

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



For the Period  
July 1, 1939 to June 30, 1940

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of the  
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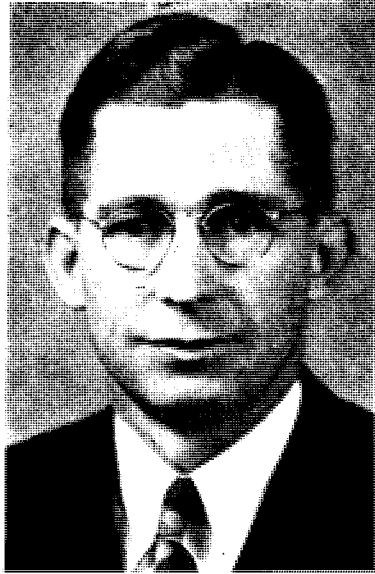




## Honorable Henry H. Blood

Member of First Public Service Commission of Utah  
1917 to 1921

Governor of Utah 1933 to 1941



**WARD C. HOLBROOK**  
President



**OTTO A. WIESLEY**  
Commissioner



**WALTER K. GRANGER**  
Commissioner

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

We have the honor to submit herewith the twenty-second annual report of the Public Service Commission of Utah covering the fiscal year ended June 30, 1940.

Respectfully submitted,

(Signed)

WARD C. HOLBROOK

OTTO A. WIESLEY

W. K. GRANGER

Commissioners.

(SEAL)

Attest:

(Signed) J. ALLAN CROCKETT,  
Secretary.

**PUBLIC SERVICE COMMISSION  
ROSTER**

Ward C. Holbrook ..... President  
Otto A. Wiesley ..... Commissioner  
Walter K. Granger ..... Commissioner

**GENERAL OFFICE**

J. Allan Crockett ..... Secretary-Counsel  
Viola Denning ..... Assistant Secretary  
Dixie Foster ..... Reporter-Stenographer

**ACCOUNTING DEPARTMENT**

Theodore E. Thain ..... Chief Accountant  
Douglas C. Barton ..... Accountant  
Edwin J. Cowley ..... Accountant  
Earl Hardy ..... Accountant  
Elliot L. Kimball ..... Accountant  
C. Reginald Walter ..... Accountant  
Barbara Hougaard ..... Secretary-Stenographer

**ENGINEERING DEPARTMENT**

Eugene H. Merrill ..... Chief Engineer  
Leonard Slusser ..... Engineer  
Victor Smith ..... Engineer  
Robert N. Slaughter ..... Railroad Inspector  
June Taylor ..... Secretary-Stenographer  
Marvetta Thurston ..... Stenographer

**INSPECTION DEPARTMENT**

Ralph P. Smith ..... Chief Inspector  
F. P. Fisher ..... Inspector  
Herschel V. Garff ..... Inspector  
Ralph W. Streeper ..... Inspector  
Ed. W. Vendell ..... Inspector  
LaVane Matheson ..... Secretary-Stenographer

**TRANSPORTATION RATE DEPARTMENT**

Charles A. Root ..... Commerce Attorney  
Landy Norris ..... Rate Expert  
Fern Gardner ..... Secretary-Stenographer  
Pauline Hogan ..... Stenographer-File Clerk

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Office: State Capitol, Salt Lake City, Utah

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## CHAPTER I

### INTRODUCTION

The submission of an annual report to the Governor by the Public Service Commission is done in conformity with the statute which created the Commission. The statute requires that the Commission shall submit a report " \* \* \* containing a full and complete account of the transactions of its office, together with such facts, suggestions, and recommendations as it may deem necessary." Our 19th annual report covering the fiscal year ending June 30, 1937, contained a statement of the history and organization of this Commission. There have been no important legislative changes since the creation of the present Commission in 1935. The same general plan of organization as described in the report above referred to is still in effect.

A report of the type required from this department of the state government serves two purposes: first, to inform the executive head of the State of the activities and accomplishments of the Commission during the period; second, to make a permanent record in a convenient form of such activities and accomplishments together with statistical data covering the operations of utilities in this State.

The Commission has followed the practice in recent years of summarizing in narrative form the principal transactions of its office. Through this method of presentation it is felt that anyone who desires to gain an understanding of the work of this department may do so through a study of the material submitted in these reports. In the interest of conciseness the Commission has reduced the number of tables of statistical information relating to the operations of the utilities in Utah, but the tables of this nature contained herein are broad enough to present a fairly comprehensive picture of public utility operations in the State.

The report of the Commission for the previous fiscal year contained an innovation in the reports of this department by the introduction of several charts portraying in graphic form the basic trends in utility operations. Similar charts are contained in the present report. These charts present in understandable form the main trends of public utility operations in the State over the past five years.

During the fiscal year under consideration, the Commission has administered the public utility regulatory laws along the same general lines as during the previous years since the present Commission took office. In this connection the Commission has attempted to develop and enlarge its activities along lines that promote a more efficient regulation of the operations of the several classes of public utilities operating in the State.

In addition to the regular routine inspection and regulation of the business of the utilities under its jurisdiction, the Commission has had several items of special interest during the fiscal year covered by this report. These may be summarized as follows:

- (a) A continuation of the original cost studies of electric utilities.
- (b) The adoption of rules of practice and procedure.
- (c) The initiation of a safety program for school busses and other commercial passenger-carrying vehicles.
- (d) A continuation of the railroad highway grade crossing safety program.
- (e) Rate reductions of Utah Power & Light Company and Big Springs Power Company.
- (f) The problem of the depletion of the natural gas supply of Uintah Gas Company.
- (g) Adjudication of the status of cooperatives under the Federal Rural Electrification Administration.
- (h) Continued studies and application of uniform rates for common and contract motor carriers.

These activities are given special attention in this report as they are the matters which have been of primary interest to the Commission in addition to its regular business. Subsequent pages of this report give more detailed treatment of these subjects and the accomplishments of the commission.

## CHAPTER II

**DEPARTMENTAL ORGANIZATION AND FUNCTIONS**

The accompanying diagram and table shows the personnel, organization and functions of the Commission. Following a regular policy, the Commission has attempted to assign more definitely different phases of its duties to the departments and staff to achieve the best possible efficiency and coordination.

It will be noted that each of the three commissioners has general supervision of certain specific phases of the work and is also assigned direction of the regulation of certain types of utilities. In assigning the work in this manner several purposes are accomplished; first, the commissioner assigned to the work becomes more familiar with it and his ability to cope with the problems which arise is increased; second, those phases of our duties receive constant and individual attention, thus reducing the danger of omitting anything of importance from official functions; third, the work of the commissioners is balanced so that each is bearing a proper portion of the work load of the Commission.

It is clearly understood that these aspects of the work and these particular utilities are the primary concern of the commissioner to whom they are assigned. This does not mean in any sense that any commissioner has exclusive authority in respect to any particular subject. The Commission as a whole collaborates in all essential and important matters relating to the supervision and regulation of utilities.

It will be noted that the diagram sets forth in general terms the functions of the Commission, both as to the commissioner which supervises each function and the department which has the responsibility of carrying out the details of the work.

A commission meeting is held regularly each Tuesday morning at 10:00 a. m., and usually several other meetings and informal discussions are held each week. The secretary keeps a record of all business handled at regular meetings and of essential business transacted at other meetings. A daily record of business is also kept.

**ORGANIZATION AND FUNCTIONS OF PUBLIC SERVICE COMMISSION OF UTAH**  
**WALTER K. GRANGER** (Commissioner)  
**WARD, C. HOLBROOK** (President)  
**OTTO A. WIESLEY** (Commissioner)

<b>General Supervision of:</b> Relations with Public and other Departments Interstate Commerce Rates Grade Crossings School Busses Specific Utilities: Railroads Motor Carriers		<b>General Supervision of:</b> Relations with Utilities and Nat'l. Association Communications Personnel of Commission Authority to Operate Standards of Service Depreciation Specific Utilities: Electric Telephone Gas	<b>General Supervision of:</b> Annual Reports of Utilities Legal Matters Valuations Complaints Safety and Accident Investigation Specific Utilities: Urban Transportation Water
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(Secretary)  
 Office Management  
 Custodian of Records  
 Correspondence  
 Preparation of Orders, Notices, etc.  
 Disbursing Officer

<b>Accounting Dept.</b> Annual Reports Audits Payment of Common Stock Dividends Reclassification of Property Values Systems of Accounts Valuations	<b>Engineering Dept.</b> Rates Valuations Service Standards Safety Standards Depreciation Rates Accidents Complaints Grade Crossings	<b>Inspection Dept.</b> Railroads Motor Carriers Accidents Authority to Operate Complaints Rates Safety Standards Service Standards	<b>Rate Dept.</b> Railroads Motor Carriers Interstate Rates Intrastate Rates Passenger Express Freight
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## ACCOUNTING DEPARTMENT

The major part of the time and effort of the Commission's accounting department during the fiscal year under review was spent in examining and checking the original cost and reclassification studies of the three principal electric utilities operating in Utah. These companies are Utah Power & Light Company, Telluride Power Company, and Southern Utah Power Company. This work has been done in conjunction with the engineering department of the Commission.

