 2275	6-21-39	P	Rickers Educational and Scenic Bus Tours	All State Lines	All State Lines	All State Lines	All highways
XXVIII 2280	6-27-39	F	Charles A. Sturmer	Salt Lake City and Smelters within a 20 mile radius	Utah-Idaho Line	US 91, 30 S, 89	

★ F Denotes freight service.
 P Denotes passenger service.

TABLE NO. 8
**APPLICATIONS FOR COMMON CARRIER CERTIFICATES OF CONVENIENCE AND NECESSITY,
 CONTRACT CARRIER PERMITS, AND INTERSTATE CARRIER LICENSES
 LICENSES DENIED OR DISMISSED**
JULY 1, 1938 to JUNE 30, 1939

Case No.	Date of Order	Name of Applicant	Nature of Application	Disposition
2066	12- 2-38	Motor Express	Interstate Carrier License	Dismissed
2080	10-21-38	Motor Express	Certificate of Convenience and Necessity	Dismissed
2098	10-22-38	Rio Grande Motor Way, Inc.	Certificate of Convenience and Necessity	Denied
2102	10-21-38	Erol A. Millett	Interstate Carrier License	Dismissed
2104	7-12-38	Basin Service, Inc.	Certificate of Convenience and Necessity	Dismissed
2106	10-22-38	The Santa Fe Trail Transportation Co.	Certificate of Convenience and Necessity	Denied
2111	7-22-38	N. A. Riggs	Certificate of Convenience and Necessity	Denied
2113	6-16-39	Rio Grande Motor Way, Inc.	Certificate of Convenience and Necessity	Dismissed
2117	7-18-38	James H. Olsen	Contract Carrier Permit	Denied
2119	7-13-38	Mac T. Sliman	Certificate of Convenience and Necessity	Dismissed
2120	8- 4-38	Jesse Watson Transfer	Certificate of Convenience and Necessity	Dismissed
2125	9-16-38	J. M. Mickelson (Basin Service Co.)	Certificate of Convenience and Necessity	Denied

TABLE NO. 8
 APPLICATIONS FOR COMMON CARRIER CERTIFICATES OF CONVENIENCE AND NECESSITY,
 CONTRACT CARRIER PERMITS AND INTERSTATE CARRIER LICENSES
 DENIED OR DISMISSED
 JULY 1, 1938 to JUNE 30, 1939
 (Continued)

Case No.	Date of Order	Name of Applicant	Nature of Application	Disposition
2128	10- 6-38	Frank Gardner	Contract Carrier Permit	Dismissed
2129	10-20-38	M. E. Alexander	Contract Carrier Permit	Denied
2133	10-10-38	Vernon LaDoan Covington	Certificate of Convenience and Necessity	Denied
2150	10-21-38	Don H. Adamson	Contract Carrier Permit	Denied
2154	9-20-38	Rex F. Moss	Contract Carrier Permit	Dismissed
2179	3- 8-39	Loren Brady, DBA Brady Brothers	Contract Carrier Permit	Dismissed
2182	1- 9-39	William Winkel	Contract Carrier Permit	Dismissed
2194	2-16-39	James Rayburn	Contract Carrier Permit	Dismissed
2196	1-20-39	Marion Alexander	Contract Carrier Permit	Denied
2199	1-26-39	Farrell Holman	Contract Carrier Permit	Denied
2208	4-14-39	D. G. Elsmore, DBA Elsmore Warehouse & Distributing Company	Contract Carrier Permit	Dismissed
2215	3-20-39	Frank Davies	Contract Carrier Permit	Dismissed
2226	4-11-39	Mullin Hill	Contract Carrier Permit	Dismissed
2238	5-20-39	M. E. Alexander	Contract Carrier Permit	Denied
2241	5- 8-39	Randall Rich	Contract Carrier Permit	Denied
2243	5-29-39	Oswald Albert Michaelis	Contract Carrier Permit	Dismissed
2249	6- 5-39	W. E. Galbraith	Contract Carrier Permit	Denied

TABLE NO. 9
SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES
JULY 1, 1938 to JUNE 30, 1939

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
1338	6-22-39	Hadley Transfer & Storage Company	Supplemental application to transport to an additional point under Permit No. 24.	Permit No. 24 extended to include Logan.
1342	4-20-39	Jesse Elmer Tietjen	Supplemental application to haul for an additional party under Permit No. 12.	Permit No. 12 extended to include Utah State Training School.
1568	10-26-38	I. A. Miles	Supplemental application to haul for additional parties under Permit No. 70.	Application denied.
1594	5-12-39	Lyle Bringhurst	Application to change name.	Authority granted to change name to Norma B. Petty, DBA Marysville-Kanab Freight Line under Certificate No. 425.
1768	5-12-39	Lyle Bringhurst	Application to change name.	Authority granted to change name to Norma B. Petty, DBA Marysville-Kanab Freight Line under Certificate No. 437.
1802	2-20-39	M. S. Wycoff	Supplemental application to haul for additional parties.	Permit No. 123 extended to include hauling of films to additional theatres.
1802	5- 3-39	M. S. Wycoff	Supplemental application to haul for an additional party.	Permit No. 123 extended to include Marvin Anderson, Spring City.
1805	10-11-38	James O. Child	Supplemental application for amended operating rights.	Certificate No. 447A amended to include light express and perishables between Price, Emery, Elmo, and Cleveland.

TABLE NO. 9
SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES
JULY 1, 1938 to JUNE 30, 1939
(Continued)

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
1838	7-16-38	M. R. Cameron, Garth Cameron	Application for rehearing.	Application denied.
1849	2-23-39	Salt Lake Transfer Company	Application for additional operating rights.	Permit No. 212 extended to certain commodities for specified parties.
1849	2-25-39	Salt Lake Transfer Company Utah Idaho Central Railroad Co., Union Pacific System, et al.	Application for reconsideration and rehearing.	Application denied.
1849	3- 7-39	The Denver and Rio Grande Western Railroad Company, et al.	Application for rehearing.	Application denied.
1849	3-18-39	Salt Lake Transfer Company	Application for reconsideration and rehearing.	Application denied.
1887	4-12-39	Contract Carriers, Inc.	Application to change name.	Applicant authorized to change name to Bray Truck Lines, Inc.
1912	2-27-39	Leland Hair	Supplemental application to haul for additional parties under Permit No. 144.	Application granted.
1912	3-30-39	Leland Hair	Supplemental application to haul for additional parties under Permit No. 144.	Application granted.

TABLE NO. 9
SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES
JULY 1, 1938 to JUNE 30, 1939
(Continued)

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
1970	12-12-38	Harry L. Young	Supplemental application for additional operating rights under Permit No. 150.	Application granted to include transportation of special commodities for Bonneville Ltd.
1976	10-31-38	William Farrer	Supplemental application to haul for an additional party under Permit No. 162.	Application denied.
1980	10-31-38	Campbell Truck Line	Supplemental application to haul for an additional party under Permit No. 164.	Application denied.
1989	4- 5-39	Attwell B. Robinson	Supplemental application to haul specified articles for an additional party under Permit No. 154.	Application granted to include Forsey Ice Cream Company.
2009	4-13-39	Wells, Inc.	Supplemental application for additional operating rights under Permit No. 158.	Applicant authorized to haul supplies for International Smelting & Refining Company.
2019	5-12-39	H. C. Norton, A. L. Bruno	Supplemental application to haul for additional parties under Permit No. 174.	Application denied.
2029	11- 7-38	J. M. Mickelson	Supplemental application to haul for additional parties under Permit No. 175.	Application granted in part and denied in part.
2029	3-29-39	J. M. Mickelson	Supplemental application to haul for additional parties under Permit No. 175.	Application granted in part and denied in part.

TABLE NO. 9
SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES
JULY 1, 1938 to JUNE 30, 1939
(Continued)

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
2050	7-22-38	Hill Brothers	Supplemental application to extend Permit No. 177.	Application granted authorizing the transportation of stucco products for Utah Stucco Products Co.
2050	9-30-38	Hill Brothers	Supplemental application to extend Permit No. 177.	Application granted authorizing the hauling of specified articles for Spear Lumber Company.
2052	12- 7-38	James H. Greensides	Application for rehearing.	Application denied.
2059	9-12-38	Robert J. Penman	Supplemental application for amended operating rights under Permit No. 179.	Applicant authorized to haul grinding balls and sulphur products for Wasatch Ball Foundry and Utah Sulphur Products Distributing Co., respectively.
2064	1-13-39	Owen Milton Collett	Supplemental application to correct and clarify operating rights granted under License No. 140.	License No. 140 amended.
2069	9-27-38	Marvin Dalton	Supplemental application to extend operating rights under Permit No. 180.	Application granted in part and denied in part.
2073	7-29-38	R. D. Wells & Son	Supplemental application to extend Permit No. 178 from July 1 to September 30, 1939.	Application granted.
2085	9-27-38	Airway Motor Coach Lines	Supplemental application to amend Certificate No. 494.	Certificate No. 494 amended to include permanent bus service from Mill Creek to Holladay.

TABLE NO. 9
SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES
JULY 1, 1938 to JUNE 30, 1939
(Continued)

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
2085	10- 5-38	Airway Motor Coach Lines	Supplemental application to amend Certificate No. 494.	Certificate No. 494 amended to specify the time (10:00 a.m. to 4:00 p.m.) applicant is authorized to operate over the specified route.
2091	9- 7-38	Eddis T. Rutherford	Supplemental application to amend Permit No. 189.	Permit No. 189 extended to include transportation of cement for Standard Lumber Company.
2094	8- 5-38	J Claud Hicken Don L. Hicken	Application for rehearing.	Application denied.
2107	12-27-38	George R. Adair	Supplemental application to haul for Kane County Department of Public Welfare.	Application denied.
2112	12- 5-38	Earl C. Wade	Supplemental application to amend Permit No. 195.	Permit No. 195 amended to include transportation of cement for Associated Builders Supply.
2112	6-12-39	Earl C. Wade	Supplemental application to haul for additional parties under Permit No. 195.	Permit No. 195 amended to include Leek Brick Company, Ogden Pressed Brick Company.
2131	8-26-38	Sterling Transportation Company	Petition to clarify order granting Certificate No. 274.	Certificate No. 274 amended to specify routes over which carrier is authorized to operate.
2132	8-30-38	Southern Utah Truck Company Joseph J. Milne Truck Line, Inc.	Petition to transfer operating rights granted under Certificate No. 422 to Certificate No. 465.	Petition granted to merge Southern Utah Truck Company with Joseph J. Milne Truck Line.

TABLE NO. 9
SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES
JULY 1, 1938 to JUNE 30, 1939
(Continued)

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
2138	12-22-38	Cache Valley Seed & Produce Co.	Supplemental application to haul for an additional party under Permit No. 202.	Application denied.
2201	3-17-39	Thomas C. Warner, DBA Cole Transfer and Storage Company.	Supplemental application to extend the time under Permit No. 213.	Application granted to extend Permit No. 213 to June 30, 1939.
2205	4-20-39	Paul J. Cox	Application for rehearing.	Application denied.
2213	5-22-39	Julian Warnock, DBA Salt Lake-Kamas Stages	Supplemental application to transport passengers to additional points under Certificate No. 520.	Application granted.
2218	3-30-39	Leland Hair	Transfer of contracts from Jack Ginnell.	See Case 1912 above.
2235	6-20-39	Moab Garage Co.	Supplemental application to limit and specify the articles to be transported under Certificate No. 520.	Application granted.
2238	6- 2-39	M. E. Alexander	Application for rehearing.	Application denied.
2247	6-14-39	Earl Morrison	Application to amend Permit No. 227.	Application granted to extend Permit No. 227 to all Utah highways.

TABLE NO. 10
SUMMARY OF ORDERS ISSUED IN MISCELLANEOUS CASES
JULY 1, 1938 to JUNE 30, 1939

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
2130	7-30-38	Bear River Valley Telephone Co.	Request for permission to discontinue telephone service on its line serving Blue Creek Valley.	Application granted.
2153	9-13-38	Bountiful Light & Power Co. and Utah Power & Light Co.	Dissolution of the corporation and the acquisition of the physical assets of the company by Utah Power & Light Company.	Application granted.
2171	10-19-38	Utah Power & Light Company	Approval of interchange power agreement with Brigham City.	Application granted.
2174	10-19-38	Utah Power & Light Company	Approval of an agreement with Midvale City for the furnishing of electric power for street lighting purposes.	Application granted.
2251	5-17-39	The Moon Lake Electric Association, Inc.	Application to construct, operate, and maintain an electric power transmission line.	Preliminary order issued granting the application pending the receipt of a franchise from Duchesne County.
2262	6- 5-39	Garkane Power Co., Inc.	Application for exemption from obtaining a certificate of convenience and necessity and in the alternative for a certificate of convenience and necessity authorizing the construction of electric transmission lines and distribution system and an electric generating plant.	Preliminary order issued ordering a hearing to be held in Panguitch on July 20, 1939 and that pending the hearing authority was granted to go forward with the construction of the electrification project in Garfield and Kane Counties with the exception of the locality now served by Escalante Power and Light Company.

TABLE NO. 11

**CERTIFICATES OF CONVENIENCE AND NECESSITY
AND INTERSTATE CARRIER LICENSES
CANCELLED DURING PERIOD
JULY 1, 1938 to JUNE 30, 1939**

CERTIFICATES

Certificate No.	Case No.	Date of Cancellation	Name of Carrier
74	2253	5-31-39	Howard Hout (Bee Hive Stages)
320	2253	5-31-39	Howard Hout (Bee Hive Stages)
422	2132	8-30-38	Southern Utah Truck Co.