### Original Cost Studies

Utah Power & Light Company submitted a report to this Commission shortly after July 1, 1940, containing the results and summary of its original cost study and reclassification. With the submission of said report the accounting work of the Commission in checking the company's figures will progress much faster than in the past. It should be stated that a complete, detailed check of this study would involve the examination of several hundred thousand vouchers and supporting papers. Obviously, the study cannot be checked in such detail with the limited personnel available. It is the purpose of the Commission, however, to make as thorough a check of the work as the available personnel will permit. The accounting work of checking the studies of Southern Utah Power Company was practically completed at June 30, 1940, but there was a considerable amount of work to be finished at that date in connection with the studies of Telluride Power Company.

### Field Audits

The department's program of field audits was continued but the number of audits completed was limited due largely to the fact that most of the personnel of the department was engaged in the work explained above. However, field audits were completed of the accounts and records of Airway Motor Coach Lines, Inc., Carbon Freight Line, Inc., Ogden Transit Company, Rio Grande Motor Way, Inc., and Swan Creek Electric Company. A written report covering a cost analysis and examination of accounts of Utah Light and Traction Company was also submitted during the period. The bulk of the work in connection with this investigation had been finished in the prior fiscal year and was mentioned in the previous annual report. Said report, among other

things, contained a study of the company's operations during peak and off-peak periods; a study of the operating results of each type of conveyance used by the company, i. e., street railway, electric coach, and gasoline bus; and a recommendation for a general revision in the company's rate structure.

### **Systems of Accounts**

The text, definitions, and general instructions of a new uniform system of accounts prepared by the accounting department was adopted by the Commission for the use of carriers rendering passenger transportation and related services in urban areas. This system of accounts is applicable to any company rendering service of this nature by street railway, electric trolley coach, or gasoline bus, or by two or more of such types of conveyance. At the present time there are three companies subject to this system of accounts. It is felt that this new system of accounts will provide a basis for the furnishing of information that will keep the Commission better informed as to the operations of carriers of this class.

### **Rules for Preservation of Records**

For the first time in the Commission's history rules were adopted to govern the preservation of records of gas and electric utilities. The rules adopted for gas utilities are those prepared by the committee on statistics and accounts of the National Association of Railroad and Utilities Commissioners with certain amendments. The rules adopted for electric utilities are those prescribed by the Federal Power Commission. The purpose of rules of this nature is to preclude a utility from destroying records which are important and should be preserved to meet regulatory needs. The rules are made up in such a manner as to show the period of time a given type of record must be kept by the utility.

### **Common Stock Dividends**

Chapter 67, Laws of Utah 1935, requires each gas or electric utility to submit in writing to the Commission a notification of the declaration of a dividend on common stock of such utilities. The Commission is required to determine if the payment of such a dividend will impair the capital or service of the utility involved, and if such a finding is made, the Commission is authorized to prohibit

the payment of the dividend until such impairment is avoided. During the fiscal year under review this department made an investigation and report to the Commission on three such dividend requests. Two of the requests were from Mountain Fuel Supply Company and one was from North Logan Telephone and Electric Light Company.

### **General Matters**

The accounting department continued performing numerous other duties of a general nature, such as the examination of the annual reports of public utilities and the preparation of tables and analyses therefrom; the rendering of assistance to numerous utilities, particularly small truck line operators, on such matters as proper accounting methods and the preparation of annual reports; and the preparation of special reports dealing with different classes of utilities as required by the Commission.

## **ENGINEERING DEPARTMENT**

### **Depreciation Rates**

The larger electric utilities operating in Utah were ordered to make studies heretofore to determine depreciation rates on each class of depreciable property, in order to provide information which will substantiate the depreciation charges made to operating expenses.

Utah Power & Light Company submitted the results of its study in January, 1940. Following a review of the data submitted the Commission advised the company that its study was not satisfactory and did not meet the intended requirements of the Commission. Consequently, the company is making further studies in order that the type of information desired by the Commission will be available.

The other electric utilities have been granted extensions of time in which to complete their depreciation studies. These extensions of time were granted pending the completion of the original cost and reclassification studies of these companies.

### **Original Cost Studies**

In conjunction with the Commission's accounting department the checking of the original cost and reclassifica-



tion studies of the major electric light and power companies was continued by the engineering department. This work entails an investigation of the available records relating to the properties and an analysis of the methods used by the companies in developing the original cost figures. It is expected that when this work is completed, the original cost figures developed for each of the major electric utilities will be of considerable value in the future in connection with the regulation of these utilities by the Commission.

### **Monthly Comparative Charts**

The Commission requires the larger telephone, electric, and gas utilities to file certain information monthly relating to their operations. The engineering department made comparative charts of this information. The data for Utah Power & Light Company shows by rate schedules its revenue, sale of energy, number of customers, and rate per kilowatt hour of energy sold by the company. The information relating to the Mountain Fuel Supply Company shows the daily average heat content of its gas, the amount of gas sold, revenue received, number of customers, and by classes of customers the revenue per unit of gas sold. The number of stations in the exchanges served by The Mountain States Telephone and Telegraph Company was plotted from information filed monthly with the Commission by that company. The company is also required to file statements with the Commission showing the results of its operations annually by exchanges. Some of this data was plotted in charts in order that comparisons could readily be drawn of the results of the operations by years in the various exchanges.

Charts were plotted using data contained in the annual reports filed with the Commission by the various electric, gas, telephone, and water utilities, showing by years the fixed capital, operating revenue, and operating expenses. At monthly intervals charts were prepared showing information relating to the number of accidents reported to the Commission by the railroad companies. The water utilities are required to send samples of their water at monthly intervals to the State Board of Health for bacteriological analyses. The results of these analyses were sent to the Commission by the Board of Health and were prepared in tabular form.

By means of these various charts and tabulations, the Commission is advised currently of various phases of the

operations of utilities in the State. These charts are all of record in the office of the Commission and subject to examination by interested persons.

### **Rules and Regulations for Telephone Utilities**

Another project completed by this department during the fiscal year was the adoption by the Commission of rules and regulations for telephone utilities. A set of proposed rules and regulations were devised and served upon all telephone utilities in the State of Utah. Subsequently, meetings were held by the Commission with these utilities in which nearly all of them participated in discussions concerning the rules and regulations. After two such conferences and revisions of the rules in the light of the suggestions of the Commission, its staff, and the utilities concerned, the rules were adopted through General Order No. 49.

The rules establish service standards for the telephone utilities and provide for the keeping of records of complaints and interruptions to service. They limit the number of subscribers to be served on party lines and require all construction to be in accordance with the National Electrical Safety Code. Utilities are also directed to notify the Commission of any major additions or changes in their plant, and to require subscribers who make excessive use of party line facilities to contract for a class of service comparable with their usage.

### **Inventories and Appraisals**

An inventory was made in conjunction with the Uintah Power and Light Company of its properties, in order to have information available from which the fair value of the company's property might be obtained and to assist the company in reclassifying its property accounts.

Inventories made by the Southern Utah Power Company and Telluride Power Company of portions of their property were checked by the department. An inventory and original cost valuation was made by the department of the electrical properties of the Swan Creek Electric Company and also of the People's Light and Power Company.

### **Accidents**

All major accidents involving the property of utilities other than those engaged in transportation operations were investigated by the department with a view to prevent their recurrence.

One fatal accident was attributed to an improperly constructed electric fence. The Commission now requires all electric fences served by utilities operating under its jurisdiction, to be approved by experts at the Utah State Agricultural College.

### **Complaints**

This department handles almost all of the complaints made to the Commission relating to operations of utilities. It keeps a record of all such complaints and acts as mediator in bringing the company and the complainant together. This is done in all instances where it is possible to negotiate satisfactory settlement. There is a constant stream of complaints to the Commission on minor matters relating to such things as billings, line extensions, and the standards of service rendered by the utilities. In a case where a satisfactory agreement can not be worked out, the customer is advised of his privilege of filing a formal complaint before the Commission and the matter is then handled under the procedure outlined in the rules of practice and procedure.

### **Rates**

In addition to the rate reductions referred to elsewhere in this report, the Commission keeps a constant vigilance on the rates in effect and those filed by the various utilities. As circumstances require or permit, special investigations of some of those rates are undertaken. During the past year investigations were made of the rates of the Utah Power & Light Company, The Mountain States Telephone and Telegraph Company, and Mountain Fuel Supply Company. An analysis was made also of the heat content of the gas distributed by the latter named company to its customers.

### **Meters and Service Standards**

The rules of the Commission place the burden of testing electric, gas, and water meters upon the respective utilities. This department, at frequent intervals, makes a spot check of the meters of various utilities to determine that the

companies are keeping them in proper operating condition. The department was able to check some meters of nearly all of the utilities using meters during the past year.

The Commission has ordered the electric utilities to have their master meters calibrated at specified intervals by the University of Utah. Gas utilities also are required to have their meter provers examined at regular intervals.

In addition to its duty of inspecting the physical property of utilities to insure that it is being maintained in safe operating condition, the department made tests and inspections to determine the heat content of gas served by the gas utilities to their customers and the voltage maintained by the electric utilities.

### INSPECTION DEPARTMENT

The inspection department of the Commission maintains the following personnel: A chief inspector and a secretary-stenographer who conduct all office routine incidental to motor transportation, and four inspectors who conduct the field work. The inspectors make a continuous check on all motor carrier operations in the State of Utah, under direct supervision of the chief inspector, in enforcing compliance with the Motor Carrier Act, Chapter 65, Laws of Utah, 1935, and with the Commission's rules and regulations promulgated thereunder.

#### **Insurance**

In addition to the regular work the department instituted Investigation Docket No. 26, which required special investigation in the matter of uniform endorsements for public liability, property damage, and cargo insurance for motor carriers.

This investigation disclosed that public liability and property damage insurance policies filed with the Commission in some cases were not adequate protection for the public because of a lack of uniformity in the equipment substitution clause of the policies. In numerous instances it was found that carriers were substituting their equipment without adequate insurance protection.

Therefore, it became necessary for the Commission to adopt uniform endorsement Form MT-1, covering public liability and property damage policies, this endorsement

to be attached to and made a part of each insurance policy filed with the Commission. This endorsement changes the standard public liability and property damage insurance policy, and requires the insurance company to pay any final judgment recovered against the insured for bodily injury to or the death of any person or loss of or damage to property of others resulting from the negligent operation, maintenance, or use of motor vehicles under authority issued by the Public Service Commission, regardless of whether or not such motor vehicles are specifically described in the policy. This endorsement applies while such motor vehicles are actually in the course of operations authorized to the insured by authority from the Public Service Commission of Utah.

The cargo policies filed with the Commission, because of the number of exemptions and conditions, became more or less a selective cargo coverage, and were found to be in full force and effect only if certain designated cargo was handled and loaded on a motor vehicle under certain conditions. Motor carriers were under the impression that the cargo was completely covered from the time it was tendered to them until it was received by the consignee.

Therefore, it became necessary for the Commission to adopt uniform endorsement Form MT-2, covering cargo insurance policies, these endorsements to be attached to and made a part of each insurance policy filed with the Commission. This endorsement requires the insurance company to pay any shipper or consignee for all loss of or damage to property belonging to such shipper or consignee and coming into the possession of the insured in connection with its transportation service, for which loss or damage the insured may be held legally liable, regardless of whether the motor vehicles, terminals, warehouses, and other facilities used in connection with the transportation of the property insured are specifically described in the policy. The liability of the company extends to such losses or damages, whether occurring on the route or in the territory authorized to be served by the insured, or elsewhere within the State of Utah.

Uniform endorsements MT-1 and MT-2 standardize all insurance policies and give complete insurance protection to the public covering motor vehicle operations under the Commission's jurisdiction.

## **Blockades**

In addition to the appropriation made by the Legislature, the department received \$1,595.61 during the fiscal year from the gross ton mile tax and \$14,234.27 from the ton mile tax. Part of these funds were used to employ two additional inspectors on a temporary basis.

With the increased personnel the department instituted a special study of bus and truck service within the State. In order to contact effectively all bus and truck operators it was necessary to make a traffic survey through the medium of traffic blockades. These blockades are being made at various strategical points on all main highways in the State.

Records are being kept covering all vehicles checked and commodities transported. Carriers found operating in violation of the Motor Carrier Act are being prosecuted. Safety inspections are being made of all equipment of carriers operating under the jurisdiction of the Commission to insure compliance with the safety rules and regulations.

This survey will be completed at the end of the current year and is going on at the closing date of this report.

## **Safety**

Two special blockades were made covering 24 hour periods in conjunction with the Interstate Commerce Commission and Utah State Highway Patrol, in which commercial vehicles operating past the North Salt Lake checking station were checked for compliance with federal and state safety regulations.

The first blockade involved 923 motor vehicles, 125 being licensed by this Commission, and 798 operating as private carriers. Of these, 116 were found to be operating defective equipment and were given warning tickets that were returnable within five days, providing their equipment was made to meet the safety requirements; otherwise, warrants of arrest were issued. There were five such warning tickets issued to licensed carriers.

The second blockade involved 979 vehicles, of which 846 were private carriers. A total of 58 warning tickets were issued during this blockade for faulty equipment, of which only two were issued to licensed carriers.

These blockades indicate the need for strict enforcement of safety regulations in an effort to maintain traffic safety upon state highways.

### Accidents

During the period covered by this report, motor carriers licensed by the Commission were involved in 41 reportable accidents, causing personal injury to 26 persons, and the death of five persons. Of the five persons killed, two were pedestrians. There were 18 of these accidents which involved property damage only.

### Enforcement

In enforcing compliance with the Motor Carrier Act, the department made 44 arrests of motor carriers; 12 for failure to comply with the Commission's safety regulations; 25 for violation of Section 9, operating motor vehicles as contract carriers in intrastate commerce without having first obtained from the Commission the necessary permits; and 7 for violation of Section 10, which motor carriers were operating over Utah highways in interstate commerce without first obtaining a license from the Commission.

Violations in each case were taken to the nearest justice of the peace in the county where the offense was committed. At the closing date of this report 42 operators had been convicted, one case was dismissed, and one case was pending.

### Temporary Authority

During the previous year ending June 30, 1939 this Commission issued 534 emergency, seasonal, and temporary permits and licenses. In an effort to restrict the number of such permits and licenses, the department issued 335 permits and licenses during the period covered by this report, as shown in the following table:

	10 Days or Less	15 Days	20 Days	30 Days	45 Days	60 Days	Total
Emergency Permits	237	7	5	13		4	266
Temporary Permits	5	3	1	5	3	7	24
Seasonal Permits				2	2	14	18
Emergency Licenses	18	4	2	1			25
Temporary Licenses				2			2
<b>Total</b>	<b>260</b>	<b>14</b>	<b>8</b>	<b>23</b>	<b>5</b>	<b>25</b>	<b>335</b>

## **Railroad Inspection**

Chapter 94, Laws of Utah, 1937, prohibits the unnecessary movement of defective rolling stock of railroad companies within the State of Utah and designates the Public Service Commission to enforce the provisions of said act. In accordance with this act regular inspections have been made of the shops and yards of the railroad companies operating in Utah. The Commission's activities along this line indicate that the railroads in the State are complying with the general requirements of this law.

Regular inspections were made of railroad equipment, such as interlocking plants, road-beds, grade crossing signals, passenger coaches train control boards and signals, and station buildings in the interest of the health and safety of railroad employees and the traveling public. Inspections were also made to insure that suitable safety appliances were maintained in serviceable condition in the engine, passenger and station buildings, and shops of the various railroad companies.

As a result of investigations made of the shops of the Southern Pacific Company and the Union Pacific Railroad Company in Ogden, the Commission's inspector submitted reports to the Commission which carried recommendations to the effect that said railroads be required to improve the conditions in the employees' wash room at each of the shops.

Likewise, the Commission continued its policy of investigating accidents in which railroad rolling stock or other properties were involved. A written report is rendered to the Commission by its inspector on each investigation of this type. In cases where steps can be taken to prevent a recurrence of an accident, a recommendation is made to the Commission by the inspector as to what should be done.

Each railroad company operating in the State is required to file a report with the Commission at monthly intervals containing a summary of all reportable accidents. Accidents of a serious nature are reported to the Commission by the speediest means of communication. Upon receipt of notification of a serious accident, the Commission dispatches an inspector to the scene of the accident to secure such facts and circumstances as he can concerning the cause of the accident.



In making an investigation of a grade crossing accident, the inspector observes such things as whether any obstruction to vision exists between the rail and highway, the type of grade crossing protection devices in use, the physical condition of the crossing, the number of railway tracks at the point of the accident, and the types of equipment involved. He also interrogates any persons who are involved in the accident or who were witnesses to the accident to secure such other information as may be obtainable. The Commission's inspector also attends hearings conducted by railroad companies in connection with accidents and is authorized to interrogate witnesses testifying at such hearings. The results of these investigations are used by the Commission in formulating safety rules and making recommendations to the railroads concerning safety standards.

## TRANSPORTATION RATE DEPARTMENT

### **Interstate Rate Matters**

The transportation rate department has been active during the past year in resisting proposed increases which the carriers serving Utah attempted to establish in freight rates on agricultural commodities, particularly fruits, potatoes, onions, vegetables, livestock, and wool. This not only applies to the railroads, but to the water carriers operating from the Pacific Coast to the Atlantic Coast through the Panama Canal.

The market prices on these commodities have been low for many years with the result that the farmers, as a rule, have not obtained the full cost of production on their shipments to the heavy consuming points east of Utah. Despite this fact we have been confronted in many cases with determined efforts to increase the freight rates on these commodities. Thus far we have been successful in either delaying the effective dates of these proposed increases or in having them ordered cancelled out entirely by the Interstate Commerce Commission.