LICENSES

License No.	Case No.	Date of Cancellation	Name of Carrier
22	2259	6-10-39	Leander Samuel Sim
36	2200	1-10-39	David J. Williams (Williams Transportation)
85	1622	2- 4-39	Brown and Lund

TEMPORARY LICENSE

VII	2017	6- 8-39	Caravan's Inc.
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TABLE NO. 12
CONTRACT CARRIER PERMITS CANCELLED
DURING PERIOD
JULY 1, 1938 to JUNE 30, 1939

Permit No.	Case No.	Date of Cancellation	Name of Carrier
13	2107	7-29-38	George R. Adair
31	1390	11- 8-38	L. J. Eliason
37	1433	4- 4-39	V. D. Atkinson
38	2173	10-28-38	Joe C. Hunt
63	1536	1- 5-39	Thomas W. Perry
69	1389	10-26-38	Stephen G. Skillhorn
74	1511	5- 1-39	J. Claud Hicken and Sons
125	1849	1-19-39	George A. Sims and Milton K. Sims, DBA Salt Lake Transfer Company
127	1854	5- 3-39	Hadley Transfer & Storage Co.
128	1856	5- 3-39	Rulon C. Ashworth, DBA Ashworth Transfer Company
143	1948	4-21-39	Alma Fernelius Randall
145	1962	6-23-39	A. V. Lewis
160	2008	12-15-38	Marcell Graham
161	2012	4-14-39	Jack Gingell
180	2069	1- 5-39	Marvin Dalton
181	2065	6-27-39	Leslie Albert Davis
183	2060	6-14-39	J. Louis Brown
187	2043	4- 5-39	David Lester Rees
189	2091	2-27-39	Eddis T. Rutherford
194	2109	12-22-38	Lucian Tangren
199	2135	2-28-39	O. L. Jacobsen
202	2138	12-30-38	Cache Valley Seed and Produce Company
219	1312	5-1-39	H. E. Timpson

APPENDIX III

STATISTICS OF PUBLIC UTILITY OPERATIONS

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TABLE NO. 13
 CLASS I AND CLASS II STEAM RAILROADS
 RAILWAY OPERATING REVENUES, YEAR ENDED DECEMBER 31, 1938

NAME OF CARRIER	ENTIRE LINE				WITHIN STATE OF UTAH			
	Freight Revenues	Passenger Revenues	Other Operating Revenues	Total Railway Revenues	Freight Revenues	Passenger Revenues	Other Operating Revenues	Total Railway Revenues
Bingham and Garfield Ry. Co.	\$ 369,308		\$ 15,202	\$ 384,510	\$ 369,308		\$ 15,202	\$ 384,510
Denver & Rio Grande Western RR. Co., The	20,749,393	1,436,506	1,217,772	23,404,171	8,192,339	370,600	325,470	8,888,409
Southern Pacific Company	116,299,568	21,565,863	20,398,563	158,263,994	3,879,891	464,131	372,069	4,776,091
Tooele Valley Ry. Co.	75,050	6,728	22,936	104,714	75,050	6,728	22,936	104,714
Utah Valley Railway Company, The	155,989	840	5,553	162,382	27,492	93	1,368	28,953
Union Pacific RR. Co.	120,429,544	16,565,711	13,217,959	150,213,214	10,373,603	1,974,164	1,059,888	13,407,755
Utah Railway Company	679,960		2,621	682,581	679,960		2,621	682,581
Western Pacific RR. Co., The	13,895,345	337,551	351,783	14,584,679	1,634,676	42,160	46,844	1,723,680
TOTAL	\$272,654,657	\$89,913,199	\$35,232,389	\$347,800,245	\$25,232,319	\$2,877,876	\$1,846,498	\$29,956,693

TABLE NO. 14
CLASS I AND CLASS II STEAM RAILROADS
RAILWAY OPERATING EXPENSES, YEAR ENDED DECEMBER 31, 1938

NAME OF CARRIER	ENTIRE LINE							Operating Ratio
	Mainten- ance of Way and Structures	Mainten- ance of Equipment	Traffic Expenses	Transpor- tation Rail Line	Miscel- laneous Opera- tions	General Expenses	Trans- porta- tion for Invest- ment Credit	
Bingham and Garfield Ry. Co.	\$ 76,294	\$ 86,280	\$ 20,729	\$ 105,786	\$ 215,211	\$ 68,479	\$ 357,568	92.99 %
Denver & Rio Grande Western RR. Co., The	3,179,025	5,971,298	769,234	8,792,850	215,211	841,577	19,742,480	84.35 %
Southern Pacific Company	17,592,864	27,035,709	4,841,792	\$65,755,110	3,708,502	6,195,522	124,611,743	78.74 %
Tooele Valley Ry. Co.	8,632	29,194	4,926	60,767	11,219	11,219	114,738	109.57 %
Utah Railway Co., The	27,789	40,100	568	39,955	40,955	40,955	149,367	91.99 %
Union Pacific RR. Co.	16,354,100	26,413,639	4,244,151	\$50,291,605	3,430,968	5,001,450	105,731,151	70.39 %
Utah Railway Company	115,099	243,975	4,089	198,081	45,267	45,267	606,511	88.86 %
Western Pacific RR. Co., The	3,591,154	2,577,574	695,988	6,111,058	108,650	555,625	13,542,195	92.85 %
TOTAL	\$40,944,957	\$62,400,669	\$10,081,477	\$131,355,212	\$7,463,331	\$12,760,094	\$149,987,264	85.75 %
NAME OF CARRIER	WITHIN STATE OF UTAH							Operating Ratio
	Mainten- ance of Way and Structures	Mainten- ance of Equipment	Traffic Expenses	Transpor- tation Rail Line	Miscel- laneous Opera- tions	General Expenses	Trans- porta- tion for Invest- ment Credit	
Bingham and Garfield Ry. Co.	\$ 76,294	\$ 86,280	\$ 20,729	\$ 105,786	\$ 215,211	\$ 68,479	\$ 357,568	92.99 %
Denver & Rio Grande Western RR. Co., The	1,100,349	2,166,204	278,006	3,344,962	61,206	307,924	7,248,316	81.55 %
Southern Pacific Company	365,631	545,302	86,805	1,281,979	77,878	125,972	2,433,191	52.43 %
Tooele Valley Ry. Co.	8,632	29,194	4,926	60,767	11,219	11,219	114,738	109.57 %
Utah Railway Co., The	5,491	7,924	112	7,895	8,093	8,093	29,515	101.94 %
Union Pacific RR. Co.	1,663,212	2,686,257	431,630	5,118,761	348,929	508,648	10,751,963	80.19 %
Utah Railway Company	115,099	243,975	4,089	198,081	45,267	45,267	606,511	88.86 %
Western Pacific RR. Co., The	433,744	306,474	82,753	726,605	12,919	66,064	1,616,924	93.81 %
TOTAL	\$ 3,768,512	\$ 6,071,610	\$ 909,050	\$ 10,839,836	\$ 500,932	\$ 1,141,666	\$ 23,208,726	77.47 %

* Includes \$4,708,477 of transportation water line expenses.

† Includes \$8,804 of transportation water line expenses.

TABLE NO. 15
CLASS I AND CLASS II STEAM RAILROADS
STATISTICS OF RAIL LINE OPERATIONS WITHIN STATE OF UTAH,
YEAR ENDED DECEMBER 31, 1938

NAME OF CARRIER	Average Mileage Of Road Operated		Total Train Miles	Total Locomotive Miles	Total Car Miles	Tons Revenue Freight Transported	Revenue Passengers Carried
	Entire Line	Utah					
Bingham and Garfield Ry. Co.	34.04	34.04	34,954	92,662	479,204	1,215,797	107,097
Denver & Rio Grande Western RR. Co., The	2,566.68	689.57	1,749,057	2,788,539	57,055,679	5,464,233	232,090
Southern Pacific Company	8,706.19	259.53	671,645	700,897	34,674,212	8,378,897	183,994
Tooele Valley Ry. Co.	9.42	9.42	27,825	47,199	138,552	372,189	209
Utah Railway Company, The	68.46	17.72	3,928	3,928	29,926	16,572	625,658
Union Pacific RR. Co.	9,907.52	891.71	3,660,888	5,096,184	99,803,947	8,108,694	23,069
Utah Railway Company	111.10	111.10	60,849	126,922	2,815,640	683,490	1,122,117
Western Pacific RR. Co., The	1,207.51	143.72	357,591	428,887	15,434,824	1,722,220	1,122,117
TOTAL	22,610.92	2,156.81	6,566,737	9,285,218	210,481,984	20,962,092	23,069
NAME OF CARRIER	Ton-Miles Revenue Freight	Passenger Miles Revenue	Average Revenue per Ton of Freight	Average Revenue per Ton-Mile of Freight	Average Revenue per Passenger	Average Revenue per Passenger Mile	Utah Tax Accruals
Bingham and Garfield Ry. Co.	13,663,271	25,832,697	\$.30	\$.02702	\$	\$	\$ 72,743
Denver & Rio Grande Western RR. Co., The	885,482,000	25,528,794	1.50	.00925	3.46	.01431	800,457
Southern Pacific Company	390,793,560	669,970	1.15	.00993	2.09	.01896	294,128
Tooele Valley Ry. Co.	2,550,590	177,285	.20	.02942	.05	.01004	8,433
Utah Railway Company, The	974,852,771	117,299,097	1.66	.15507	.44	.06700	5,863
Union Pacific RR. Co.	61,301,909	197,362,961	1.28	.01064	3.16	.01693	1,222,894
Utah Railway Company	197,362,961	2,837,008	.99	.01109	1.83	.01488	111,025
Western Pacific RR. Co., The	2,526,189,347	172,228,954	.95	.00828	2.56	.01671	87,750
TOTAL			\$ 1.20	\$.00999	\$ 2.56	\$.01671	\$ 2,603,293

TABLE NO. 16
CLASS I AND CLASS II STEAM RAILROADS*
REVENUE FREIGHT CARRIED WITHIN THE STATE OF UTAH DURING THE YEAR 1938

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.....	21,028	764,198	121,815	2,139,198	128,052	2,373,946	19,776	795,948
Animals and Products.....	11,722	137,663	12,869	204,952	18,135	265,530	5,363	72,176
Products of Mines.....	93,177	4,643,465	40,836	2,096,841	119,820	5,980,840	80,997	4,389,193
Products of Forests.....	71	2,164	50,788	1,422,316	50,824	1,423,367	3,270	93,114
Manufactures and Miscellaneous.....	25,906	935,077	89,463	2,306,177	100,310	2,728,091	21,903	682,571
Trans-State Traffic Not Subdivided by Commodities†			240,463	6,198,135	291,057	8,108,694		
Grand Total Carload Freight.....	151,904	6,485,562	556,344	14,367,619	708,248	20,880,468	131,809	5,983,002
All L. C. L. Freight.....		33,962		74,949		81,624		43,508
Grand Total, Carload and L. C. L. Freight.....	151,904	6,519,524	556,344	14,442,568	708,248	20,962,092	131,809	6,026,510

*Includes Bingham and Garfield Ry. Co., The Denver & Rio Grande Western RR. Co., Southern Pacific Co., Tooele Valley 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. 17
CLASS III—STEAM RAILROADS
OPERATIONS WITHIN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1938

	Carbon County Railway Company	Deep Creek Railroad Company
Operating Revenues:		
Freight Revenues	\$ 52,940	\$ 3,600
Other Operating Revenues.....		663
Total Operating Revenues.....	\$ 52,940	\$ 4,263
Operating Expenses:		
Maintenance of Way and Structures....	5,033	5,690
Maintenance of Equipment.....	1,624	1,093
Traffic Expenses	309	108
Transportation—Rail Line	10,110	5,400
General	5,535	1,098
Total Operating Expenses.....	\$ 22,611	\$ 13,389
Net Revenue from Railway Operations.....	30,329	9,126R
Railway Tax Accruals.....	6,016	1,017
Railway Operating Income.....	24,313	10,143R
Rents Paid for Hire of Freight Cars and Locomotives	12,667	590
Net Railway Operating Income.....	\$ 11,646	\$ 10,733R
Other Income		13
Income Available for Fixed Charges....	11,646	10,720R
Fixed Charges	11,532	5,153
Net Income.....	\$ 114	\$ 15,873R
MISCELLANEOUS STATISTICS		
Average Mileage of Road Operated.....	4.72	46.00
Tons of Revenue Freight Carried:		
Products of Agriculture.....		25
Animals and Products.....		25
Products of Mines	259,077	851
Products of Forests	68	305
Manufactures and Miscellaneous.....	1,261	125
All L. C. L. Freight.....	123	47
Total Tons Revenue Feight Carried	260,529	1,945
Revenue Passengers Carried.....		69
Train Miles	1,710	4,778
Locomotive Miles	1,710	5,536
Car Miles	34,408	16,444
Operating Ratio (Ratio of operating ex- penses to operating revenues).....	42.71%	314.07%

R Denotes red figure or deficit.

TABLE NO. 18
ELECTRIC INTERURBAN RAILROADS—OPERATIONS WITHIN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1938
INCOME STATEMENTS

	Bamberger Electric RR. Company	Salt Lake Garfield & Western Railway Co.	Salt Lake and Utah Railroad Co. (1)	Salt Lake & Utah RR. Corporation, The (2)	Utah-Idaho Central RR. Company, The (3)
OPERATING INCOME					
Railway Operating Revenues.....	\$ 383,805	\$ 100,359	\$ 109,265	\$ 302,936	\$ 489,483
Railway Operating Expenses.....	335,653	53,614	128,690	229,442	413,940
Net Revenue-Railway Operations.....	\$ 48,152	\$ 36,745	\$ 19,425R	\$ 73,494	\$ 55,543
Auxiliary Operations—Revenues.....	.....	95,719	.....	.....	.....
Auxiliary Operations—Expenses.....	.....	114,528	.....	.....	.....
Net Revenue—Auxiliary Operations.....	.....	18,808R	.....	.....	.....
Net Operating Revenue.....	\$ 48,152	\$ 17,936	\$ 19,425R	\$ 73,494	\$ 55,543
Taxes Assignable to Railway Operations.....	30,932	7,353	13,602	34,241	50,809
Operating Income.....	\$ 17,220	\$ 10,553	\$ 33,027R	\$ 39,253	\$ 4,734

TABLE NO. 18
ELECTRIC INTERURBAN RAILROADS—OPERATIONS WITHIN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1938
INCOME STATEMENTS
(Continued)

	Bamberger Electric RR. Company	Salt Lake Garfield & Western Railway Co.	Salt Lake and Utah Railroad Co. (1)	Salt Lake & Utah RR. Corporation, The (2)	Utah-Idaho Central RR. Company, The (3)
NON-OPERATING INCOME					
Miscellaneous Rent Income.....	\$	\$	\$	\$	\$ 440
Net Income from Misc. Physical Property	.....	25	334	594	.....
Dividend Income.....	.....	.....	.....	.....	876
Income from Funded Securities.....	22,396	.....	7	249	460
Income from Unfunded Securities and Accts.	.....	115	.....	186	180
Miscellaneous Income.....	558	.....	16	.....	189
Total Non-Operating Income.....	\$ 22,954	\$ 140	\$ 357	\$ 1,329	\$ 1,975
Gross Income.....	\$ 40,174	\$ 10,693	\$ 32,670R	\$ 40,582	\$ 6,709
DEDUCTIONS FROM GROSS INCOME					
Miscellaneous Rents.....	\$ 240	\$	\$	\$	\$ 633
Net Loss on Misc. Physical Property.....	318	41	.....	.....	287
Interest on Funded Debt.....	9,000	5,320	28,648	.....	119,970
Interest on Unfunded Debt.....	81,797	2,547	38,155	10,696	164
Amortization of Discount on Funded Debt.....	1,516	514	1,550	2	222
Miscellaneous Debits.....	561	164	.....	.....	3,521
Total Deductions from Gross Income.....	\$ 93,332	\$ 8,586	\$ 68,353	\$ 10,698	\$ 124,827
Income Balance Transferred to Profit and Loss.....	\$ 53,758R	\$ 2,107	\$ 101,023R	\$ 29,884	\$ 118,118R

(1) For four months ended April 30, 1938.

(2) For eight months ended December 31, 1938.

(3) Includes rail and motor bus operations in Utah and Idaho.
R Denotes red figure or deficit.

TABLE NO. 19
ELECTRIC INTERURBAN RAILROADS—OPERATIONS WITHIN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1938

NAME OF CARRIER	OPERATING REVENUES					MISCELLANEOUS STATISTICS				
	Freight Revenues	Passenger Revenues	Other Operating Revenue	Total Operating Revenues	Road and Equipment End of Year	Accrued Depreciation and Expt. End of Year	Total Long Term Debt End of Year	Capital Stock End of Year		
Bamberger Electric Railroad Co.	\$ 251,102	\$ 107,566	\$ 25,137	\$ 383,805	\$ 3,661,311	\$ 315,389	\$ 150,000	\$ 1,500,000		
Salt Lake Garfield & Western Ry. Co.	73,162	26,488	709	100,359	1,580,927	721,312	74,000	750,000		
Salt Lake and Utah RR. Company (1)	76,376	24,859	8,030	109,265	.....	.....	.....	.....
S. L. and Utah RR. Corp., The (2)	233,951	49,544	19,441	302,936	605,415	19,107	407,315	209,000		
Utah-Idaho Central RR. Co., The (3)	362,044	59,305	48,134	469,483	5,650,416	422,843	1,999,500	3,522,131		
TOTAL	\$ 996,635	\$ 267,762	\$ 101,451	\$ 1,365,848	\$11,498,069	\$ 1,978,651	\$ 2,630,315	\$ 5,981,131		

NAME OF CARRIER	OPERATING EXPENSES					General and Miscellaneous	Transportation for Investment Credit	Total Operating Expenses
	Structures Way and	Equipment	Power	Conducting Transportation	Traffic			
Bamberger Electric Railroad Co.	\$ 77,495	\$ 22,403	\$ 49,268	\$ 55,307	\$ 13,666	\$ 117,514	\$	\$ 335,653
Salt Lake Garfield & Western Ry. Co.	9,780	14,859	13,773	13,742	2,715	8,745		63,614
Salt Lake and Utah RR. Company (1)	13,870	13,551	18,348	30,187	7,357	44,877		128,690
S. L. and Utah RR. Corp., The (2)	26,977	24,661	36,417	57,454	14,391	69,542		229,442
Utah-Idaho Central RR. Co., The (3)	90,974	45,668	62,059	121,631	11,232	82,876		413,940
TOTAL	\$ 219,096	\$ 121,142	\$ 180,365	\$ 278,321	\$ 49,361	\$ 323,054	\$	\$ 1,171,339

(1) For four months ended April 30, 1938.