The following table shows the estimated annual savings in transportation costs to the people of Utah, which resulted from our participation in formal rate cases before the Interstate Commerce Commission and the United States Maritime Commission:

Case No.	Commodities	Annual Saving
I. & S. 4524	Beans and Peas, Dry	\$ 7,365.00
I. & S. 4582	Potatoes and Vegetables	600.00
I. & S. 4577	Fruits and Vegetables	47,000.00
Docket 17000- Part 9	Livestock	50,000.00
I. & S. 4751	Potatoes to the East	216.00
I. & S. 568	Wool via Panama Canal	10,000.00
	Total	\$115,181.00

In these cases we have had the active support and assistance of our Livestock and Wool Growers Associations, the Department of Agriculture of the State of Utah, and growers and shippers of the various commodities involved.

In addition to the above named cases and other interstate rate matters detailed in this report under the heading, "Transportation Rates", the rate department has been active through our representatives in Congress in maintaining Utah's protection under the "long-and-short-haul" clause in the new Transportation Bill pending in Congress at the close of this report. We also have helped to secure some modification in the "open gateway" provisions of the law which probably will be of benefit to Utah.

### **Intrastate Transportation Rates**

**Informal Adjustments**—Tariffs of common carriers, motor and rail, containing rates, rules and regulations, classifications, etc., and also copies of contracts or schedules of rates of contract motor carriers are filed with the Public Service Commission under supervision of the Commission's rate department. All tariffs and contracts, etc., are examined by the rate department before they become effective. Constant examination is made of the rates and practices which are on file. By informal conferences and by direct contact with shippers and carriers the Commission has been influential in keeping rates in effect under which the carriers can operate and at the same time give the shippers a transportation system at reasonable rates within the State of Utah. The same has been accomplished with respect to through rates between the carriers as well as the local rates of each of the carriers. However, owing to changes in conditions, particularly with respect to competitive interstate

rates, it is necessary that this supervision of Utah intra-state rate structure be maintained continuously.

**Formal Adjustments**—In some cases the Commission has found it necessary to hold hearings and make findings to make certain rate adjustments. Investigation Dockets 4, 5, and 16 were previously reported in Annual Report ending June 1939, and during this year there have been additional hearings held and supplemental orders issued in connection with these dockets.

**Special Permissions**—The rate department also supervises the issuance of special permissions to common carriers operating within Utah and the following is a summary of special permissions issued during the fiscal year covered by this report.

#### Special Permissions Issued July 1, 1939 to June 30, 1940

Reduce Railroad Freight Rates .....	112
Reduce Motor Carrier Freight Rates .....	24
Reduce Express Rates .....	1
Reduce Railroad Passenger Fares .....	2
Reduce Motor Carrier Passenger Fares .....	6
Reduce Electric Power Rates .....	5
Extend Expiration Dates on Railroad Reduced Freight Rates .....	4
Extend Expiration Dates on Railroad Reduced Passenger Fares .....	1
Extend Expiration Dates on Motor Carrier Freight Rates .....	1
Establish Through Railroad Freight Rates .....	1
Establish Through Motor Carrier Freight Rates .....	2
Establish Through Motor Carrier Passenger Fares .....	1
Correct Error in Railroad Freight Tariffs .....	10
Correct Error in Motor Carrier Freight Tariffs .....	3
Establish New Railroad Passenger Fares .....	2
Establish New Motor Carrier Passenger Fares .....	5
Changes in Railroad Freight Rates Resulting in Increases and Reductions .....	2
Changes in Motor Carrier Freight Rates Resulting in Increases and Reductions .....	2
Changes in Motor Carrier Passenger Fares Resulting in Increases and Reductions .....	1
Changes in Railroad Passenger Fares Resulting in No Increases or Reductions .....	1

Changes in Telegraphic Rates Resulting in No In- creases or Reductions .....	1
Increase Railroad Freight Rates .....	2
Change Routing in Railroad Freight tariff .....	1
Include New Party to Motor Carrier Freight Tariff ....	1
Change Rule in Railroad Freight Tariff.....	1
Change Rule in Motor Carrier Freight Tariff .....	2
Change Time Schedule of Motor Carrier .....	5
<b>TOTAL .....</b>	<b>199</b>

## CHAPTER III

**FORMAL CASES AND INVESTIGATIONS OF UTILITIES**

Under the rules of practice and procedure of the Commission, all cases before the Commission are classified as formal, investigation, or informal. The discussion in this chapter is restricted to formal cases and investigation dockets. Formal cases are based upon complaint, application or petition, which require a formal hearing; whereas, investigation dockets are cases originated or participated in by the Commission inquiring into the rates, value, practices, or conduct of any utility.

In the following table a summary is presented of the formal cases handled by the Commission during the fiscal year ended June 30, 1940:

**FORMAL CASES BEFORE THE COMMISSION**  
July 1, 1939, to June 30, 1940

Type of Case	Cases Pending July 1, 1939	Cases Filed 7-1-39 to 6-30-40	Total	Cases Disposed Of	Cases Pending June 30, 1940
Electric Power and Light Rates	1	2	3	2	1
Telegraph Rates		2	2	2	
Water Rates		1	1	1	
Grade Crossing	7	22	29	22	7
Motor Transport	46	69	115	72	43
Station Agency	1		1	1	
Urban Passenger Carriers	1	4	5	5	
Miscellaneous	2	9	11	9	2
<b>TOTAL</b>	<b>58</b>	<b>109</b>	<b>167</b>	<b>114</b>	<b>53</b>

As a basis of comparison the following figures are submitted showing the number of formal cases filed and the number of formal cases disposed of during each of the past five fiscal years:

Period	Number of Cases	
	Filed	Disposed of
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
July 1, 1939 to June 30, 1940	109	114

A summary of the orders issued by the Commission in formal cases may be found in table Nos. 1 to 12, inclusive. The following discussion contains a brief review of the formal cases disposed of by the Commission during the fiscal year.

### **Electric Rates**

Formal orders were issued in four cases involving electric rates. Only one of these cases is referred to at this point. In the case in question (No. 2384) a petition was filed with the Commission by Richfield, Salina, and Gunnison, all municipal corporations, for a reduction of rates charged municipalities by the Telluride Power Company. Under date of May 31, 1940, the Commission issued an order directing the Telluride Power Company to adjust the matter in a manner satisfactory to the petitioners and the company or answer said petition on or before June 29, 1940. At the closing date of this report this case had not been finally disposed of.

### **Telegraph Rates**

Two formal cases came before the Commission involving intrastate telegraph rates. One application was filed by The Western Union Telegraph Company and the other application by the Postal Telegraph Cable Company. Each company sought authority to cancel from their respective tariffs special rates on "thank you" and "greeting" messages. The reason for the request for the cancellation of these rates was the lack of patronage of this type of service and the fact that such service opened the door to attempts to divert regular rate traffic to the lower rate classification through the subterfuge of adding the words "thank you" to ordinary messages. The Commission granted both applications.

### **Water Rates**

Only one formal case came before the Commission involving the rates charged by a water utility. In this case the Pleasant Green Water Company filed an application to increase its rates, based upon the proposition that a sewer project was scheduled in the territory served by the company, which would lead to the installation of modern plumbing conveniences in many homes and the additional use of water, which in turn would bring about increased operating costs to the applicant. The Commission ruled that the record did not disclose sufficient evidence upon which to grant increased rates inasmuch as the claim of increased operating costs and the purchase of new equipment were in the realm of future probability. The application was denied.

### Grade Crossing Cases

A reference to the above table will show that the Commission disposed of 22 cases involving railroad highway grade crossings. Table No. 2 contains a summary of these orders. This table indicates that in a large number of these cases the abolishment of an existing grade crossing was ordered by the Commission. This is in line with the general grade crossing program which the Commission has prosecuted during the past two or three years. There is a discussion of the grade crossing program in another section of this report.

### Motor Transport Applications

The work in connection with the filing, hearing, determination, and disposition of applications from motor carriers still occupies a considerable part of the Commission's time and attention. During the fiscal year under review there were 69 cases docketed and 72 cases disposed of involving applications from motor carriers for operating rights. In addition there were 31 supplemental orders issued in motor carrier cases previously closed.

The following table presents a summary of the action taken by the Commission in the motor transport applications disposed of during the period:

MOTOR TRANSPORT APPLICATIONS DISPOSED OF  
July 1, 1939, to June 30, 1940

Nature of Rights Applied for	Number of Applications			
	Granted	Denied	Dismissed	Total
Certificates of Convenience and Necessity	8*	3		11
Contract Carrier Permits	27	9	3	39
Interstate Carrier Licenses	18	1		19
Temporary Interstate Carrier Licenses		4†		4
<b>TOTAL</b>	<b>53*</b>	<b>17</b>	<b>3</b>	<b>73*</b>

\*Includes a certificate issued in case No. 1896 of a previous period reopened on the Commission's own motion.

†Cancelled.

In the following table a summary is shown of the operating rights granted under the certificates, permits, and licenses issued during the period.