(2) For eight months ended December 31, 1938.

(3) Rail and motor bus operations, Utah and Idaho.

TABLE NO. 20
ELECTRIC INTERURBAN RAILROADS—OPERATIONS WITHIN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1938
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
	Entire Line	Utah					
Bamberger Electric RR. Co.	36.90	36.90	196,894	440,738	\$.24406	840,803	68,784
Salt Lake Garfield & Western Ry. Co.	20.87	20.87	53,393	432,914	.06118	115,769	5,107
Salt Lake and Utah RR. Company (1)	76.12	76.12	(3)	432,520	.30125	252,616	21,376
Salt Lake and Utah RR. Corporation, The (2)			(3)	155,767	.31394	650,000	60,107
Utah Idaho Central RR. Co., The (4)	120.67	113.89	289,668	211,864	.15282	1,328,096	67,850
Utah Idaho Central RR. Co., The (5)				211,166	.12769	205,280	10,076
TOTAL	254.56	247.78	539,955	1,534,969	\$.17444	3,432,564	233,250

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	Employees	
						Average Number	Aggregate Salaries & Wages Paid for Year
Bamberger Electric RR. Co.	\$.45647	\$ 5.53892	\$.39920	\$ 4.88336	63.38%	28	30,132
Salt Lake Garfield & Western Ry. Co.	.89481	19.66128	.54949	12.43633	87.45%	122	141,240
Salt Lake and Utah RR. Company (1)	.37341	5.11167	.43559	5.96281	117.73%	141	57,799
Salt Lake and Utah RR. Corporation, The (2)	.46199	4.99620	.32379	3.50162	75.74%	130	101,468
Utah Idaho Central RR. Co., The (4)	.33315	6.52109	.29123	5.70062	88.17%		
Utah Idaho Central RR. Co., The (5)	.13166	2.68231	.13227	2.69482			
TOTAL	\$.39791	\$ 5.85573	\$.34124	\$ 5.02182	85.76%	421	536,414

(1) For four months ended April 30, 1938.

(2) For eight months ended December 31, 1938.

(3) Not available.

(4) Rail line operations, Utah and Idaho.

(5) Motor bus operations, Utah and Idaho.

TABLE NO. 21

**URBAN PASSENGER TRANSPORTATION COMPANIES
OPERATIONS WITHIN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1938**

	Utah Light and Traction Company*	Ogden Transit Company†	Airway Motor Coach Lines, Inc.†
Operating Revenues:			
Passenger Revenues	\$1,089,814.91	\$144,418.47	\$ 7,435.84
Other Operating Revenues.....	9,053.64	775.11	
Total Operating Revenues....	\$1,098,868.55	\$145,193.58	\$ 7,435.84
Operating Expenses	918,945.84	105,451.99	6,617.62
Depreciation	81,073.99	12,109.98	740.00
Taxes	87,743.07	13,812.41	477.18
Total Operating Deductions..	\$1,087,762.90	\$131,374.38	\$ 7,834.80
Operating Income	11,105.65	13,819.20	398.96R
Non-Operating Income	612,283.42		
Gross Income	\$ 623,389.07	13,819.20	398.96R
Income Deductions:			
Interest on Long-Term Debt....	\$ 619,549.99	\$ 3,937.44	
Amortization of Debt Disc. and Expense	3,923.64	20.97	
Other Interest Deductions.....	3,839.08	399.52	234.05
Other Income Deductions.....		1,085.74	
Total Income Deductions.....	\$ 627,312.71	\$ 5,443.67	\$ 234.05
Net Income	\$ 3,923.64R	\$ 8,375.53	\$ 633.01R
Carrier Operating Property,			
End of Year	\$4,714,350.93	\$ 46,945.73	\$ 15,259.00

STATISTICS

One way route miles operated.....	205.34	17.39	31.40
Revenue passengers carried.....	15,650,862	3,041,747	105,270
Free transfer passengers carried	2,246,189	306,475	
Total Passengers Carried.....	17,877,051	3,348,222	105,270
Average fare, revenue passengers	\$.06972	\$.047479	\$.070636
Average fare, total passengers (including transfer passengers)	.06096	.043135	.070636
Total vehicle mileage.....	4,792,557	812,472	68,352
Total vehicle hours.....	402,703	72,948	4,870
Operating revenues per vehicle mile	\$.22962	\$.17870	\$.11103
Operating revenue per vehicle hour	2.72873	1.99032	1.54271
Operating expenses and depreci- ation per vehicle mile.....	.20896	.16169	.12048
Operating expenses and depreci- ation per vehicle hour.....	2.48327	1.80092	1.67403

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

† Gasoline bus operation.

R Denotes red figure or deficit.

TABLE NO. 22

UTAH POWER & LIGHT COMPANY

INCOME STATEMENT

YEAR ENDED DECEMBER 31, 1938

(System Operations)

Account	Total Operations	Electric Operations	Steam Heat
Operating Income:			
Operating Revenues	\$10,911,095.32	\$10,804,641.88	\$106,453.44
Operating Expenses	4,246,975.66	4,129,551.49	117,424.17
Depreciation	1,020,000.00	1,000,000.00	20,000.00
Taxes	1,783,803.41	1,763,405.81	20,397.60
Total Operating Deductions	\$ 7,050,779.07	\$ 6,892,957.30	\$157,821.77
Net Operating Revenues....	3,860,316.25	3,911,684.58	51,368.33R
Rent for Lease of Utility Plant —Dr.	612,283.42	612,283.42	.....
Utility Operating Income..\$	3,248,032.83	\$ 3,299,401.16	\$ 51,368.33R
Other Income:			
Income from Merchandise, Jobbing, and Contract Work	3,561.63R		
Revenue from Lease of Other Physical Property	4,494.23		
Dividend Revenues	261,398.46		
Interest Revenues	35.25		
Misc. Non-Operating Reven- ues	880.77		
Non-Operating Revenue De- ductions			
Total Other Income.....\$	261,485.54		
Gross Income	\$ 3,509,518.37		
Income Deductions:			
Interest on Long-Term Debt..\$	2,016,277.64		
Amortization of Debt Dis- count and Expense	161,640.19		
Taxes Assumed on Interest..	4,263.19		
Other Interest Charges.....	16,000.00		
Misc. Income Deductions.....	9,277.05		
Total Income Deductions..\$	2,207,458.07		
Net Income	\$ 1,302,060.30		

TABLE NO. 23
ELECTRIC UTILITIES—CLASSES B, C, D, E, AND F—OPERATIONS IN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1938
INCOME STATEMENTS

ITEM	Big Springs Power Company	Bountiful Light & Power Company*	Escalante Light & Power Company	Goshen Electric Company	Leland Electric Light & Telephone Company	North Logan Telephone and Electric Light Co.	Orderville Power & Light Co.
Sales of Electricity.....	\$22,406.90	\$19,298.44	\$1,696.85	\$4,399.19	\$1,610.70	\$2,096.43	\$3,140.00
Other Operating Revenues.....	243.91	837.30	.....	.....	544.87†	636.06**	.....
Total Operating Revenues.....	\$22,650.81	\$20,135.74	\$1,696.85	\$4,399.19	\$2,155.57	\$2,732.48	\$3,140.00
Operating Expenses.....	11,979.52	17,474.70	2,096.54	3,611.30	1,922.29	1,996.50	3,344.87
Uncollectible Bills.....	274.60	.....	414.45	.....	.....	.....	.....
Taxes.....	2,809.09	1,872.37	290.28	220.33	92.16	221.57	164.07
Total Revenue Deductions.....	\$15,063.21	\$19,347.07	\$2,801.27	\$3,831.63	\$2,015.05	\$2,218.07	\$3,508.94
Operating Income.....	7,587.60	788.67	1,104.42R	567.56	140.52	514.41	368.94R
Total Miscellaneous Income.....	22.50	.....	.....	.....	150.00	62.50	.....
Gross Corporate Income.....	\$7,610.10	\$788.67	\$1,104.42R	\$567.56	\$290.52	\$576.91	\$368.94R
Interest on Long-Term Debt.....	4,924.14	.....	.....	.....	.....	.....	.....
Misc. Interest Deductions.....	276.12	335.01	128.00	.....	.....	.....	304.00
Amortization of Debt Disc. and Expense.....	.....	.....	.....	.....	.....	.....	.....
Miscellaneous Deductions.....	.....	.....	.....	.....	.....	.....	.....
Total Deductions from Gross Income.....	\$5,200.26	\$335.01	\$128.00	.....	.....	.....	\$304.00
Net Income.....	\$2,409.84	\$453.66	\$1,232.42R	\$567.56	\$290.52	\$576.91	\$672.94R
Dividend Appropriations of Income.....	.....	.....	.....	.....	176.00	280.00	.....
Misc. Appropriations of Income.....	.....	.....	.....	.....	.....	.....	.....
Balance Transferred to Surplus.....	\$2,409.84	\$453.66	\$1,232.42R	\$567.56	\$114.52	\$296.91	\$672.94R

† Telephone Revenue.

** Includes telephone revenues of \$631.70.

* For period January 1 to September 30, 1938.

TABLE NO. 23
ELECTRIC UTILITIES—CLASSES B, C, D, E, AND F—OPERATIONS IN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1938
INCOME STATEMENTS
(Continued)

ITEM	Peoples Light & Power Co.*	Southern Utah Power Company	Swan Creek Electric Company	Telluride Power Company	Uintah Power & Light Co.	Western States Utilities Co.	TOTALS
Sales of Electricity.....	\$ 9,309.03	\$230,090.80	\$ 12,659.12	\$386,499.81	\$ 54,903.51	\$ 5,963.33	\$704,074.11
Other Operating Revenues.....		2,772.72		9,494.13	631.59	16.32	15,176.89
Total Operating Revenues.....	\$ 9,309.03	\$232,863.52	\$ 12,659.12	\$395,993.94	\$ 55,535.10	\$ 5,979.65	\$719,251.00
Operating Expenses.....	8,239.43	124,113.05	10,288.04	201,412.43	32,721.98	5,211.93	426,412.58
Uncollectible Bills.....	300.00	420.00		3,800.00		19.98	4,729.03
Taxes.....	886.52	35,213.83	1,367.96	49,036.20	8,734.21	470.71	101,384.90
Total Revenue Deductions.....	\$ 9,425.95	\$161,751.88	\$ 11,656.00	\$253,748.63	\$ 41,456.19	\$ 5,702.62	\$532,526.51
Operating Income.....	116.92R	71,111.64	1,003.12	92,245.31	14,078.91	277.03	186,724.49
Total Miscellaneous Income.....		2,393.01		12,585.94	2,441.81	43,472.70†	61,130.46
Gross Corporate Income.....	\$ 116.92R	\$ 73,506.65	\$ 1,003.12	\$104,831.25	\$ 16,520.72	\$ 43,749.73†	\$247,854.95
Interest on Long-Term Debt.....		34,865.73		42,086.56	8,943.11	22,578.31†	113,897.85
Misc. Interest Deductions.....	380.10	1,408.60		314.31	603.44	2,320.72†	6,070.30
Amortization of Debt Disc. and Expense.....		4,004.22		2,601.81			6,606.03
Miscellaneous Deductions.....		315.73		2,520.00		295.61†	3,131.34
Total Deductions from Gross Income.....	\$ 380.10	\$ 40,594.28	\$	\$ 47,522.68	\$ 9,546.55	\$ 25,194.64†	\$129,206.52
Net Income.....	\$ 497.02R	\$ 32,912.37	\$ 1,003.12	\$ 57,308.57	\$ 6,974.17	\$ 18,555.09†	\$118,649.43
Dividend Appropriations of Income.....		21,000.00		66,601.13			88,057.13
Misc. Appropriations of Income.....							
Balance Transferred to Surplus.....	\$ 497.02R	\$ 11,912.37	\$ 1,003.12	\$ 9,292.56R	\$ 6,974.17	\$ 18,555.09†	\$ 30,592.30

* Figures taken from audit report dated 6-17-39.

† System Figures.

TABLE NO. 24
ELECTRIC UTILITIES, MISCELLANEOUS STATISTICS
YEAR ENDED DECEMBER 31, 1938

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.....	\$ 125,327.16	\$ 20,000.00	\$	\$ 85,000.00	.....	11	2	.....	400
Bountiful Light & Power Company.....	39,397.86	41,404.00	.....	.....	.....	5	.....	.....	.....
Escalante Light & Power Company.....	7,650.00	7,650.00	.....	.....	.....	2	1	.....	120
Goshute Electric Company.....	10,000.00	10,000.00*	.....	.....	.....	1	.....	.....	.....
Leland Electric Company.....	5,000.00	4,400.00	.....	.....	183.20	2	.....	.....	.....
North Logan Tel. & Electric Light Co.....	8,237.54	3,500.00	.....	.....	280.00	2	.....	.....	.....
Orderville Power & Light Company.....	9,000.00	1,140.00*	.....	.....	.....	3	.....	.....	50
Peoples Light & Power Company.....	34,132.80	29,000.00	.....	.....	.....	7	2	.....	304½
Southern Utah Power Company.....	1,696,217.16	740,650.00	.....	621,729.38	21,000.00	39	4	.....	4,864
Swan Creek Electric Company.....	42,788.00	34,250.00	.....	.....	.....	5	2	.....	345
Telluride Power Company.....	1,792,912.79	152,133.00	.....	788,425.00	66,601.13	92	6	.....	2,995
Utah Power & Light Company.....	332,619.81	190,000.00	.....	39,800.00	.....	7	1	.....	600
Utah Power & Light Company**.....	83,642,068.50	30,000,000.00	24,958,787.16	39,343,000.00	1,136,507.33	1,633	62	11	5,241,327
Western States Utilities Company†.....	24,525.83	.....	.....	.....	.....	1	.....	.....	.....
TOTAL.....	\$87,769,877.45	\$31,234,127.00	\$26,104,987.16	\$41,112,299.48	\$ 1,224,571.66	1,810	80	11	17,251,005½

* Individual proprietorship.

† Figures taken from audit report of 6-17-39.

** System figures.

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

TABLE NO. 25
ELECTRIC UTILITIES—KILOWATT-HOUR STATISTICS
YEAR ENDED DECEMBER 31, 1938

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.....	768,450	227,400	995,850	880,440	16,500	8,910	915,850	80,000
Bountiful Light & Power Company.....	17,000	609,748	609,748	524,075			524,075	85,673
Escalante Light & Power Company.....		33,870	33,870	17,000			17,000	*
Goshute Electric Company.....		30,272	30,272	22,591			22,591	10,779
Leland Electric Light & Telephone Co.		33,870	33,870	34,849			34,849	8,402
North Logan Tel. & Electric Light Co.		43,251	43,251	25,824			25,824	
Orderville Power & Light Co.	28,344		28,344	242,784	2,520		304,104	133,896
Peoples Light & Power Company.....	438,000	1,681,200	438,000	7,860,742	613,320		8,730,058	2,680,257
Southern Utah Power Company.....	9,729,115		11,410,315	400,000	36,950	105,636	436,950	76,350
Swan Creek Electric Company.....	513,300	2,940,380	513,300	11,278,953	5,112	200,369	11,484,434	4,179,994
Telluride Power Company.....	12,724,048		15,664,428	945,167			945,167	623,033
Utah Power & Light Company.....	1,568,200	358,680,209	762,764,757	623,332,169	1,835,194	4,556,568	629,773,931	132,990,826
Utah Power & Light Company†.....	404,104,548		108,480	85,057			85,057	23,423
Western States Utilities Company.....		108,480	108,480					
TOTAL.....	429,891,005	364,394,810	794,285,815	645,659,651	2,771,276	4,871,483	653,302,410	140,892,633

* Figures not available.

† System figures.

TABLE NO. 26
ELECTRIC UTILITIES—OPERATIONS IN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1938

NAME OF COMPANY	Number of Customers at December 31, 1938				Consumption in KWH's During Year			
	Residential and Farm	Commercial and Industrial	Municipal and Others	Total Number of Customers	Residential and Farm	Commercial and Industrial	Municipal and Others	Total Consumption KWH
Big Springs Power Company.....	574	37	6	617	181,486	93,900	615,054	890,440
Bountiful Light & Power Company.....	575*	46*	.....	621*	326,100	197,975	.....	524,075
Escalante Light & Power Company.....	120	.....	.....	120	17,000	.....	.....	17,000
Goshute Electric Company.....	144	11	1	156	.....	.....	.....	.....
Lehiand Electric Company.....	54	.....	.....	54	22,591	.....	.....	22,591
North Logan Telephone & Telephone Company.....	74	.....	.....	74	34,849	.....	.....	34,849
Orderville Power & Electric Light Company.....	76	4	.....	80	25,824	.....	.....	25,824
Peoples Light & Light Company.....	525	50*	573*	534	222,134	20,650	.....	242,784
Southern Utah Power Company.....	2,824*	9	.....	3,447*	2,290,068	1,853,739	3,716,935	7,860,742
Swan Creek Electric Company.....	360	26	.....	386	400,000	.....	.....	400,000
Telluride Power Company.....	4,923*	634*	114*	5,671*	2,546,840	4,587,306	4,144,807	11,278,953
Utah Power & Light Company.....	542	243	8	795	275,295	490,474	179,398	945,167
Utah Power & Light Company?	94,207*	11,755*	269*	106,231*	99,705,673	482,196,100	41,430,396	623,332,169
Western States Utilities Company.....	118	7	.....	125	46,557	38,500	.....	85,057
TOTAL.....	105,116	12,824	971	118,911	106,094,417	439,478,644	50,086,590	645,659,651

* Average number of customers per month.

† Figures not available.

‡ System figures.

TABLE NO. 27
GAS UTILITIES
OPERATIONS IN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1938

	Mountain Fuel Supply Company ★	Uintah Gas Company
Sales of Gas:		
Domestic	\$1,518,446.60	\$ } 20,557.74
Industrial	1,206,701.01	
Miscellaneous Gas Sales.....	32,100.99	
Total Gas Sales.....	\$2,757,248.60	\$ 20,557.74
Other Operating Revenues.....	110,447.41	402.53
Total Operating Revenues.....	\$2,867,696.01	\$ 20,960.27
Operating Expenses	1,037,156.89	10,790.90
Depreciation and Depletion.....	713,008.05	5,524.71
Uncollectible Bills	4,974.50	281.35
Taxes	374,676.43	1,734.25
Total Revenue Deductions.....	\$2,129,815.87	\$ 18,331.21
Operating Income	737,880.14	2,629.06
Total Miscellaneous Income (net).....	24,281.67	
Gross Corporate Income.....	\$ 762,161.81	\$ 2,629.06
Miscellaneous Interest Deductions.....	4,135.29	
Net Income	758,026.52	2,629.06
Dividend Appropriations of Income....	497,475.63	
Balance Transferred to Surplus..	\$ 260,550.89	\$ 2,629.06
Investment in Fixed Capital, End of Year	\$27,663,270.34	\$107,216.32
Capital Stock Outstanding, End of Year:		
Common	19,899,025.25	20,000.00
Preferred		20,000.00
Long Term Debt Outstanding, End of Year		

★ Includes operations outside of the State of Utah.

TABLE NO. 27
GAS UTILITIES
OPERATIONS IN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1938
(Continued)

	Mountain Fuel Supply Company ★	Uintah Gas Company
STATISTICS		
Number of Employees, End of Year..	389	3
Transmission Mains, (feet), End of Year	2,798,664	58,900
Distribution Mains, (feet), End of Year	3,816,542	36,800
Number of Customers, End of Year:		
Domestic and Commercial.....	25,632	225
Industrial	783	1
Others	2	
Number of Meters, End of Year:		
Domestic and Commercial.....	30,555	230
Industrial	816	3
Others	2	
M Cubic Feet of Gas Sold:		
Domestic and Commercial.....	2,374,682	41,954
Industrial	9,864,792	3,206
Others	60,360	
Average B. T. U. per Cubic Foot:		
Natural	1,010	890
Manufactured	583	

★ Includes operations outside of the State of Utah.

TABLE NO. 28
THE MOUNTAIN STATES TELEPHONE AND
TELEGRAPH COMPANY
OPERATIONS WITHIN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1938

Operating Revenues:

Local Service Revenues.....	\$ 2,537,879.79
Toll Service Revenues.....	967,353.71
Miscellaneous Revenues	149,377.76
Less: Uncollectible Revenues (Dr.).....	13,736.68
Total Operating Revenues.....	\$ 3,640,874.58

Operating Expenses and Deductions:

Operating Expenses	\$ 2,485,111.39
Taxes	475,889.52
Total Operating Expenses and Deductions....	\$ 2,961,000.91
Net Operating Income.....	679,873.67

Plant and Equipment at December 31, 1938.....\$13,960,261.58

PLANT AND OPERATING STATISTICS**Stations as of December 31, 1938:**

Main Telephones—Urban	(54,712
Main Telephones—Rural	(
Private Branch Exchange Telephones.....	11,358
Extension Telephones	6,834
Total Company Stations.....	72,904

Average Number of Local Calls Originating on Company's lines per month	13,281,782
Average Number of Toll Calls Originating on Company's lines per month.....	284,585
Average Number of Local Calls Originating on Company's lines per telephone per month.....	185.97
Average Number of Toll Calls Originating on Company's lines per telephone per month.....	3.98

Number of Central Offices:

Magneto — Manuel	20
Common Battery — Manual.....	35
Total Number of Central Offices.....	55

Plant Mileage (Owned Mileage):

Miles of Pole Line.....	4,062
Miles of Wire in Cable.....	214,264
Miles of Aerial Wire.....	27,650
Miles of Underground Conduit (single duct)....	317
Miles of Carrier Channel.....	3,001
Miles of Phantom Circuit.....	2,972

TABLE NO. 29
INDEPENDENT TELEPHONE UTILITIES—OPERATIONS IN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1938
INCOME STATEMENTS

	Bear River Valley Telephone Company	Big Springs Power Company	Eastern San Juan Telephone Company	Escalante Telephone Company	Gunnison Telephone Company	Kamas- Woodland Telephone Company
Operating Revenues.....	\$ 14,752.91	\$ 911.08	\$ 252.29	\$ 654.09	\$ 4,871.59	\$ 3,094.59
Operating Expenses.....	11,918.56	582.84	145.95	840.00	5,296.15	2,797.48
Uncollectible Bills.....	264.24	54.93†	.....	450.00	.....	56.35
Taxes.....	677.50	179.69†	36.30	103.90	607.11	87.46
Total Revenue Deductions.....	\$ 12,860.30	\$ 817.46	\$ 182.25	\$ 1,393.90	\$ 5,903.26	\$ 2,941.29
Operating Income.....	1,892.61	93.62	70.04	739.81R	1,031.67R	153.30
Total Miscellaneous Income.....	50.25R	.....	.....	.....	965.95	.....
Gross Corporate Income.....	1,842.36	93.62	70.04	739.81R	65.72R	153.30
Interest on Long-Term Debt.....	1,200.00	175.86†	76.40	.....	.....	.....
Miscellaneous Interest Deductions.....	70.00	.....	.....	.....	.....	.....
Amortization of Debt Discount and Expense.....	.....	.....	.....	.....	.....	.....
Miscellaneous Deductions.....	.....	.....	.....	.....	.....	.....
Total Deductions from Gross Corporate Income.....	1,270.00	175.86	76.40	.....	.....	.....
Net Income.....	572.36	82.24R	6.36R	739.81R	65.72R	153.30
Dividend Appropriations of Income.....	.....	.....	.....	.....	.....	.....
Miscellaneous Appropriations of Income.....	.....	.....	.....	.....	.....	.....
Balance Transferred to Surplus.....	\$ 572.36	\$ 82.24R	\$ 6.36R	\$ 739.81R	\$ 65.72R	\$ 153.30
Plant Investment, End of Year.....	\$ 56,336.32	\$ 5,424.95	\$ 734.35	\$ 600.00	\$ 26,813.24	\$ 10,000.00
Number of Customers, End of Year.....	519	46	10	47	249	103

* Figures taken from audit report dated 2-18-39.

† Prorated.

TABLE NO. 29
INDEPENDENT TELEPHONE UTILITIES—OPERATIONS IN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1938
INCOME STATEMENTS
(Continued)

	Manti Telephone Company	Midland Telephone Company, Inc.	Millard County Tel. & Tel. Company	Moroni Telephone Company	Park Valley- Rosette Telephone Company	Utah-Wyo. Independent Telephone Company	TOTALS
Operating Revenues.....	\$ 6,805.71	\$ 13,883.44	\$ 21,811.66	\$ 1,651.09	\$ 183.96	\$ 2,900.31	\$ 71,562.72
Operating Expenses.....	5,369.59	11,494.54	19,715.46	1,647.70	113.72	2,697.63	62,609.62
Uncollectible Bills.....	974.45	923.03	1,647.64	88.83	.....	225.86	855.52
Taxes.....	.....	.....	.....	.....	.....	.....	5,561.82
Total Revenue Deductions.....	\$ 6,334.04	\$ 12,417.62	\$ 21,363.10	\$ 1,636.53	\$ 113.72	\$ 2,923.49	\$ 68,886.96
Operating Income.....	471.67	1,265.82	448.56	14.56	50.24	23.18R	2,665.76
Total Miscellaneous Income.....	.....	.....	2,993.00	.....	.....	.....	3,908.70
Gross Corporate Income.....	471.67	1,265.82	3,441.56	14.56	50.24	23.18R	6,574.46
Interest on Long-Term Debt.....	.....	1,998.47	.....	.....	.....	.....	3,450.73
Miscellaneous Interest Deductions.....	.....	.....	.....	.....	.....	.....	70.00
Amortization of Debt Discount and Expense.....	.....	.....	.....	.....	.....	.....	.....
Miscellaneous Deductions.....	.....	.....	.....	.....	.....	.....	.....
Total Deductions from Gross Corporate Income.....	.....	1,998.47	.....	.....	.....	.....	3,520.73
Net Income.....	\$ 471.67	\$ 732.65R	\$ 3,441.56	\$ 14.56	\$ 50.24	\$ 23.18R	\$ 3,053.73
Dividend Appropriations of Income.....	.....	.....	.....	.....	.....	.....	.....
Miscellaneous Appropriations of Income.....	.....	.....	.....	.....	.....	.....	.....
Balance Transferred to Surplus.....	.....	.....	.....	.....	.....	.....	.....
Plant Investment, End of Year.....	\$ 471.67	\$ 732.65R	\$ 3,441.56	\$ 14.56	\$ 50.24	\$ 23.18R	\$ 3,053.73
Plant Investment, End of Year.....	\$ 15,895.99	\$ 47,410.85	\$ 110,418.71	\$ 6,402.42	\$ 3,835.00	\$ 8,434.00	\$ 292,306.33
Number of Customers, End of Year.....	355	191	361	62	25	51	2,019

R Denotes red figure or deficit.

TABLE NO. 30
TELEGRAPH AND CABLE CORPORATIONS
OPERATIONS FOR YEAR ENDED DECEMBER 31, 1938

	Postal Telegraph- Cable Company of Utah (1)	The Western Union Telegraph Company (2)
Operating Revenues:		
Commercial Telegraph Tolls.....	\$ 78,360.87	\$68,515,821.19
Other Revenues from Transmis- sion — Telegraph.....	3,469.46	9,502,063.67
Revenues from Transmission— Cable		6,196,212.01
Non-Transmission Revenues	4,966.47	8,881,328.35
Contract Revenues—Dr.		1,383,024.56
Total Operating Revenues.....	\$ 86,796.80	\$91,712,400.66
Operating Expenses:		
Maintenance Expenses	\$ 18,450.30	\$20,073,884.30
Conducting Operations	64,194.33	57,141,385.07
General and Miscellaneous Ex- penses	4,013.06	4,291,393.36
Total Operating Expenses.....	\$ 86,657.69	\$81,506,662.73
Net Operating Revenues.....	\$ 139.11	\$10,205,737.93
Uncollectible Operating Revenues	210.50	366,850.00
Taxes Assignable to Operations....	5,832.88	5,864,157.79
Deductions from Net Operating Revenues	\$ 6,043.38	\$ 6,231,007.79
Operating Income	\$ 5,904.27R	\$ 3,974,730.14
Income from Lease of Plant.....		78,383.28
Miscellaneous Rent Income.....		11,199.43
Dividend Income		1,045,157.56
Interest Income		394,325.41
Non-Operating Income		\$ 1,529,065.68
Gross Income	\$ 5,904.27R	\$ 5,503,795.82
Rent for Lease of Plant.....		2,588,632.73
Miscellaneous Rents	817.37	364,604.06
Interest on Funded Debt.....		4,140,377.35
Other Interest Deductions.....	11,594.77	48,060.94
Non-Operating Taxes		
Total Deductions from Gross Income	\$ 12,412.14	\$ 7,141,675.08
Net Income	\$ 18,316.41R	\$ 1,637,879.26R
Investment in Plant and Equip- ment, End of Year.....	\$ 50,000.00	\$333,312,801.44

- (1) Covers operations in State of Utah only.
(2) Covers operations of Company as a whole.
R Denotes red figure or deficit.