### SUMMARY OF OPERATING RIGHTS GRANTED TO MOTOR CARRIERS

July 1, 1939, to June 30, 1940

	Number of Certificates Issued	Number of Permits Issued	Number of Licenses Issued	Number of Tem- porary Interstate Licenses Issued	Total
Freight Service Only (Commodities Generally)	2	2	4	1	9
Freight Service Only (Specified Commodities)		23	12	3	38
Passenger Service Only	3	2			5
Passenger and Express Service	1				1
Passenger, Baggage, Ex- press, Mail and News- paper Service	1		1		2
Household Goods, Office Fixtures, etc.	1		1	3	5
<b>TOTAL</b>	<b>8</b>	<b>27</b>	<b>18</b>	<b>7</b>	<b>60</b>

#### Operating Rights Cancelled

During the fiscal year covered by this report the Commission cancelled 12 certificates of convenience and necessity, 6 interstate carrier licenses, 16 contract carrier permits, and 5 temporary interstate licenses. These operating rights were cancelled either at the request of operators or for failure of the operators to observe the requirements of the law or the rules and regulations of the Commission.

#### Station Agency Cases

Only one case came before the Commission involving an application to close a railroad agency station and that case involved the Lehi station of The Denver and Rio Grande Western Railroad Company. At the request of the applicant this application was dismissed.



### **Urban Passenger Carrier Cases**

Four cases involving the operations of urban passenger carriers were disposed of during the period. The term "urban passenger carrier" is used herein to cover carriers such as the Utah Light & Traction Company, Airway Motor Coach Lines, Inc., and Ogden Transit Company, which transport passengers in urban areas by street railway, electric trolley coach, or gasoline bus. Only one of these cases involves issues of sufficient importance to include in the discussion in this report, and that case is treated in the chapter dealing with court cases. The case referred to was an application of Airway Motor Coach Lines, Inc.

### **Miscellaneous Cases**

A case involving vital issues in the field of regulation came before the Commission during the period under review and was appealed to the State Supreme Court. This case involved the question of whether or not a cooperative organized under the Rural Electrification Administration is subject to the jurisdiction of this Commission. The circumstances surrounding this case are treated fully in the discussion of court cases. A summary of the orders issued in cases classified as miscellaneous may be found in Table No. 11.

## **INVESTIGATIONS OF UTILITIES**

During the period under review, eight investigation dockets were closed, supplemental orders were issued in three dockets which had been reopened for further investigation, and an order was issued in one docket which remained open at June 30, 1940. The three dockets in which supplemental orders were issued involved truck rates and are discussed in the chapter dealing with transportation rates. The following discussion deals with the investigation dockets not discussed in other sections of this report.

### **Investigation Docket No. 2**

#### **IN THE MATTER OF THE INVESTIGATION OF THE MOUNTAIN FUEL SUPPLY COMPANY**

The Commission instituted an investigation on its own motion of the operations, properties, accounting records and practices, and other practices of the Mountain Fuel Supply Company. The accounting and engineering departments of

the Commission were delegated to make studies and investigations of the company. Separate reports were filed with the Commission by the two departments containing numerous recommendations, after which informal conferences were held with officials of the company. As a result of these conferences the company submitted in writing to the Commission a statement in which it agreed to several of the recommendations referred to, but expressed a difference of opinion on others. A report and order was issued under date of February 6, 1940 in which the company was ordered to reduce its annual depletion accruals; to standardize certain accounting practices in different divisions of the company; to transfer from its plant account to a miscellaneous investment account the amounts at which certain unused properties were carried; and, to make other changes of less importance in its accounting practices.

#### Investigation Docket No. 7

#### IN THE MATTER OF THE INVESTIGATION OF THE RATES AND PRACTICES OF THE UINTAH GAS COMPANY

The Uintah Gas Company has been furnishing natural gas for domestic and commercial purposes in the city of Vernal for some years. The Commission and company have been aware for some time past that the gas supply available to the company is diminishing to a point where unless other sources become available gas service must cease.

The company filed an application with the Commission in the above entitled matter for permission to increase its rates to permit it to supplement its supply by one of two means, either by the installation of a pipe line from the Clay Basin gas fields in northeastern Utah or the installation of a plant to utilize butane gas in its system.

The Commission's engineers studied the proposals of the company to supplement its supply of gas and found them to be impractical. Based upon an estimate prepared by an engineer employed by the company it was shown that over a period of 20 years the company would not earn a fair rate on the investment required to transport gas from the Clay Basin. It was also shown that the company would have to increase its rates approximately double the present rate per heat unit if it commenced to serve butane gas.

The Commission felt it advisable that the actual situation be brought to the attention of the customers of the company so that they would not continue purchasing gas equipment or otherwise relying upon a continued gas service, and thus be inconvenienced. A public hearing was held in Vernal on April 18, 1940 for this purpose. At the closing date of this report no formal order had been issued in the matter.

Investigation Docket No. 19

IN THE MATTER OF THE INVESTIGATION  
OF THE UNION AND JORDAN IRRIGATION  
COMPANY

On November 10, 1938, a petition was filed with the Commission alleging that The Union and Jordan Irrigation Company was not rendering adequate culinary water service to part of its patrons; that the company was discriminating between customers of the same class in that some customers were required to use metered service while others were billed on a flat rate; and that new home owners along existing lines had been refused service in some instances. The petition in question was signed by 29 customers of the company. Subsequent to the filing of this petition, the Commission ordered an investigation of the affairs of the company. Engineering and accounting studies were made and reports were filed with the Commission. A hearing was held on July 6, 1939, at which various representatives of the company appeared and the company's situation and problems were discussed.

Under date of August 11, 1939, the Commission issued a report and order in this matter in which the Commission found that the specific items of complaint in the petition referred to above had been satisfactorily adjusted during the pendency of the investigation. The company was ordered, however, to install a double entry accounting system; to set up the original cost of its pipe line system and other properties and to keep proper plant accounts; to install meters and charge metered rates for all customers; to file a new tariff of rates with the Commission; and to place the Jordan School District under the company's general domestic rate. The Commission also made provision that effective January 1, 1939 the annual depreciation expense accrual of the company should not exceed three and one-half percent of the original cost of the depreciable properties.

## Investigation Docket No. 20

**IN THE MATTER OF RATES FOR RESIDENTIAL, FARM, AND COMMERCIAL LIGHTING SERVICE OF UTAH POWER & LIGHT COMPANY RENDERED IN THE STATE OF UTAH**

Under date of July 18, 1939, the Commission addressed a letter to Utah Power & Light Company, directing it to make a study of its rates and thereafter to report to the Commission to the end that consideration might be given to possible further reductions in its rates. From the data and information submitted by the company and from studies made by the Commission, it was determined that reductions should be made both as to the minimum monthly charge and the rates per kilowatt hour for residential and commercial consumers. Following conferences held with officials of the company, the company agreed, and the Commission so directed that reductions should be affected in the company's residential and commercial rates. The estimated annual savings to customers from these reductions amount to \$218,500 in the State of Utah.

## Investigation Docket No. 21

**IN THE MATTER OF THE INVESTIGATION OF PEOPLE'S LIGHT AND POWER COMPANY**

Upon its own motion, the Commission issued instructions in April, 1939 for an investigation of the properties, service, accounts, and accounting system and related matters of People's Light and Power Company. Accounting and engineering reports were submitted to the Commission, upon which basis the Commission issued a report and proposed order in this matter on August 16, 1939. In said proposed order a hearing was set for September 6, 1939 at Loa, Utah. Numerous individuals appeared at said hearing and were afforded an opportunity to discuss with the Commission various features of the company's operations. On September 20, 1939, the Commission issued a final order in which the company was ordered to install additional electric equipment and improve its system; to install a new accounting system and make numerous changes in its accounting methods; to make no further extensions of transmission lines into new territory without the consent of the Commission; and to discontinue certain practices which the Commission considered not in the public interest.

## Investigation Docket No. 22

IN THE MATTER OF THE APPLICATION OF  
MOUNTAIN FUEL SUPPLY COMPANY TO IN-  
CREASE RATES CHARGED UNDER SCHED-  
ULE OF INDUSTRIAL RATE VII FOR NATUR-  
AL GAS

In this case, Mountain Fuel Supply Company applied for authority to increase Industrial Rate No. VII, covering service to smelters only. It was shown that the rate in question was introduced in 1932 to be effective for a period of five years on an experimental basis and that the increase in the rate proposed by the company would produce approximately \$25,600 additional revenue per annum for the company. The Commission granted authority to increase the rate as applied for.

## Investigation Docket No. 23

IN THE MATTER OF THE INVESTIGATION  
OF THE RATES OF THE BIG SPRINGS POWER  
COMPANY

On August 16, 1939 the Commission issued an order to Big Springs Power Company to show cause why rate reductions aggregating \$2,500 a year should not be put into effect. By arrangement, officials of the company appeared before the Commission on October 21, 1939 and presented facts and figures intended to show that the Commission was not justified in ordering the reduction mentioned. In the light of all of the circumstances, the Commission determined that through a reduction in the annual depreciation accruals of the company a reduction in rates amounting to \$1,750 per year could be effected and still leave a fair rate of return upon the company's capital investment. Accordingly, the company was ordered to file reduced rates for residential lighting, commercial lighting, combination residential rates, church lighting, and a reduction in the wholesale rates to the towns of Wales and Levan. The Commission ordered further that on and after January 1, 1940, the annual depreciation accruals of the company be reduced to a basis to be governed by the findings from a depreciation study of the properties of the Telluride Power Company, until such time as the Commission should approve different rates.