TABLE NO. 31
RAILWAY EXPRESS AGENCY
OPERATIONS FOR YEAR ENDED DECEMBER 31, 1938
System Operations

Operating Revenues	
Charges for Transportation.....	\$155,590,088
Express Privileges—Dr.	50,478,479
Revenue from Transportation.....	\$105,111,609
Revenues from Operations other than Transportation	2,528,449
Total Operating Revenues.....	\$107,640,058
Operating Expenses:	
Maintenance	\$ 4,515,793
Traffic	542,069
Transportation	89,041,301
General	4,727,968
Total Operating Expenses.....	\$ 98,827,131
Net Operating Revenue.....	8,812,927
Uncollectible Revenue from Transportation.....	17,635
Express Taxes	6,401,181
Operating Income	\$ 2,394,111
Other Income	172,606
Gross Income	2,566,717
Interest on Funded Debt.....	1,707,088
Other Deductions from Gross Income.....	128,530
Net Income	\$ 731,099
Investment in Real Property and Equipment, End of Year	\$ 41,304,257

TABLE NO. 32
THE PULLMAN COMPANY
OPERATIONS FOR YEAR ENDED DECEMBER 31, 1938
System Operations

Revenues:

Sleeping Car Operating Revenues.....	\$ 56,962,550.35
Revenues from Auxiliary Operations.....	2,017,257.08
Total Revenues	\$ 58,979,807.43

Sleeping Car Operating Expenses:

Maintenance	\$ 26,346,741.65
Conducting Car Operations.....	21,812,039.26
General Expenses	3,390,165.18
Total Expenses of Sleeping Car Operations\$	51,548,946.09

Expenses of Auxiliary Operations.....	1,685,899.84
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Total Operating Expenses.....	53,234,845.93
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Net Revenues	5,744,961.50
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Sleeping Car Tax Accruals.....	4,121,060.01
Auxiliary Operations—Tax Accruals.....	120,904.27

Total Taxes	\$ 4,241,964.28
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Operating Income	\$ 1,502,997.22
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Investment in Sleeping Car Property.....	\$259,471,765.84
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TABLE NO. 33
WATER UTILITIES—OPERATIONS WITHIN THE STATE OF UTAH
YEAR ENDED DECEMBER 31, 1938

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	\$ 1,462.85	\$ 1,410.18	\$ 271.35	\$ 1,681.53	\$ 218.68R	\$ 20,846.00	150
Echo Water System Company.....	Echo	489.92	446.58	55.29	501.87	11.96R	3,825.00	29
Henefer Pipe Line Company.....	Henefer	147.07	36.39	.....	36.99	111.08	12,569.00	70
Mammoth Mining Company.....	Mammoth	2,517.96	2,391.84	630.65	3,022.49	504.53R	66,643.29	123
Miller Ditch Company.....	Murray, R. D.	1,986.13	1,383.05	13.62	1,406.67	579.46	9,018.76	105
Moab Pipe Line Company.....	Moab	2,206.74	868.95	192.70	1,061.65	1,145.09	9,341.64	98
Ogden Water Company.....	North Salt Lake	11,334.13	83.53	.....	83.53	70.60	1,500.00*	65
Pleasant Green Water Co.....	Pangua	11,864.36	8,676.61	762.99	9,439.60	2,424.75	61,155.88	812
Riverton Pipe Line Company.....	Riverton	7,740.29	6,124.76	553.76	6,680.52	1,059.77	62,532.19	256
St. Joseph Water & Irrigation Co....	North Salt Lake	1,123.07	929.30	198.42	1,127.72	4.65R	.....	30
Union & Jordan Irrigation Co.....	Union	10,662.07	7,187.85	1,193.85	8,381.70	2,320.37	80,398.40	338
TOTAL.....		\$ 40,344.58	\$ 29,498.64	\$ 3,874.63	\$ 33,373.27	\$ 6,971.31	\$327,430.16	2,076

* Estimated.

† Operations from August to December, 1938.

‡ Figures not available.

R Denotes red figure or deficit.

TABLE NO. 34
COMMON MOTOR CARRIERS OPERATING IN UTAH IN INTRASTATE COMMERCE
OPERATING STATISTICS FOR YEAR ENDED DECEMBER 31, 1938
(ENTIRE LINE OPERATIONS)

NAME OF LINE OR OPERATOR	Freight and Express Revenues	Passenger Revenues	Mail and Misc. Revenues	Total Operating Revenues	Operating Expenses	Taxes	Total Operating Deductions	Operating Income
Arrow Auto Line, Inc.	\$ 2,790.80	\$ 70.75	\$ 4,538.89	\$ 7,400.44	\$ 7,998.99	\$ 601.42	\$ 8,499.81	\$ R1,099.37
Ault, J. W. & Son	606.91	.....	.....	606.91	155.70	15.20	8,472.90	434.01
Bamberger Transportation Company	.....	12,754.26	126.63	12,880.89	8,597.47	843.58	9,441.15	3,439.74
B & O Transportation Company	493.28	.....	.....	493.28	478.05	33.75	491.80	1.48
Barton Truck Line, Inc., The	4,757.98	.....	.....	4,757.98	5,814.26	86.66	5,900.92	R1,142.94
Bates, Elmer (Grantsville-Salt Lake Freight Line)	570.98	.....	.....	570.98	618.17	27.00	645.17	R74.19
Bear Lake Stages (William S. Lauritzen)	200.00	.....	.....	200.00	397.28	10.27	407.55	67.50
Bingham Stage Lines Company	1,360.81	7,992.03	1,786.66	11,139.50	12,901.32	489.15	13,360.47	R2,250.97
Black, Martin I.	302.90	.....	.....	302.90	138.96	80.00	168.96	133.94
Brighthurst, Lyle Company	3,747.88	.....	3,908.02	7,655.90	5,337.34	204.35	5,541.69	2,114.21
Brinkerhoff, J. D.	1,149.48	.....	.....	1,149.48	889.50	55.40	944.90	204.58
Bronson, Guy E.	319.67	.....	.....	319.67	114.38	30.50	144.88	174.84
Cameron Truck Line	15,913.67	.....	586.27	16,504.94	13,962.10	328.09	14,290.19	2,214.75
Campbell Transfer & Storage	8,107.93	.....	.....	8,107.93	3,530.66	151.48	3,682.14	1,425.79
Carbon Freight Lines	19,338.05	.....	.....	19,338.05	20,806.46	150.14	20,956.60	R1,618.55
Carter, L. G. & Olague, J. David	1,001.62	.....	.....	1,001.62	720.04	15.50	735.54	266.08
Chamberlain, John	3,860.00	.....	.....	3,860.00	2,821.00	61.31	2,882.31	1,167.69
Child, Donald M. and James O.	36.00	180.00	2,520.00	2,786.00	1,622.00	36.40	1,658.40	1,077.60
Colby Truck Line	18,964.50	.....	.....	18,964.50	14,809.35	482.85	15,292.20	3,672.30
Cole Transfer and Storage Company	12,727.23	.....	.....	12,727.23	16,166.90	912.07	16,068.97	R3,341.74
Comet Motor Express Company	31,163.68	1,541.54	300.00	33,005.22	33,734.81	1,874.00	35,608.81	R2,603.59
Coons, Ed	2,873.50	.....	.....	2,873.50	1,635.00	67.00	1,702.00	1,171.50
Denver-Salt Lake Pacific Stages, Inc.	14.20	88,121.27	198.56	88,334.03	89,652.73	12,338.11	101,990.84	R13,666.81
Duke, E. J.	.....	51.50	911.50	963.00	527.20	89.63	616.83	346.17
Eastern Utah Transportation Company	12,052.71	.....	3,714.15	15,766.86	17,408.40	705.35	18,113.75	R2,346.89

TABLE NO. 34
COMMON MOTOR CARRIERS OPERATING IN UTAH IN INTRASTATE COMMERCE
OPERATING STATISTICS FOR YEAR ENDED DECEMBER 31, 1938
(ENTIRE LINE OPERATIONS)
(Continued)

NAME OF LINE OR OPERATOR	Freight and Express Revenues	Passenger Revenues	Mail and Misc. Revenues	Total Operating Revenues	Operating Expenses	Taxes	Total Operating Deductions	Operating Income
Forsey, George	1,000.00	736.48	1,200.00	2,936.48	2,422.95	40.70	2,463.65	472.83
Fuller Toyonice Truck Company	55,433.91	.....	.....	55,433.91	53,235.01	2,049.02	55,334.03	99.88
George, Owen V.	1,920.00	300.00	450.00	2,670.00	1,471.00	35.13	1,506.13	1,163.87
Greensides, James H.	2,652.36	.....	.....	2,652.36	2,100.53	86.74	2,187.29	1,465.07
Hicken, J. Claud & Sons	3,535.15	.....	.....	3,535.15	1,906.26	123.04	2,029.30	1,505.85
Hout, Don R. (Salt Lake Coalville Stages)	3,809.09	401.75	.....	4,210.84	1,713.11	82.36	1,795.47	2,415.37
Hout, Howard (Bee Hive Stages, Inc.)	2,484.72	2,971.05	1,000.00	6,455.77	6,176.03	546.54	6,722.57	R286.80
Hunt, Joseph C.	3,195.84	.....	.....	3,195.84	1,108.13	38.25	1,146.38	2,049.46
Hurricane Truck Line	4,864.99	.....	.....	4,864.99	2,366.05	110.87	2,476.92	2,378.07
Interstate Transit Lines	.....	3,356,153.12	161,199.35	3,517,352.47	2,585,367.51	387,945.80	2,943,813.31	573,539.16
Johnson, B. E.	2,565.85	2,028.00	4,454.28	9,048.13	5,795.11	332.35	6,127.46	2,920.67
Johnson Cab & Transfer Company	1,382.60	.....	.....	1,382.60	814.75	90.00	904.75	477.85
Lyman, M. F.	4,419.65	.....	825.48	5,245.13	3,296.18	121.08	3,417.26	1,827.87
Magna-Garfield Truck Line	3,180.14	.....	.....	3,180.14	3,360.04	77.47	3,437.51	R257.37
Milne, Joseph J. Truck Line, Inc.	44,127.41	.....	.....	44,127.41	42,024.93	1,189.62	43,214.55	912.86
Mollerup Moving & Storage Company	36,541.57	.....	.....	36,541.57	30,530.56	4,402.00	34,932.56	1,609.01
Ogden Transfer & Storage Company	13,994.01	.....	1,417.13	15,411.14	12,327.11	371.34	12,698.45	2,712.69
Pacific Greyhound Lines	.....	8,978,457.34	445,383.46	9,423,840.80	6,276,324.47	984,384.82	7,260,709.29	2,163,131.51
Petty & Riddle, Inc.	5,209.60	.....	3,492.37	8,701.97	8,506.23	327.41	8,833.64	R131.67
Redman Van & Storage Company	62,749.05	.....	.....	62,749.05	61,871.44	3,055.23	64,926.67	R2,177.62

TABLE NO. 34

**COMMON MOTOR CARRIERS OPERATING IN UTAH IN INTRASTATE COMMERCE
OPERATING STATISTICS FOR YEAR ENDED DECEMBER 31, 1938
(ENTIRE LINE OPERATIONS)**
(Continued)

NAME OF LINE OR OPERATOR	Freight and Express Revenues	Passenger Revenues	Misc. Mail and Revenues	Total Operating Revenues	Operating Expenses	Taxes	Total Operating Deductions	Operating Income
Rio Grande Motor Way, Inc.	302,884.68	303,588.27	69,898.31	676,371.26	620,062.36	71,571.64	691,634.00	R15,262.74
Salt Lake-Bingham Freight Line	5,105.50	.....	.....	5,105.50	6,292.62	199.25	6,491.87	R1,886.37
Salt Lake-Ogden Transportation Company	37,669.23	.....	.....	37,669.23	39,968.21	2,073.94	42,042.15	R4,372.92
Salt Lake Transportation Company	.....	79,900.24	44,389.73	124,289.97	100,942.37	9,368.81	110,311.18	13,978.79
Santa Fe Trail Transportation Company	1,128,155.62	2,650,275.00	119,105.67	3,897,536.29	3,651,819.91	507,501.22	4,159,821.13	R261,784.84
Slade Transfer	6,158.84	.....	.....	6,158.84	4,039.48	292.62	4,332.10	1,826.74
Spencer, Howard (Salt Lake-Tooele Stage Lines)	2,933.55	8,868.55	2,674.56	14,476.66	12,226.41	857.15	13,083.56	1,393.10
Steele, Farley B. (Bryce Canyon Truck & Stage Lines)	374.40	.....	2,139.68	2,514.08	1,275.85	66.55	1,342.50	1,171.58
Sterling Transportation Company	52,806.43	.....	.....	52,806.43	49,822.02	2,325.74	52,147.76	658.67
Ungright, W. F.	6,724.68	.....	.....	6,724.68	5,123.40	231.50	5,354.90	1,369.78
Union Pacific Stages, Inc.	31,420.38	1,346,826.35	21,524.58	1,399,771.31	1,093,298.58	140,556.59	1,233,855.12	165,916.19
Utah Central Truck Line	30,346.36	257.49	81.83	30,685.68	28,303.88	1,157.07	29,460.95	1,224.73
Utah-Idaho Central Railroad Company, The	.....	19,344.98	.....	19,344.98	20,334.12	2,530.48	22,864.60	R3,519.62
Utah Parks Company	.....	142,618.93	2,999.86	145,618.79	64,556.67	14,677.19	79,233.86	66,384.93
Utah Transportation Company	39,491.48	69,283.88	18,322.93	127,098.29	114,159.09	4,406.57	118,565.66	8,532.63
Warner, Newell K. (Warner Truck Line)	7,232.04	.....	.....	7,232.04	4,178.00	116.95	4,294.95	2,937.09
Wells, Inc.	97,551.41	.....	.....	97,551.41	88,671.92	7,226.73	95,898.65	1,652.76
Yellow Cab Company	10,366.71	.....	.....	10,366.71	10,550.97	329.86	10,880.83	R514.12
TOTAL	\$2,151,610.03	\$17,072,997.83	\$919,149.90	\$20,143,757.76	\$15,278,421.75	\$2,140,489.94	\$17,418,911.69	\$2,724,846.07

R Denotes red figure.

TABLE NO. 35
COMMON MOTOR CARRIERS OPERATING IN UTAH IN INTRASTATE COMMERCE
MISCELLANEOUS STATISTICS FOR YEAR ENDED DECEMBER 31, 1938
(ENTIRE LINE OPERATIONS)

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	Number of Motor Vehicles Licensed for Service in Utah	Total Route Mileage in Utah	Number of Employees
Arrow Auto Lines, Inc.	\$ 21,900.00	558	60	27,640	5	49	2
Ault, J. W. & Son	1,325.00	53		2,120	1	*	1
Bamberg's Transportation Company	23,876.69		39,021	57,700	2	37	7
B. & O. Transportation Company		421		7,464	1	12	
Barton Truck Line, Inc., The	7,131.66	675		23,868	1	34	3
Bates, Elmer (Grantville-Salt Lake Freight Line)	400.00	71		7,280	1	19	1
Bear Lake Stages (William S. Lauritzen)	1,000.00		227	4,690	1	44	1
Bingham Stage Lines Company	166.04†		8,603	87,523	2	27	3
Black, Martin I.	851.00	81		3,590	1	21	1
Brighthurst, Lyle Company	1,424.23	52		90,000	3	118	2
Brinkerhoff, J. D.	1,200.00	191		14,640	1	57	1
Bronson, Guy E.	1,800.00	53		2,075	1	59	1
Cameron Truck Line	2,613.79	1,160		137,500	2	311	4
Campbell Transfer & Storage	3,143.83	550		49,300	2	*	1
Carbon Freight Lines	4,102.00	1,800		83,000	2	121	3
Carter, L. G. and Olague, J. David	2,361.17	175		13,800	2	154	2
Chamberlain, John	1,400.00	330		30,000	2	255	1
Child, James Oscar	1,200.00	916	144	49,640	1	57	1
Colby Truck Line	6,900.00	1,620		170,000	6	142	3
Cole Transfer and Storage Company	24,812.60	259		48,536	10	*	5
Comet Motor Express Company	18,913.10	3,016	1,496	188,136	4	210	13
Coons, Ed	1,050.00	261		35,000	1	183	1
Denver-Salt Lake Pacific Stages, Inc.	82,325.94		32,678	560,159	3	210	6
Duke, E. J.	906.00		103	11,894	1	19	1
Eastern Utah Transportation Company	15,000.17	1,756		63,510	3	226	7