## Investigation Docket No. 25

IN THE MATTER OF THE INVESTIGATION  
OF THE OPERATIONS OF RILEY STEPHEN-  
SON, A COMMON CARRIER OF PROPERTY

On February 29, 1940, the Commission issued an order in this matter, in which Riley Stephenson was required to appear before the Commission in answer to charges that he had failed to comply with the terms and conditions of the certificate of convenience and necessity issued to him by the Commission. Mr. Stephenson appeared in response to the order and made explanation of the accusations against him. It appeared that Mr. Stephenson had been neglectful of his business in some particulars, which he agreed to rectify in the future. Accordingly, the order to show cause was dismissed under date of March 15, 1940.

## CHAPTER IV

**TRANSPORTATION RATES**

## I. &amp; 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 per cent 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 Interstate Commerce Commission decided this case against the carriers on November 18, 1939. The estimated savings to Utah farmers in connection with this decision is estimated to be about \$7,365 annually.

## I. &amp; 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.

On December 11, 1939 the Interstate Commerce Commission issued an order stating that the respondents in this proceeding filed tariffs effective November 25, 1939, cancelling the schedules under suspension, and that the said proceeding be discontinued.

It is estimated that the annual savings to Utah potato growers, by the avoidance of this increase, would be in excess of \$600 annually.

### 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. The Commission's rate department prepared exhibits and gave testimony at a hearing held at Boise, Idaho, on August 7 and 8, 1939. The examiner has rendered a proposed report recommending that the suspended schedules were not justified and should be cancelled.

During the period that these schedules have been under suspension, it is estimated that the annual savings to Utah shippers of fruits and vegetables amount to about \$47,000 annually, 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

### Docket 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 re-open the general livestock rate case in which the Commission had prescribed freight rates on fat livestock and reduced rates of 85 percent of the fat livestock rate on feeder and stocker animals. The purpose of the carriers in asking for this reopening was to obtain authority to cancel out and discontinue the reduced 85 per cent rates on feeder and stocker livestock throughout the Western District, principally because of alleged abuses by shippers in shipping fat animals as feeders at the lower feeder rates. The railroads also sought to increase the rates on livestock from Western range states to points east of the Indiana-Illinois state line.

This Commission, in common with most of the livestock interests in the Western range states, opposed the reopening, but the Interstate Commerce Commission reopened the case and held hearings in many cities throughout the West, including Salt Lake City. This Commission put on its evidence at the Salt Lake City hearing and showed, among other things, that approximately 85 per cent of Utah's land area is devoted to the production of livestock, and that if Utah's livestock industry is crippled, either through excessive freight rates or otherwise, no other substantial use or revenue can be obtained from this vast acreage.

Approximately 70 percent of Utah's annual production of sheep and cattle consist of feeder animals, 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 increase in freight rates would average 17½ percent whereas both the number of animals in Utah and the average value per head is less today than ten years ago. In addition, our livestock owners are not in a sound financial condition and are unable to bear further costs in marketing their animals.

The case was briefed and orally argued by this Commission's Commerce Attorney before the entire Interstate Commerce Commission at Washington, D. C. The Interstate Commerce Commission rendered its decision May 14, 1940 and refused to permit the carriers' proposals to become effective. In addition, the said commission ordered the carriers to publish feeder and stocker rates at 85 percent of the fat animal rate from the range states to the public markets, which had theretofore not been done.

The result of the Commission's decision is a great benefit to the livestock industry of Utah and not only preserves

our reduced rates on feeder and stocker animals, but expands their use by requiring the publication of special rates to the public livestock markets.

It is difficult to estimate the exact amount of benefits to the livestock industry of Utah, but it is entirely safe to say that such benefits will average at least \$50,000 per annum.

#### I. & S. Docket No. 4751

### PROPOSED INCREASES IN FREIGHT RATES ON POTATOES FROM WESTERN STATES TO DESTINATIONS IN OFFICIAL TERRITORY

By tariffs to become effective January 1, 1940 the carriers proposed increases in rates on carload shipments of potatoes from Colorado, Utah, Idaho and eastern Oregon to destinations east of the Indiana-Illinois state line and north of the Ohio River, called "official territory".

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 19, 1940, at which time this Commission presented evidence in opposition to the proposed increases. We showed that the proposed rates to the territory involved would be far in excess of the level of the potato rates now applying to Western Trunk Line destinations; also that the Interstate Commerce Commission had recently found unjustified increases on potatoes to Western Trunk Line destinations.

The Carriers' case was based almost entirely upon their desire to restore former differentials existing between origin territory above mentioned and Greeley, Colorado. This Commission pointed out that there were no shipments of potatoes from Greeley, Colorado, to official territory. This case is still pending at the close of this report.

It is difficult to estimate the savings accruing to the Utah potato growers as a result of suspension of rates in this case. It is true that Utah has a negligible amount of potatoes moving into official territory. However, the fact has been established that Idaho ships between 6,000 and 7,000 carloads of potatoes to official territory and that any increase in the rates on these 6,000 or 7,000 cars would have

the tendency to force Idaho to ship more potatoes into Western Trunk Line and southeastern territories which are our best markets, and would break down the prices in our markets thereby adding to the losses of the Utah farmers.

### I. & S. Docket No. 568

#### PROPOSED INCREASES IN EASTBOUND RATES ON WOOL FROM PACIFIC COAST PORTS TO ATLANTIC COAST PORTS

(Before the United States Maritime Commission)

By tariffs filed with the Maritime Commission to become effective March 16 1940, the intercoastal boat lines operating from the Pacific Coast through the Panama Canal to the Atlantic Coast proposed to increase their freight rates on wool 25 cents per hundred pounds.

Upon inquiry this Commission ascertained that approximately 4½ million pounds of Utah wool annually moved from California ports through the Panama Canal to Boston, and that the proposed increase would have the effect of either requiring the producers of this wool to bear the additional transportation expense, or, where this additional amount would make a freight rate higher than the all-rail rate, to ship via the all-rail or rail-ocean routes. In any event, the increased costs of marketing this wool would be deducted from the returns made to the Utah grower.

This Commission, therefore, joined with other states and with various wool growers' associations in asking the Maritime Commission to suspend the effectiveness of the proposed increase. The Maritime Commission did this and held a hearing at San Francisco in April, 1940, at which hearing this Commission put on evidence in opposition to the proposed increase.

The increased rates were not allowed to go into effect during the shipping season of 1940, and at the close of this report the case was pending before that Commission. After careful investigation we have estimated that the additional costs to Utah wool growers would approximate \$10,000 per annum should these increased rates go into effect.

### Docket No. 28190

#### FREIGHT RATES ON NEW AUTOMOBILES

In January, 1939 the Interstate Commerce Commission announced its intention of investigating the freight rates

on new automobiles transported in interstate commerce by highway, railroad, and waterway. That Commission asked all interested parties to express their views as to what, if any, changes in the freight rates were desired.

After careful investigation this Commission ascertained that Utah was paying rates which were considerably higher from points of manufacture in the Central states than from assembling points at Kansas City, Los Angeles, and Oakland. We also found that purchasers of automobiles were paying the Detroit price thereof, to which was added the full rail freight rate from Detroit or other point of manufacture to destinations in Utah, and in some cases the automobiles, instead of being shipped via rail, were transported over the highways at a saving in transportation costs of approximately \$20 per car. This saving was not passed on to the Utah purchaser.

We accordingly wrote to the Interstate Commerce Commission, with copies to all parties to the proceeding, that we sought a reduction of our all-rail rate from Detroit to Salt Lake City and Ogden from \$4.06 to \$3.25 per cwt. We felt that this would be a reasonable rate and would result in a reduction to our new car purchasers of approximately \$20 per automobile.

Hearings were held in Detroit, Michigan, in September and November, 1939, at which hearings this Commission put on its case showing that the rate requested would be reasonable and comparable with other rates now in effect.

The case is now pending before the Interstate Commerce Commission but the railroads have voluntarily reduced our rates approximately \$20 per automobile, and this reduction is being passed on to the purchasers of new automobiles in Utah, resulting in a saving to new car purchasers of, roughly, \$200,000 per annum.

## REDUCTIONS IN THE RATES ON SUGAR

### Utah to Points in Texas

In September, 1939, the rates on refined sugar from Sugarland, Texas, to all points within the State of Texas were reduced five cents per hundred pounds. Sugarland is the only sugar-producing point in the State of Texas, and all Texas sugar prices are based on the Sugarland price.

Utah manufacturers have been selling considerable sugar in the State of Texas and the reduction of the intrastate rates within Texas from Sugarland had the effect of restricting the movement of Utah sugar to that state.

Upon request of the sugar manufacturers in Utah and adjoining states the railroads published tariffs from Utah and these other states to Texas showing a five-cent per hundred pounds reduction to offset the reduction from Sugarland. The Corporation Commission of Oklahoma thereupon filed a protest with the Interstate Commerce Commission asking that Commission to suspend and order cancelled the reduced rates from Utah and the adjoining states. The hearing was held in Washington, D. C., November 3, 1939, at which our commerce attorney presented the matter for Utah interests and the Interstate Commerce Commission refused to suspend the reduced rates from Utah, and they were allowed to take effect.