TABLE NO. 35

COMMON MOTOR CARRIERS OPERATING IN UTAH IN INTRASTATE COMMERCE
MISCELLANEOUS STATISTICS FOR YEAR ENDED DECEMBER 31, 1938(ENTIRE LINE OPERATIONS)
(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	Number of Motor Vehicles Licensed for Service in Utah	Total Route Mileage in Utah	Number of Employees
Forsey, George	1,478.00	275	1,147	15,494	1	5	1
Fuller, Toponce Truck Company	31,233.10	9,843	.....	235,842	12	158	16
George, Owen V.	1,185.00	240	450	30,660	1	40	1
Greensides, James H.	825.00	1,000	.....	8,000	2	*	1
Hicken, J. Clud & Sons.	3,148.00	499	.....	38,500	2	119	2
Hout, Don R. (Salt Lake-Coalville Stages)	1,537.82	381	242	27,544	1	44	2
Hout, Howard (Bee Hive Stages, Inc.)	11,584.07	166	2,755	42,222	2	31	3
Hunt, Joseph C.	1,176.15	168	.....	20,224	1	316	1
Hurricane Truck Line.	1,500.00	1,213	.....	30,000	2	42	1
Interstate Transit Lines.	4,250,212.86	.....	2,268,783	13,295,568	63	464	629
Johnson, B. E.	4,118.00	929	12,600	31,971	4	20	2
Johnson, Gab & Transfer Company.	790.00	24	.....	1,378	2	1	2
Lynman, M. F.	2,050.00	308	.....	38,080	2	66	2
Magna-Garfield Truck Line.	290.84	616	.....	14,168	1	23	3
Milne, Joseph J. Truck Line, Inc.	23,648.92	3,936	.....	298,200	13	318	16
Mollerup Moving & Storage Company.	38,434.50	434	.....	76,393	10	*	11
Ogden Transfer & Storage Company.	14,200.00	200	.....	25,000	6	*	5
Pacific Greyhound Lines.	14,866,431.36	.....	8,467,332	35,008,023	16	127	1,551
Petty & Riddle, Inc.	2,798.74	809	.....	60,436	2	106	3
Redman Van & Storage Company.	25,081.93	682	.....	154,253	10	*	25

TABLE NO. 35
COMMON MOTOR CARRIERS OPERATING IN UTAH IN INTRASTATE COMMERCE
MISCELLANEOUS STATISTICS FOR YEAR ENDED DECEMBER 31, 1938
(ENTIRE LINE OPERATIONS)
(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	Number of Motor Vehicles Licensed for Service in Utah	Total Route Mileage in Utah	Number of Employees
Rio Grande Motor Way, Inc.	563,608.96	31,229	168,937	3,730,691	18	424	189
Salt Lake-Bingham Freight Lines	1,232.36	730	.....	18,036	2	27	3
Salt Lake-Ogden Transportation Company	19,615.12	5,526	.....	69,996	11	37	15
Salt Lake Transportation Company	293,150.46	.....	54,283	175,633	20	80	52
Santa Fe Trail Transportation Company	3,148,471.15	100,453	1,844,763	22,177,537	6	314	1,108
Slade Transfer	1,322.00	1,235	.....	169,275	2	*	2
Spencer, Howard (Salt Lake-Tooele Stage Lines)	16,573.61	137	15,066	167,900	5	50	5
Steele, Parley B. (Bryce Canyon Truck & Stage Line)	511.20	664	.....	14,100	1	33	1
Sterling Transportation Company	47,036.45	5,414	.....	171,732	11	218	17
Unglicht, W. F.	3,425.00	359	.....	66,560	1	178	2
Union Pacific Stages, Inc.	1,493,968.99	.....	889,355	5,505,965	36	208	163
Utah Central Truck Line	9,309.88	3,990	561	111,806	7	94	12
Utah-Idaho Central Railroad Company, The	16,856.64	.....	49,328	155,982	4	66	3
Utah Parks Company	461,024.42	.....	8,476	208,184	56	271	43
Utah Transportation Company	48,340.45	.....	†	228,127	30	*	53
Warner, Newell K. (Warner Truck Line)	3,253.00	829	.....	47,112	3	153	1
Wells, Inc.	96,580.45	206,240	.....	218,673	9	70	29
Yellow Cab Company	1,635.87	1,560	.....	15,000	5	*	6
TOTAL	\$25,253,747.44	394,077	13,886,410	84,474,330	439	6,467	4,050

* All highways.

† Service performed by leased equipment.

‡ Information not available.

TABLE NO. 36
COMMON MOTOR CARRIERS OPERATING IN UTAH IN INTERSTATE COMMERCE
OPERATING STATISTICS FOR YEAR ENDED DECEMBER 31, 1938
(ENTIRE LINE OPERATIONS)

Name of Line or Operator	Freight and Express Revenues	Passenger Revenues	Miscellaneous Revenues	Mail and Miscellaneous Revenues	Total Operating Revenues	Operating Expenses	Taxes	Total Operating Deductions	Operating Income
Aero Mayflower Transit Co.....	\$ 2,051,538.62	.....	.....	\$ 81,759.66	\$ 2,133,298.28	\$ 1,976,011.31	\$ 175,388.25	\$ 2,151,409.56	\$ 18,111.23R
Aker, E. A.....	7,921.27	.....	.....	.....	7,921.27	6,386.22	475.64	6,861.86	1,053.41
Allied Van Lines, Inc.....	3,035,447.31	.....	.....	.....	3,035,447.31	3,163,915.44	6,092.47	3,170,007.91	134,560.60R
Ames, O. J. (Ames Truck Line)	10,040.00	.....	.....	.....	10,040.00	7,494.00	220.00	7,714.00	2,326.00
Appgood, F. L.....	1,811.01	.....	.....	.....	1,811.01	1,288.80	76.91	1,365.71	445.30
Arrowhead Freight Lines Ltd...	207,204.31	.....	.....	73.75	207,278.06	201,017.15	10,545.83	211,562.98	4,284.92R
B & H Truck Line (William S. Herbert).....	6,009.86	.....	.....	.....	6,009.86	4,155.78	397.71	4,553.49	1,456.37
Blaser, Robert A.....	5,869.91	.....	.....	.....	5,869.91	5,503.30	337.86	5,841.16	28.75
Brown and Lund.....	720.00	.....	.....	2,187.50	2,857.50	2,445.77	37.50	2,483.27	374.23
Burlington Transportation Co.	659,158.46	1,279,429.86	40,782.15	.....	1,979,370.47	2,040,878.02	298,361.90	2,339,239.92	359,869.45R
Bush Brothers Truck Line.....	11,001.75	.....	.....	.....	11,001.75	8,657.39	228.05	8,880.44	2,121.31
Cameron-Utah Ariz. Truck Line...	39,182.65	.....	.....	.....	39,182.65	34,595.36	897.88	35,493.74	3,688.91
Campbell, Marian.....	2,187.36	.....	.....	.....	2,187.36	99.25	99.25	2,211.50	54.14R
Cogswell Freight Lines, Inc.....	616.45	.....	.....	.....	616.45	916.04	54.62	970.66	354.21R
Contract Carriers, Inc.....	122,785.11	.....	.....	965.01	123,700.12	113,763.69	12,441.15	126,204.84	2,504.72R
Conyes Freight Lines.....	715,903.11	.....	.....	176.88	716,079.99	605,902.89	59,990.09	665,892.98	50,187.01
Cox, Lynn.....	720.00	.....	.....	537.50	1,257.50	1,033.18	86.46	1,119.59	137.91
Curry, E. H. (Overland Stages)...	.....	36,072.38	.....	.....	36,072.38	33,472.94	624.89	34,097.83	1,974.55
Fleming, John P. (John P. Fleming Driveaway Ser.).....	97,624.76	.....	.....	1,127.80	98,752.56	94,615.11	622.50	95,237.61	3,514.95
Garrett Transfer & Storage Co.....	714,683.86	.....	.....	11,187.18	725,871.04	562,908.58	80,782.56	643,641.14	82,229.90

TABLE NO. 36
COMMON MOTOR CARRIERS OPERATING IN UTAH IN INTERSTATE COMMERCE
OPERATING STATISTICS FOR YEAR ENDED DECEMBER 31, 1938
(ENTIRE LINE OPERATIONS)
(Continued)

Name of Line or Operator	Freight and Express Revenues	Passenger Revenues	Miscellaneous Revenues	Total Operating Revenues	Operating Expenses	Taxes	Total Operating Deductions	Operating Income
Hancock, Leslie E.	11,251.55	.....	.....	11,251.55	10,319.94	835.55	11,155.49	96.06
Hart, H. W. (Hart Truck Line)	2,483.88	.....	.....	2,483.88	2,397.50	71.00	2,468.50	15.39
Hawkes, Lee M.	6,142.29	.....	.....	6,142.29	4,537.13	107.55	4,644.68	1,497.61
Interstate Motor Lines, Inc.	301,790.92	.....	.....	301,790.92	265,393.77	25,086.80	290,480.57	11,310.35
Kenosha Auto Transport Corp.	895,911.47	.....	10,978.24	906,889.71	807,483.93	97,846.31	905,330.24	1,559.47
Kloppenborg, Lowell W.	\$ 6,240.00	.....	\$ .....	\$ 6,240.00	5,340.00	100.00	\$ 5,440.00	\$ 800.00
Lewis Bros. Stages	236.77	25,190.97	2,702.85	28,130.59	20,646.83	1,299.68	21,946.51	6,184.08
Leatham Brothers	10,547.61	.....	.....	10,547.61	8,502.60	274.63	8,777.23	1,770.38
Lindberg Truck Line	2,240.66	.....	.....	2,240.66	1,141.47	104.80	1,246.27	994.39
Marsden, R. J.	9,160.72	.....	.....	9,160.72	8,697.40	323.09	9,020.49	140.23
Maxfield, J. F.	1,552.00	.....	.....	1,552.00	779.00	65.17	844.17	707.83
McCann, W. W.	36,590.74	.....	.....	36,590.74	31,015.00	2,424.45	33,439.45	3,151.29
Messinger Truck Line	16,080.84	.....	.....	16,080.84	10,715.91	1,093.94	11,809.85	4,270.99
Motor Express Co. of Wyoming	65,281.08	.....	109.90	65,390.98	57,528.33	3,433.06	60,961.39	4,429.59
Orange Transportation Co. Inc.	212,961.09	.....	.....	212,961.09	181,013.43	17,111.39	198,124.82	14,836.27
Pacific Intermountain Express Inc.	127,723.32	.....	33.47	127,756.79	114,962.82	9,919.86	124,882.68	2,874.11
Pacific Intermountain Express Co. of Colorado	109,041.33	.....	81.46	109,122.78	88,212.64	9,564.80	97,777.44	11,345.34
Patterson, William B.	5,109.98	.....	.....	5,109.98	4,202.00	318.27	4,520.27	589.71
Rapid Express, Inc.	34,997.87	.....	.....	34,997.87	33,991.65	1,185.42	36,126.97	129.10R
Reed, Levi R.	2,034.00	.....	.....	2,034.00	1,277.93	101.83	1,379.76	654.24

TABLE NO. 36
COMMON MOTOR CARRIERS OPERATING IN UTAH IN INTERSTATE COMMERCE
OPERATING STATISTICS FOR YEAR ENDED DECEMBER 31, 1938
(ENTIRE LINE OPERATIONS)
(Continued)

Name of Line or Operator	Freight and Express Revenues	Passenger Revenues	Miscellaneous Revenues	Mail and Revenues	Total Operating Revenues	Operating Expenses	Taxes	Total Operating Deductions	Operating Income
Roper, Clarence E. (Roper Freight Service)	19,207.78	.....	.....	.....	19,207.78	13,963.66	1,127.12	15,090.78	4,117.00
Sim, L. S.	9,995.06	.....	.....	.....	9,995.06	8,612.35	396.06	9,008.41	986.65
Simpson, J. C.	48,000.32	.....	.....	.....	48,000.32	43,084.51	4,433.39	47,517.90	483.02
Slagowski, John E.	1,724.30	.....	.....	.....	1,724.30	1,666.30	58.00	1,724.30	.....
Slans Moving & Storage Co.	135,395.71	.....	.....	28,729.72	167,125.49	161,174.67	6,790.37	167,965.04	838.55R
Smith, Charles (Smith Trading Company)	5,328.57	.....	.....	2,762.63	8,091.20	10,641.70	681.69	11,323.39	3,232.19R
Stephenson, Riley	3,100.00	.....	.....	.....	3,100.00	2,349.00	70.00	2,419.00	681.00
Taylor, I. A.	42,107.65	.....	.....	.....	42,107.65	37,918.69	3,256.75	41,175.44	932.21
Tri-State Motor Ways	34,364.36	.....	.....	.....	34,364.36	30,866.15	1,380.00	32,246.15	2,118.21
Truckaway Corporation	226,482.31	.....	.....	3,481.27	229,963.58	206,605.93	11,068.12	217,674.05	12,289.53
TOTAL	\$10,076,460.65	\$ 1,340,693.21	\$ 187,626.96	\$11,604,780.82	\$11,604,780.82	\$11,042,155.81	\$ 848,186.62	\$11,890,341.43	\$ 285,560.61R

R Denotes red figure.

TABLE NO. 37
COMMON MOTOR CARRIERS OPERATING IN UTAH IN INTERSTATE COMMERCE
MISCELLANEOUS STATISTICS FOR YEAR ENDED DECEMBER 31, 1938
(ENTIRE LINE OPERATIONS)

Name of Line or Operator	Investment in Property and Equipment End of Year	Tons Freight Transported	Number of Passengers Carried	Vehicle Mileage During Year	Number of Motor Vehicles Licensed for Service in Utah	Total Route Mileage in Utah	Number of Employees
Aero Mayflower Transit Company.....	\$ 720,108.76	29,120	.....	8,348,558	(2)	(1)	312
Aker, E. A.....	2,290.00	605	.....	12,960	2	127	1
Allied Van Lines, Inc.....	(4) 20,594.26	513,603	.....	9,979,007	(4)	(1)	77
Ames, O. J. (Ames Truck Line).....	3,040.00	780	.....	78,000	2	79	1
Appgood, F. L.....	1,210.54	125	.....	32,725	1	101	1
Arrowhead Freight Lines, Ltd.....	62,921.86	(2)	.....	(2)	(2)	347	(4)
B & H Truck Line (William S. Herbert).....	3,674.00	401	.....	39,680	1	79	1
Blaser, R. A.....	2,911.64	2,450	.....	39,880	2	141	1
Brown and Lund.....	544.00	39	.....	55,160	1	29	1
Burlington Transportation Company.....	1,790,204.23	74,182	814,980	13,472,232	24	565	527
Bush Brothers Truck Line.....	4,704.04	2,431	.....	146,260	2	347	3
Cameron-Utah Arizona Truck Line.....	5,152.60	39,182	.....	197,250	3	468	9
Campbell, Marian.....	1,472.00	273	.....	7,740	1	96	1
Cogswell Freight Lines, Inc.....	2,077.44	(2)	.....	(2)	2	141	2
Contract Carriers, Inc.....	105,723.96	59,466	.....	510,282	2	24	24
Convey Freight Lines.....	313,846.62	42,854	.....	2,176,929	57	1,247	126
Cox, Lynn.....	904.00	117	.....	17,160	1	20	1
Curr, E. H. (Overland Stages).....	6,500.00	.....	5,147	48,855	4	127	8
Fleming, John P. (John P. Fleming Driveway Ser.).....	9,350.00	(3)	.....	(3)	(3)	(1)	56
Garrett Transfer & Storage Company.....	555,194.82	46,055	.....	2,331,216	57	681	149

TABLE NO. 37
COMMON MOTOR CARRIERS OPERATING IN UTAH IN INTERSTATE COMMERCE
MISCELLANEOUS STATISTICS FOR YEAR ENDED DECEMBER 31, 1938
(ENTIRE LINE OPERATIONS)
(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	Number of Motor Vehicles Licensed for Service in Utah	Total Route Mileage in Utah	Number of Employees
Hancock, Leslie E.	4,123.00	1,050	.....	75,000	1	217	2
Hart, H. W. (Hart Truck Line)	1,800.00	176	.....	24,963	1	108	1
Hawkes, Lee M.	9,110.75	86	.....	5,216	2	101	1
Interstate Motor Lines, Inc.	117,366.21	18,793	.....	897,370	30	227	29
Kenosha Auto Transport Corporation	85,373.05	38,775	.....	60,000	10	(1)	443
Kloppenburgh, Lowell W.	1,890.00	800	.....	16,572	1	191	1
Lewis Brothers Stages	14,455.26	71	7,666	226,500	5	127	7
Leatham Brothers	3,052.50	1,025	.....	107,000	1	435	1
Lindberg Truck Line	1,950.00	155	.....	6,180	1	141	2
Marsden, R. J.	2,712.47	2,135	.....	31,715	2	64	1
Maxfield, J. F.	996.00	204	.....	14,144	1	108	1
McCann, W. W.	15,187.16	1,638	.....	36,591	4	141	6
Messinger Truck Line	6,769.70	1,384	.....	85,272	4	104	2
Motor Express Company of Wyoming	16,017.19	4,643	.....	287,380	11	158	16
Orange Transportation Company	80,230.67	19,990	.....	606,545	13	163	46
Pacific Intermountain Express, Inc.	54,066.36	6,639	.....	417,420	9	127	39
Pacific Intermountain Express Co. of Colorado	41,281.27	5,209	.....	350,364	8	158	16
Patterson, William B.	1,103.64	409	.....	34,824	1	127	1
Rapid Express, Inc.	5,222.29	1,959	.....	167,900	5	141	14
Reed, Levi R.	1,343.96	311	.....	17,384	1	108	1

TABLE NO. 37
COMMON MOTOR CARRIERS OPERATING IN UTAH IN INTERSTATE COMMERCE
MISCELLANEOUS STATISTICS FOR YEAR ENDED DECEMBER 31, 1938
(ENTIRE LINE OPERATIONS)
(Continued)

	Investment in Property and Equipment End of Year	Tons Freight and Express Transported	Number of Passengers Carried	Vehicle Mileage During Year	Number of Motor Vehicles Licensed for Service in Utah	Total Route Mileage in Utah	Number of Employees
Roper, Clarence E. (Roper Freight Service)	3,810.00	680	.....	49,000	1	497	4
Sim, L. S.	4,655.00	1,267	.....	102,960	10	137	3
Simpson, J. C.	71,651.15	22,748	.....	38,200	9	121	10
Slagowski, John E.	1,450.00	264	.....	13,500	1	108	1
Sloan's Moving & Storage Company	53,661.39	(2)	.....	900,000	14	(1)	39
Smith, Charles (Smith Trading Company)	6,959.00	1,128	.....	44,418	7	101	5
Stephenson, Riley	1,475.00	520	.....	94,000	1	212	1
Taylor, I. A.	16,500.00	1,595	.....	233,092	2	141	5
Tri-State Motor Ways	18,650.32	3,981	.....	170,880	5	104	10
Truckaway Corporation	12,264.80	(3)	.....	(3)	(3)	(1)	117
TOTAL	\$4,267,552.92	949,318	827,793	42,607,731	327	8,986	2,126

(1) All highways.

(2) Information not available.

(3) Carrier drives automobiles from producer to dealer.

(4) Represents furniture and office equipment. Transportation services performed by leased trucks.

TABLE NO. 38
CONTRACT MOTOR CARRIERS OF PROPERTY—OPERATIONS WITHIN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1938

NAME OF LINE OR OPERATOR	Total Operating Revenues	Operating Expenses	Taxes	Total Operating Deductions	Operating Income	Investment in Property & Equipment End of Year	Tons Frt. & Express Trans- ported	Vehicle Mileage During Year
Adair, George R.....	\$ 2,200.00	\$ 2,113.92	\$ 46.18	\$ 2,160.10	\$ 39.90	\$ 1,049.80	110	35,568
Allred, Royal.....	866.47	813.95	26.00	839.95	26.52	1,135.00	175	7,741
Anderson, W. C.....	7,135.58	4,420.39	99.82	4,520.21	2,615.37	1,235.00	908	19,113
Ashworth, R. C.....	27,051.29	23,047.29	1,020.24	24,067.53	2,983.76	23,293.00	926	182,968
Atkinson, V. D.....	5,337.95	3,687.27	51.00	3,738.27	1,599.68	2,283.50	769	47,450
Bethers, Lyman H.....	1,004.61	571.20	32.63	603.83	400.78	600.00	279	9,760
Bracken, Harry L.....	25,254.21	23,322.45	404.98	24,227.43	1,026.78	2,479.00	23,702	53,382
Carnobell, Martin L.....	1,030.36	538.00	124.70	662.70	367.66	1,975.00	99	7,000
Carley Drayage & Transfer Company	3,324.37	3,220.82	103.75	3,324.57	.....	1,204.00	480	5,708
Dastrup, Walter K.....	62.50	42.50	.....	42.50	20.00	.....	25	200
Davis, Lorenzo R.....	1,697.75	2,192.00	50.00	2,242.00	544.25R	916.00	102	9,960
Deapain, Elbert G.....	10,452.67	9,974.60	252.51	10,227.11	225.56	5,850.63	2,498	43,875
Dean, Kenneth Mac.....	15,134.29	7,545.16	593.20	8,138.36	6,995.93	5,642.13	2,333	21,134
Edwards, Oliver.....	1,440.60	1,311.20	27.25	1,338.45	102.15	900.00	20	21,900
Farrar, William J.....	2,422.87	1,213.40	51.00	1,264.40	1,158.47	1,400.00	177	14,933
Gould, R. A.....	16,279.84	14,775.43	1,069.81	15,845.24	434.10	11,475.00	14,552	61,192
Green, Farnell.....	5,940.00	3,700.20	84.00	3,784.20	2,155.80	2,195.00	4,900†	55,000†
Gross, F. L.....	1,320.00	1,246.88	22.48	1,269.36	50.64	896.07	37	7,016
Hadley Transfer & Storage Company	87,268.87	84,226.29	2,877.00	87,103.29	165.23	23,817.13	193	13,167
Hair, Leland.....	1,613.24	1,207.25	45.35	1,252.60	360.64	1,190.00	.....	.....
Harwood, Homer.....	8,880.00	5,856.18	140.00	5,996.18	2,883.82	2,950.00	1,257	106,800
Hemmingsen and Reed	20,288.74	12,923.94	355.98	13,279.92	6,958.82	19,374.74	20,625	68,486
Hill Brothers.....	6,120.83	3,998.00	281.00	4,279.00	1,846.83	5,910.00	1,835	54,680
James, R. S.....	7,419.07	226.99	4,982.55	5,209.54	2,209.53	1,500.00	.....	13,000†
Jepperson, Dan.....	5,459.69	4,690.43	97.00	4,787.43	672.26	3,300.00	5,891	120,000†

TABLE NO. 38
CONTRACT MOTOR CARRIERS OF PROPERTY—OPERATIONS WITHIN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1938
 (Continued)

NAME OF LINE OR OPERATOR	Total Operating Revenues	Operating Expenses	Taxes	Total Operating Deductions	Operating Income	Investment in Property & Equipment End of Year	Tons Frt. & Express Trans- ported	Vehicle Mileage During Year
Johnson, Lewis.....	648.00	266.20	40.37	306.57	341.43	808.00	162	5,200
Knight, Leo J.....	450.00	357.97	23.50	381.47	68.53	650.00	274	4,288
Lewis, A. V.....	20,118.02	13,373.01	512.54	13,885.55	6,232.47	9,065.49	956	23,310
Livingston, Elwood M.....	402.60	176.85	6.13	182.98	219.62	1,152.00	75	4,224
Lunt, Charles R.....	2,918.45	1,338.43	41.50	1,379.93	1,538.52	1,026.00	523	33,600
Marchant, A. M.....	453.14	291.90	31.50	323.40	129.74	1,350.43	160	1,320
McHale, James A.....	10,238.54	5,823.19	162.48	5,985.67	4,252.87	2,199.65	1,783	43,784
Mickelson, J. M.....	4,783.20	2,087.90	73.00	2,160.90	2,622.30	1,575.00	473	57,500
Miles, I. A.....	3,418.14	2,283.94	46.00	2,334.94	1,083.20	1,150.00	788	50,005
Naples Store & Service.....	4,672.22	3,351.89	137.50	3,489.39	1,182.83	10,058.64	516	21,450
Neilson, Leonard H.....	3,229.71	2,868.07	47.29	2,915.36	314.35	1,200.00	1,825	40,000†
Nelson, Paul E.....	2,717.24	1,568.85	63.62	1,632.47	1,084.77	1,600.00	272	17,200
Norton, H. C. and Bruno, A. L.....	897.41	498.74	12.50	511.24	386.17	2,738.00	234	6,642
Partington, J. W.....	4,087.00	2,692.00	45.00	2,737.00	1,350.00	1,680.00	60	30,468
Penman, Robert J.....	519.17	488.72	30.45	519.17	.....	1,200.00	356	2,176
Peterson, Don.....	161.25	149.50	7.50	157.00	4.25	687.00	34	939
Pickering, Alex., Transfer Company†	372.00	150.00	.....	150.00	222.00	1,779.00	32	518
Randall, Alma F.....	5,900.96	2,948.52	57.28	3,005.80	2,895.16	1,497.64	1,356	45,260
Rees, W. J. and Dudley.....	732.30	486.00	29.43	515.43	216.87	850.00	241	11,000†
Riddle, I. E. Company.....	3,459.02	3,205.21	139.80	3,345.01	114.01	4,400.00	443	24,190
Roberts, Stanley H.....	3,460.62	3,174.75	255.50	3,430.25	30.37	4,850.00	628	12,936
Robinson, A. B.....	5,080.45	2,387.15	127.00	2,514.15	2,566.30	2,228.10	792	21,294
Salt Lake Transfer Company.....	173,876.10	142,193.88	12,549.83	154,653.71	19,222.39	92,245.38	7,724*	182,130
Sander, I.....	19,747.64	13,934.38	304.22	14,238.60	5,509.04	5,802.00	.....	104,795
Seamons, Ray T.....	4,108.00	1,709.27	68.08	1,777.35	2,330.65	965.45	110	44,928

TABLE NO. 38
CONTRACT MOTOR CARRIERS OF PROPERTY—OPERATIONS WITHIN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1938
 (Continued)

NAME OF LINE OR OPERATOR	Total Operating Revenues	Operating Expenses	Taxes	Total Operating Deductions	Operating Income	Investment in Property & Equipment End of Year	Tons Frt. & Express Trans- ported	Vehicle Mileage During Year
Skillhorn, S. G.	\$2,550.00	2,095.00	55.50	2,150.50	\$ 399.50	\$ 430.00	35	4,800
Smith, G. Carlos	821.77	493.98	31.73	525.71	296.06	1,000.80	137	2,892
Smith, Wilson J.	21,368.75	19,968.87	449.92	20,418.79	954.96	15,951.97	19,000†	50,000†
Sorenson, Elmo	467.25	218.71	5.00	223.71	243.54	2,200.00	350	1,389
Stanton, J. J. §	68,346.06	61,218.80	6,614.00	67,832.80	1,013.26	96,293.37	1,407	25,844
Stephenson, Riley	3,100.00	2,349.00	70.00	2,419.00	681.00	1,475.00	520	98,000†
Stohl, Ervin H.	119.20	53.36	3.35	56.71	62.49	5,900.00	27	818
Talbot, James O.	1,054.96	566.17	19.24	585.41	469.55	704.00	90	13,650
Tietjen, J. E.	5,080.00	4,970.00	39.40	5,009.40	70.60	970.00	146	60,000†
Tuckett, Ellis	2,533.92	1,219.27	95.00	1,314.27	1,219.65	1,158.00	187	12,100
Wade, Earl C.	2,472.60	1,466.27	77.02	1,543.29	929.31	1,622.00	2,324	20,788
Walker, Emma	163.65	103.29	15.50	118.79	44.86	1,028.00	22	1,500
Wasatch Trucking Company	13,056.41	11,618.58	216.69	11,835.27	1,221.14	6,254.03	3,126	115,490
Wells, R. D. & Son	11,087.57	5,889.53	167.00	6,006.53	5,081.04	3,500.00	1,469	37,267
Western Operating Company	24,301.34	23,195.44	438.93	23,634.37	666.97	4,067.78	1,024	28,496
Wycoff, M. S.	5,018.53	2,545.50	18.23	2,563.73	2,454.80	985.00	187	36,800
Young, Harry L. §	11,311.82	7,285.40	537.71	7,823.11	3,488.71	8,523.90	953	21,230
TOTAL	\$714,750.01	\$575,129.59	\$ 31,659.11	\$606,788.70	\$107,961.31	\$427,265.13	132,239	2,298,043

R Denotes red figure or deficit.

* Figures not available.

§ Figures include intrastate and interstate operations.

† Covers only operations beyond the Salt Lake City radius.

‡ Estimated.

APPENDIX IV

MISCELLANEOUS TABLES

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TABLE NO. 39
STATEMENT OF COMMISSION FINANCES, FISCAL YEAR
JULY 1, 1938 to JUNE 30, 1939

Appropriation Account	Unexpended Balance July 1, 1938	Appropriation Allotments	Credits	Total Available for Expenditure	Expenditures	Unexpended Balance June 30, 1939
GENERAL FUND						
Salaries, Wages, and Fees.....	\$ 2,104.43	\$ 46,832.12	\$ 1,252.77	\$ 50,189.32	\$ 47,446.98	\$ 2,742.34
Office Expenses.....	133.18	5,717.24	93.99	5,944.41	5,713.97	230.44
Travel.....	384.48	3,968.93	.....	4,353.41	4,028.40	325.01
Equipment.....	487.14	1,130.11	.....	1,617.25	980.79	636.46
TOTAL.....	\$ 3,109.23	\$ 57,648.40	\$ 1,346.76	\$ 62,104.39	\$ 58,170.14	\$ 3,934.25 ★
MOTOR TRANSPORT FUND						
Salaries, Wages, and Fees.....	\$ 585.56	\$ 8,805.44	\$ 38.11	\$ 9,341.00	\$ 8,898.50	\$ 442.50
Office Expenses.....	218.65	243.90	.....	560.15	432.25	117.90
Travel.....	233.46	3,551.45	.....	3,834.91	2,888.91	996.00
Equipment.....	44.32	75.68	.....	120.00	62.50	67.50
TOTAL.....	\$ 1,081.99	\$ 12,675.96	\$ 38.11	\$ 13,846.06	\$ 12,222.16	\$ 1,623.90*
GRAND TOTAL, General Fund and Motor Transport Fund.....	\$ 4,191.22	\$ 70,324.36	\$ 1,434.87	\$ 75,950.45	\$ 70,392.30	\$ 5,558.15

★ Carried forward to 1939-1941 appropriation.
• Lapsed to state road fund.