TRANSCONTINENTAL FREIGHT BUREAU  
4TH SECTION APPLICATION 21499

Reduced Rates on Iron Pipe and  
Fittings, Carloads, Westbound

Under the above described heading the transcontinental rail carriers proposed to establish 4th Section rates on iron pipe and fittings in carloads, westbound, from eastern points of manufacture and from Minnequa, Colorado to Pacific Coast cities, which would be lower than rates on the same articles to intermediate points, including Utah.

According to the application it was proposed to cut the transcontinental rate to the Pacific Coast exactly 50 percent, but no reduction at Utah points, which would result in Utah paying a rate of 50 cents per hundred pounds greater than the receivers of these articles on the Pacific Coast, regardless of the fact that the rail haul to Utah is from one-third to one-half shorter than to the Pacific Coast cities.

Our rate department resisted this proposal and at the close of this report no application has been filed with the Interstate Commerce Commission. Should the application be filed this Commission will, of course, resist it and seek at least as low a rate from points of manufacture as to Pacific Coast port cities.

**REDUCED RATES ON BAKERY GOODS TO MONTANA**

For several years the manufacturers and distributors of bakery goods in Utah have been at a disadvantage as compared to Spokane, Washington, in selling bakery goods within Montana. This disadvantage has accrued largely because of the recent advent of motor carriers operating from the North Pacific Coast into Montana.

On behalf of the bakery goods industry we filed application with the rail and highway carriers for reductions from Utah to Montana destinations which would place our rates on a competitive basis with those out of Spokane and other Northwestern cities. This request was granted by the railroad carriers on June 3, 1940 and shortly thereafter by the motor lines.

**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.

Briefs were filed, a proposed report was served upon the applicants, to which objections were filed; and oral argument was held and the case was submitted on July 31, 1939.

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.

In a letter dated November 18, 1939 applicants pointed out to the Interstate Commerce Commission that the force of the foreign competition relied upon as justification for the relief prayed for had been materially altered by the European War. The Commission in its order dated December 11, 1939 ordered that the Fourth Section application be denied.

#### Investigation Docket Nos. 4 and 5

#### IN THE MATTER OF RATES AND PRACTICES OF COMMON AND CONTRACT MOTOR CARRIERS OF GENERAL COMMODITIES 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 the hearing. In May 1939 the Commission combined Investigation Docket 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 were 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 south-bound 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 existing level of common carrier rates in effect. In some cases the reductions amounted to 30 percent.

At the Commission's offices on April 10, 1940 a further hearing was held and with a few exceptions it was shown that the rates as set forth in the original order had proven satisfactory to both the common and contract carriers, as well as shippers in that territory. In the supplemental report and order a few changes were made in the rates, as well as additional commodities placed in certain merchandise lists.

#### 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 Lines, 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 per-



mitted 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.

Upon request of certain interested parties, a further hearing was held at the offices of the Commission April 10, 1940. At this hearing certain changes and adjustments were made and testimony in support of those changes submitted to the Commission. The Commission carefully considered all suggestions and a few changes in the original order were made by this Commission. All changes resulted in reductions.

## CHAPTER V

## COURT CASES

In the administration of the duties imposed upon this Commission by law, it is natural that numerous litigants before the Commission question the propriety of its rules, regulations, and orders. Under Title 76, the General Public Utility Law, aggrieved persons are given the right to have proceedings before this Commission reviewed by applying to the Supreme Court for a writ of certiorari. Under Chapter 65, Session Laws of 1935, the Motor Carrier Act, there appears to be two methods of review, as will appear more fully in the discussion under the Joe Ford case.

Considering the amount of business handled by the Commission during the year, the appeals to the court for redress from decisions of the Commission are relatively few. These cases are, however, of great importance in that they settle controversial issues, and serve to guide the Commission in its conduct of future cases.

We include in this report, therefore, a summary of the court cases which were in litigation during this fiscal period.

Garkane Power Company, et al, Plaintiffs,  
vs. Public Service Commission of Utah,  
et al, Defendants.

This case will no doubt prove to be of vital importance in the field of public utility regulation in this State, because it determines that the Commission has no jurisdiction over corporations organized under the Federal Rural Electrification Administration.

The federal government, under its Rural Electrification Administration, has made funds available to cooperatives in rural areas for the purpose of supplying electricity to members of such cooperatives. There are two such cooperatives in the State of Utah, the Moon Lake Electric Association, Inc., in Uintah and Duchesne Counties, and the Garkane Power Company in Garfield and Kane Counties. The method of operation is for residents of an area desiring to institute electric service to form a cooperative group for the purpose of borrowing funds, establishing a source of energy, and distributing it to members of the cooperative.

Under the laws of the State of Utah, the establishment of these cooperatives presented to the Commission a serious problem as to jurisdiction. The Commission sought the advice of the Attorney General, and was informed that the Commission should exercise jurisdiction over the cooperatives.

On June 3, 1939 the Garkane Power Company filed an application for a certificate of convenience and necessity to serve the towns of Mount Carmel, Orderville, Glendale, Alton, Hatch, Tropic, Cannonville, Henrieville, and possibly the town of Escalante, if suitable arrangements could be made with the Escalante Power and Light Company, which was serving the town of Escalante. The Garkane Power Company contended that this operation was not subject to the jurisdiction of the Commission, and sought a determination by the Commission that they were not subject to its jurisdiction, or in the alternative, in case the Commission should determine the operation to be subject to its jurisdiction, that the Commission grant them a certificate of convenience and necessity to serve that area with electric energy. After a hearing held on this application, the Commission determined that the company was subject to its jurisdiction and granted the certificate. The company took an appeal to the Supreme Court of the State of Utah. The company was represented by Warren Porter of Panguitch, Utah, and Martin Hartung of the Rural Electrification Administration. Mr. John D. Rice of the Attorney General's office ably briefed and presented the case for this Commission.

The Supreme Court citation reversed the decision of the Commission and determined that the company was not a public utility under the meaning of the law, and consequently was not subject to our jurisdiction. (100 Pac. 2d 571)

The Commission then dismissed the application of the Moon Lake Electric Association, Inc., on the basis of this decision, as its corporate setup is identical to that of the Garkane Power Company. This eliminates any responsibility the Commission may have to regulate such cooperatives.

The Commission is content to discharge, to the best of its ability, its present duties of regulation and supervision over the privately owned utilities, and has no desire to acquire new duties unless the legislature shall determine it

to be in the public interest to do so. While there does not appear to be any immediate danger, it does appear the organization of such cooperatives might conceivably be used to avoid the regulation of utilities by the Public Service Commission.

Joe Ford, Plaintiff, vs.  
Public Service Commission, Defendant

This case involves a fundamental problem regarding the operations of motor carriers. The United States Government lets transportation contracts to the lowest bidder under a system of competitive bidding. Under such a system inexperienced truck operators or persons who desire to break into the business, in their anxiety to procure much needed employment, frequently cut their bids so low that they do not get actual operating expenses for the service rendered. This seems to provide them with a temporary economic advantage which disappears into thin air after the service has been rendered for a sufficient length of time for the operators to realize and account for all of the operating costs and depreciation of their equipment. This results in loss to the individual who makes the bid, and the business is also lost to other carriers who might have rendered the service at some profit.

The Commission considers its primary responsibility, so far as motor transportation is concerned, to be the development and preservation of the best possible transportation system throughout the State of Utah. This obviously can only be done if fair and compensatory rates are paid for the services rendered so that the operator may maintain safe and proper equipment, carry adequate insurance, and hire competent drivers.

In the instant case Joe Ford filed an application with this Commission on March 28, 1940 for a permit to operate as a contract motor carrier of C.C.C. property for the War Department. He was the low bidder and had been granted certain contracts to haul C.C.C. supplies. At the hearing on his application it developed that the rates charged were not sufficient to pay for the service and the applicant himself was unable to justify the rate charged.

There has been some friction with the District Quartermaster's office at Fort Douglas concerning the authority of the Commission to deny a contract carrier permit to a per-

son who is to perform services for the United States Government. The Commission is fully aware that it cannot interfere with any essential function of the Government but the requiring of the Government to pay compensatory rates for the services performed is not impairing governmental functions. Accordingly, the Commission denied this application.

The applicant appealed to the District Court at Provo, Utah. The court signed a preemptory order requiring the Commission to issue a temporary permit pending the outcome of the action. The Commission declined to issue such a permit and made a motion to quash the proceedings on numerous legal grounds specified herein. This motion was argued before the court by Commissioner Wiesley and secretary-counsel Crockett on May 10, 1940 and was still under consideration by the court at the close of the fiscal period.

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

At the close of the fiscal period covered by our annual report for last year, this case was on appeal to the Supreme Court. On August 30, 1939 the case was remanded to the Commission for a new hearing. Counsel for the parties involved were occupied with other matters, and at their stipulation and request the case was not again heard until February 19, 1940. A hearing was held which extended over a period of three days in Price and six days in Salt Lake City.