TABLE NO. 40
INVESTIGATION DOCKETS
JULY 1, 1938 to JUNE 30, 1939

Investigation Docket No.	Date of Order	Description	Disposition
1	Sept. 16, 1938	Investigation of the operations of the Telluride Power Company.	Company ordered to file a new rate schedule effecting reduction in rates of approximately \$18,000.
3	Oct. 25, 1938	Rates and practices of motor carriers of household goods intrastate in Utah.	New rates, rules, regulations, and charges governing the transportation of household goods adopted.
4	June 29, 1939	Rates, rules, and practices of common motor carriers of general commodities intrastate in Utah.	New rates, rules, regulations, and charges for commodities generally from Salt Lake City and Provo to Kanab and intermediate points and between intermediate points on Highway 89, southbound only, prescribed.
5	June 29, 1939	Rates, rules, and practices of contract motor carriers of general commodities intrastate in Utah.	New rates, rules, regulations, and charges for commodities generally from Salt Lake City and Provo to Kanab and intermediate points and between intermediate points on Highway 89, southbound only, prescribed.
8	Sept. 20, 1938	Rates and charges of Sterling Transportation Company on intrastate business.	Company ordered to file new reduced rates and charges.
10	Feb. 3, 1939	Rates and charges of Salt Lake Ogden Transportation Company.	Company allowed to waive collection of 580 undercharge items in informal docket No. 449.
13	Dec. 19, 1938	Rates and practices of Odell Water Company.	Company ordered to set up on its books the inventory and appraisal made by the commission and the company.
14	Jan. 13, 1939	Investigation of the operations of Frank L. Colby, a common motor carrier of property.	Dismissal order issued upon evidence submitted in hearing satisfactorily explaining matters set forth in affidavit.
15	Jan. 6, 1939 Jan. 7, 1939 Jan. 28, 1939 Mar. 14, 1939	Petition of Ralph P. Jones, et al., vs. Utah Light and Traction Co.	Bus service substituted for street car service on the 13th East—7th East routes on Sundays and holidays and evenings after 8:00 p.m.
16	Jan. 31, 1939	Rates and charges of Rio Grande Motor Way, Inc., and Carbon Freight Line, Inc., on Utah intrastate business.	Uniform rules, regulations, rates, and charges ordered adopted by the carriers, reducing the general average.
17	Apr. 22, 1939	Service of the Telluride Power Co. at Panguitch, Utah.	Company ordered to bring its electric service to the residents of Panguitch up to standards as required by General Order No. 43 issued by the commission.
18	May 31, 1939	Rates and practices of the Uintah Power & Light Company.	Company ordered to file new reduced rate schedules and new regulations.

Note: The following investigations were pending at June 30, 1939: Numbers 2, 6, 7, 9, 11 and 12.

TABLE NO. 41
INFORMAL DOCKETS
JULY 1, 1938 to JUNE 30, 1939

No.	Description	Disposition
431	Utah Oil Refining Co., Compt. vs. D. & R. G. W. RR. Co., Deft.	Deft. authorized to refund \$62.07.
432	Rohl-Connolly Co., Compt. vs. D. & R. G. W. RR. Co., Deft.	Deft. authorized to waive collection of \$68.45.
433	R. J. Glendenning and Co., and Columbia Steel, Compts. vs. Carbon County Ry. Co., Deft.	Deft. authorized to refund \$174.72.
434	Messrs. W. L. Ballard, Peter Jensen, A. V. Sconberg, John H. Wood, Robt. G. Harding, Compts., vs. Odell Water Co., Deft.	Deft. ordered to construct a covered concrete reservoir.
435	Application of S. L. & U. RR. Corporation for permission to construct a grade crossing on public highway at Snow Station, Orem.	Application granted.
436	Application of S. L. & U. RR. Corporation for permission to construct a grade crossing on public highway at Lincoln Station, Orem.	Application granted.
437	P. S. C. of U., Compt. vs. Airway Motor Coach Lines, Inc., Deft.	Deft. agreed to include operations at Provo in Supplemental Application to case 2093.
438	Amalgamated Sugar Co., Compt. vs. U. I. C. RR. Co., Deft.	Deft. authorized to refund \$324.16.
439	Columbia Steel Co., Compt. vs. U. P. RR. Co., Deft.	Deft. authorized to refund \$41.98.
440	F. C. Smith, Compt. vs. Mt. Fuel Supply Co., Deft.	Deft. authorized to credit account of compt. with \$2.53.
441	Utah Oil Refining Co., Compt. vs. D. & R. G. W. RR. Co., Deft.	Deft. authorized to refund \$15.07.
442	Utah Fuel Co., Compt. vs. D. & R. G. W. RR. Co., Deft.	Deft. authorized to refund \$58.23.
443	Phillips Bros., compts. vs. U. P. RR. Co., Deft.	Deft. authorized to waive collection of \$33.00.
444	Columbia Steel Co., Compt. vs. U. P. RR. Co., Deft.	Deft. authorized to refund \$26.87.
445	Spring Canyon Coal Co., Compt. vs. Utah Ry. Co., Bamberger Electric RR. Co., Salt Lake & Utah RR. Co., and Southern Pacific Co., Defts.	Defts. authorized to refund \$3.50.
446	Pacific States Cast Iron Pipe Co., Compt. vs. The D. & R. G. W. RR. Co., Deft.	Deft. authorized to refund \$160.41.

TABLE NO. 41
INFORMAL DOCKETS
JULY 1, 1938 to JUNE 30, 1939
(Continued)

No.	Description	Disposition
447	Application of Utah Light and Traction Co. for permission to abandon or remove trackage in Salt Lake City.	Application granted.
448	Royal Knight Coal Co., Compt. vs. The U. I. C. RR. Co., Bamberger Electric RR. Co., and Salt Lake & Utah RR. Corporation, Defts.	Defts. authorized to waive collection of \$5.33.
449	Application of Salt Lake-Ogden Transportation for permission to waive collection of undercharges.	Application granted.
450	Nelson Ricks Creamery Co., Compt. vs. Rio Grande Motor Way, Inc. Deft.	Deft. authorized to waive collection of \$1.06 undercharges and make reparation of \$9.54.
451	Utah Oil Refining Co., Compt. vs. U. P. RR. Co., Deft.	Deft. authorized to refund \$6.47.
452	Mrs. Wm. Reid, Compt. vs. Mountain Fuel Supply Co., Deft.	Deft. authorized to credit account of compt. with \$2.65.
453	L. H. Perry, Compt. vs. Mountain Fuel Supply Co., Deft.	Deft. authorized to refund \$20.04
454	Standard Fuel Co., Compt. vs. The D. & R. G. W. RR. Co., Deft.	Deft. authorized to waive collection of \$9.30.
455	Rohl Connolly Co., Compt. vs. The D. & R. G. W. RR. Co., Deft.	Deft. authorized to refund \$61.25 as reparation.
456	Salt Lake Valley Sand and Gravel Co., Compt. vs. The D. & R. G. W. RR. Co., Deft.	Deft. authorized to waive collection of \$29.39.
457	Pearl Harpool, Compt. vs. Mountain Fuel Supply Co., Deft.	Deft. authorized to credit account of compt. with \$1.45.

TABLE NO. 42

**GENERAL ORDERS AND SUPPLEMENTS TO
GENERAL ORDERS ISSUED DURING THE
PERIOD JULY 1, 1938 to JUNE 30, 1939**

General Order No.	Supplement No.	Subject Matter	Date Issued
32	2	Supplemental rules and regulations for the installation and inspection of railroad highway grade crossing signal devices.	Sept. 27, 1938
33	1	Rules and regulations for electric utilities.	Jan. 12, 1939
33	2	Rules and regulations for constructing line extensions of electric utilities.	June 24, 1939
36	1	Form of accident report to be used by steam and electric railways.	Oct. 19, 1938
41		Uniform systems of accounts for common and contract motor carriers.	Dec. 27, 1938
42		Uniform system of accounts and list of retirement units for gas utilities with average annual operating revenues in excess of \$25,000.	June 30, 1939

TABLE NO. 43

**NUMBER OF ACCIDENTS OCCURRING ON COMMON
CARRIERS BY RAIL OPERATING IN UTAH
JANUARY 1, 1938 to DECEMBER 31, 1938**

NAME OF CARRIER	Train Accidents	Train Service Accidents	Non-Train Accidents	Total Accidents
Steam Railroads & Terminal Companies:				
Bingham & Garfield Ry. Co....	1	2	3	6
Denver & Rio Grande West- ern R. R. Co., The.....	43	34	29	106
Ogden Union Ry. & Depot Co., The	5	5	3	13
Salt Lake City Union Depot & RR. Co., The.....			1	1
Southern Pacific Company.....	6	4	2	12
Uintah Railway Co., The.....			2	2
Union Pacific RR. Co.....	19	25	6	50
Utah Railway Company.....	4		6	10
Western Pacific RR. Co., The..	8	6	8	22
Total	86	76	60	222
Electric Interurban Railroads:				
Bamberger Electric RR. Co.....		1	3	4
Salt Lake Garfield & Western Ry. Co.			1	1
Salt Lake & Utah RR. Co.....	8	2		10
Utah-Idaho Central RR. Co., The	10	7	7	24
Total	18	10	11	39
GRAND TOTAL	104	86	71	261

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

TABLE NO. 44
FATALITIES AND INJURIES ON RAILROADS OPERATING IN UTAH
JANUARY 1, 1938 to DECEMBER 31, 1938

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.	6	.....	.....	.....	.....	.....	5
Denver & Rio Grande Western RR. Co., The	24	14	.....	47	3	3	.....	2	27	69
Ogden Union Ry. & Depot Co., The	2	.....	1	.....	3	1	1	.....	.....	1	7
Salt Lake City Union Depot & RR. Co., The	1	.....	.....	.....	.....	.....	1
Southern Pacific Company	5	.....	.....	.....	.....	.....	5
Utah Railway Co., The	2	.....	.....	.....	.....	2	2
Union Pacific RR. Co.	17	.....	.....	.....	.....	.....	.....
Utah Railway Company	4	10	.....	6	.....	2	.....	1	4	33
Western Pacific RR. Co., The	5	.....	.....	12	1	.....	.....	.....	6	6
TOTAL	8	33	25	.....	98	7	6	.....	3	40	140
ELECTRIC INTERURBAN RAILROADS												
Bamberger Electric RR. Co.	1	.....	3	.....	.....	.....	.....	.....	4
Salt Lake & Utah RR. Corporation	1	.....	2	.....	6	.....	.....	.....	.....	1	9
Salt Lake Garfield & Western Ry. Co.	1	.....	.....	.....	.....	1	1
Utah Idaho Central RR. Co., The	4	.....	7	.....	.....	.....	.....	.....	11
TOTAL	1	.....	7	.....	17	.....	.....	.....	.....	1	25
GRAND TOTAL	9	33	82	1	115	7	6	.....	3	41	165

TABLE NO. 45
FATAL AND INJURIOUS ACCIDENTS TO PERSONS FROM MOTOR TRANSPORT
OPERATIONS WITHIN THE STATE OF UTAH
JANUARY 1, 1938 to DECEMBER 31, 1938

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:									
Burlington Transportation Company.....	2	.....	2	.....	1	.....	.....	.....	3
Interstate Transit Lines.....	1	.....	.....	.....	1	.....	.....	.....	1
Pacific Greyhound Lines.....	1	.....	.....	.....	1	.....	.....	.....	1
Union Pacific Stages, Inc.....	2	.....	5	.....	1	.....	.....	.....	6
Utah Central Truck Line.....	1	.....	1	.....	.....	.....	.....	.....	1
Utah Light and Traction Company.....	3	.....	2	.....	2	.....	.....	.....	4
TOTAL.....	10	.....	10	.....	6	.....	.....	.....	16
FREIGHT LINES:									
Cameron Truck Line.....	1	.....	.....	1	.....	.....	.....	1	3
Colby Truck Line.....	2	.....	.....	.....	3	.....	.....	.....	5
Garrett Transfer & Storage Co., Inc.....	2	.....	.....	1	9	.....	.....	1	11
Interstate Motor Lines, Inc.....	1	.....	.....	.....	1	.....	.....	.....	2
Leatham Brothers.....	1	.....	.....	.....	2	.....	.....	.....	3
Milne, Jos. J. Truck Line, Inc.....	1	.....	.....	.....	1	.....	.....	.....	2
Taylor, I. A.....	1	.....	.....	.....	1	.....	.....	.....	2
TOTAL.....	9	.....	.....	2	17	.....	.....	2	28
GRAND TOTAL.....	19	.....	10	2	23	.....	.....	2	33

TABLE NO. 46
SUMMARY OF ACCIDENTS INVOLVING ELECTRIC, GAS, TELEPHONE, AND WATER
COMPANY OPERATIONS WITHIN STATE OF UTAH
YEAR ENDED DECEMBER 31, 1938

Name of Company	Employees		Other Persons		Number of Property Damage Accidents			Persons		Property Damage Accidents
	Killed	Injured	Killed	Injured	Utility	Non-Utility		Killed	Injured	
Mountain Fuel Supply Company.....	10	.....	11	.....	3		1	21	3
Utah Power and Light Co.....	2	.....	.....	.....	.....		.....	2	.....
Utah Power & Light Co.....	16	.....	2	4	.....		.....	18	4
TOTAL.....	28	1	13	4	3		1	41	7

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

TABLE NO. 47

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

DECEMBER 31, 1938

Name of Carrier	Gates, with or without other protection, operated 24 hours per day.	Gates, with or without other protection, operated less than 24 hours per day.	Watchmen alone or with protection other than gates, on duty 24 hours per day.	Watchmen alone or with protection other than gates, on duty less than 24 hours per day.	Both audible and visible signals, without other protection.	Audible signals only.	Visible signals only.	Special fixed signs or barriers with or without standard fixed signs.	Standard fixed signs only.	Otherwise unprotected.	GRAND TOTAL
Bingham and Garfield Ry. Co.	.....	.....	.....	.....	1	5	2	.....	7	1	9
Denver & Rio Grande Western RR. Co., The	.....	.....	.....	.....	27	6	.....	.....	587	.....	627
Ogden Union Railway and Depot Co., The	.....	.....	.....	.....	1	3	1	1	19	.....	29
Southern Pacific Company	.....	.....	.....	.....	.....	.....	.....	.....	17	.....	21
Tooele Valley Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	11	.....	13
Union Pacific Ry. Co.	.....	.....	.....	.....	45	16	5	2	657	.....	752
Utah Railway Company	1	2	.....	9	.....	.....	.....	17	5	.....	19
Western Pacific RR. Co., The	.....	.....	.....	.....	.....	.....	.....	14	42	.....	42
GRAND TOTAL	1	2	.....	17	74	30	8	34	1,345	1	1,512

TABLE NO. 48

**RAILWAY WITH RAILWAY GRADE CROSSINGS AND CROSSING PROTECTION WITHIN
THE STATE OF UTAH, STEAM RAILROADS AND TERMINAL COMPANIES
DECEMBER 31, 1938**

Name of Carrier	With Other Steam Railroads							With Electric and Street Railroads						
	By interlocking devices.	By automatic signals. (automatic interlocking)	By derrails on one line only.	By hand operated signals. (not interlocked)	By gates.	Unprotected.	TOTAL	By interlocking devices.	By automatic signals. (automatic interlocking)	By derrails on one line only.	By hand operated signals. (not interlocked)	By gates.	Unprotected.	TOTAL
Bingham and Garfield Ry. Co.	1	3	...	...	2	21	1	1	...	...	...	...	8	9
Denver & Rio Grande Western RR. Co., The	2	...	...	...	1	2	28	...	...	...	...	...	3	3
Ogden Union Railway and Depot Co., The	...	...	...	...	...	...	8	...	...	...	...	...	...	...
Southern Pacific Company	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tooele Valley Railway Co.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Union Pacific RR. Co.	4	2	...	1	...	4	11	3	...	...	...	1	4	8
Utah Pacific RR. Co.
Utah Railway Co.	3	3
Western Pacific RR. Co., The
TOTAL	7	5	...	1	3	30	46	4	1	15	20

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