This case involves some very vital problems in respect to the transportation industry in the State of Utah. Both parties have been represented by eminent counsel, and all phases of the transportation problem as affecting the Carbon County area have been presented. Due to the death of one of the counsel involved, Mr. B. R. Howell, there has been considerable delay in the filing of briefs. The briefs have recently been filed and the matter is now under consideration by the Commission.

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

This case likewise was referred to in our last previous report as being on appeal to the Supreme Court. In Decem-

ber, 1939, the Supreme Court handed down a decision affirming the order of the Public Service Commission. Meanwhile, on October 13, 1939 the applicant filed another application covering practically the same rights as were sought in the original case, which were, in general, to operate as a common motor carrier of commodities generally between Salt Lake City and Ogden and points north of Ogden to the Utah-Idaho State Line. This opened up the same litigation as was disposed of in the previous case. The Union Pacific Railroad Company, the Bamberger Electric Railroad Company, and The Utah-Idaho Central Railroad Corporation filed protests to the application and sought in the alternative, that if the Commission found that convenience and necessity for the service existed, they be granted the right to perform such service.

An extensive hearing was had on this matter in January, 1940. The Commission granted the applicant the rights it sought and denied the railroad companies' applications. The protestants have appealed this matter to the Supreme Court, where it is now pending.

Utah-California Motor Lines, Inc., et al,  
Plaintiffs, vs. Public Service Commission, et  
al, Defendants.

In our report for last year it was stated that the State Tax Commission held approximately \$25,000 which had been collected from the plaintiffs under the provisions of Section 16, Chapter 53, Laws of Utah 1933, in which money this Commission had an interest. A verdict in favor of the State was entered by the Third District Court in Salt Lake County in the above captioned case. Under the provisions of the law referred to the Commission was entitled to one-fourth of all ton mile taxes collected to be used by its motor transport division in administering the motor carrier act. A total of \$14,234.27 from this source was credited to the Commission's motor transport appropriation during the fiscal year, part of which came from the \$25,000 involved in the suit under discussion and the balance from other collections made.

Reference is made to this money in the report of the inspection department for this year. Part of the money has been used in that department for the purpose of carrying on traffic blockades and inspections. Whatever remains

at the close of the biennium, June 30, 1941, will revert to the State Road fund.

Utah Light and Traction Company, Plaintiff, vs. Public Service Commission of Utah and Airway Motor Coach Lines, Inc., Defendants.

After proper notice and hearing, the Commission granted the Airway Motor Coach Lines, Inc., authority to operate as a common motor carrier of passengers between Salt Lake City and Murray, Sandy, and other communities in the south part of Salt Lake County. The Utah Light and Traction Company, which serves part of this territory by its State Street line, was a protestant in this proceeding and, upon the granting of the application, filed an appeal to the Supreme Court. The Traction Company also sought an order restraining the Airway Company from operating, pending the decision by the Supreme Court. This was denied. The Airway Company is now performing the operation and the matter is on appeal to the Supreme Court.

## CHAPTER VI

**LEGISLATIVE RECOMMENDATIONS**

In the annual report of this Commission for the period ending June 30, 1938, certain legislative recommendations were made. The 1939 Legislature, because of the press of business before it, failed to act upon these recommendations with one exception. It did pass Chapter 85, Session Laws of Utah, 1939, dealing with the regulation fee imposed upon utilities. This statute was corrected and clarified in accordance with the suggestions made by the Commission. There is still need for some legislative changes.

**MOTOR CARRIER ACT**

The present Motor Carrier Act, Chapter 65, Laws of Utah, 1935, seems to be inadequate for the proper regulation of the commercial motor carrier in the state. The Utah Motor Transport Association, in collaboration with other carrier interests, prepared and submitted a motor carrier bill, which was known as House Bill No. 169, to the 1939 Legislature. This bill became the subject of much controversy and failed to pass.

**Appeals**

The Commission believes that the present Motor Carrier Act should be repealed and a new one substituted therefor, or some amendments should be made which would clarify certain sections of the law as pointed out in our 1938 annual report. Particularly Section 9 of the Act has been the subject of great controversy, as is pointed out in the discussion of the case of Joe Ford vs. the Public Service Commission under the chapter on court cases in this report.

**Insurance Coverage**

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



### **Filing Fee**

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

### **Transfer of Rights**

The present law does not state whether or not operating rights granted by the Commission are transferable. This matter is taken care of in our rules of practice and procedure, but should also be covered by appropriate legislation.

## **PUBLIC UTILITIES ACT**

A bill was introduced in the 1939 Legislature which was known as House Bill No. 35, to clarify and amend certain sections of Title 76, Revised Statutes of Utah, 1933, which is known as the Public Utility Act. This bill was lost, principally due to the fact that there were other matters of such importance before the Legislature. Some of the changes proposed therein are deemed necessary.

### **Annual Report**

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

### **Air Carrier**

Subsection (14) of Section 76-2-1, Revised Statutes of Utah, 1933, defines the term "common carrier" and includes therein practically every form of transportation in common use at the time the statute was passed.

Air transportation is rapidly taking an important place in the transportation field. It need not be pointed out that air transportation is so closely related to other forms of transportation that it should come under the regulatory control of the same department of government as other carriers if proper supervision and correlation of its activities with other transportation is to be achieved. It is therefore recommended that the definition of "common carrier" should be enlarged to include the terms "air carrier" and "airport".

### **Water Companies**

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

### **Railroad Crossings**

There appears to be a conflict between the provisions of Section 76-4-15 (2), Revised Statutes of Utah, 1933, and the provisions of Subdivision (9), Section 1, Chapter 28, Session laws of Utah, 1933, concerning authority over the installation and maintenance of warning signals and devices at railroad crossings. It is recommended that a proper amendment be made in one or the other of the above noted sections to remove conflict of authority.

## Rehearings

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

## Issuance of Securities

Question has also arisen with respect to the jurisdiction of this Commission over the issuance of securities by public utilities. Under the present law it appears that the Securities Commission has exclusive jurisdiction over this subject.

The only statutory provision which approaches a delegation of authority with respect to contracts is Section 76-4-28, Revised Statutes of Utah, 1933: "Every public utility, when ordered by the Commission, shall, before entering into any contract for construction work or for the purchase of new facilities or with respect to any other expenditures, submit such proposed contract, purchase or other expenditure to the Commission for its approval; . . ." While this section deals with contracts, the language clearly does not cover the issuance of securities by utilities.

Section 82-1-5, Revised Statutes of Utah, 1933, dealing with the Securities Commission, provides that: "Except as hereinafter otherwise expressly provided, the provision of this chapter shall not apply to any of the following classes of securities . . . (4) Any security issued or guaranteed either as to principal, interest or dividends, by a corporation owning or operating a railroad or any other public service utility, provided that such corporation is subject to regulation or supervision as to the issuance of its own securities by a public commission, board or officer of the Government of the United States, or of any state, or territory or insular possession thereof . . ."

The securities of public utilities are not subject to the regulation or supervision of the Public Service Commission or any other board or commission, and therefore are left subject to the jurisdiction of the Securities Commission with respect to the issuance of their securities.

The present Securities Commission has one man and his secretary for its entire staff. It is its duty to supervise

the issuance of all securities issued in the State of Utah. With the number of oil wells, mines, and other enterprises that are constantly being promoted, it appears difficult for the department to give proper attention to these matters.

The Public Service Commission maintains active supervision of the records of all public utilities in the State and requires an annual report from each utility showing a complete record of the financial structure and the business transacted by each utility. It appears that the issuance of securities by utilities is so related to their other operations that it would be more practical and expedient for the Public Service Commission to supervise and regulate the issuance of securities by utilities.

## CHAPTER VII

### GENERAL ACTIVITIES

#### RAILROAD HIGHWAY GRADE CROSSINGS

In our annual report for last year, reference was made to the fact that the 1939 Legislature enacted Chapter 84, Laws of Utah, 1939, imposing upon this Commission the duty of restricting the use of railroad highway grade crossings to certain types of traffic in the interest of public safety and requiring the Commission to designate the railroad crossings to be traversed by school busses and other motor vehicles carrying passengers for hire. This obviously imposed a very extensive duty on the Commission.

In proceeding to carry out the mandate of the Legislature, the Commission caused a thorough investigation to be made with respect to the operation of school busses and passenger-carrying vehicles, and adopted General Orders Nos. 43 and 44 dealing with these subjects.

#### School Busses and Railroad Crossings

When the statute above referred to became effective, the Commission immediately advised the various school authorities of all schools and school districts in the State of Utah of the intention of the commission to regulate the use of railroad crossings by school busses and to designate particular crossings to be used in the interests of safety. The Commission held several informal meetings with the authorities concerning these matters. Upon the basis of the investigations of our engineering and inspection departments and the information developed at these meetings, the Commission, on August 4, 1939, sent to the authorities concerned a list of the crossings which it proposed to designate for use of school busses, together with a copy of proposed rules and regulations relating to school bus operations over railroad tracks. The school authorities were requested to advise the Commission in writing of any comments, suggestions, or objections they might have to the proposed designated crossings and the proposed rules and regulations.

On September 1, 1939, the Commission promulgated and approved General Order No. 43, which adopted "Rules and Regulations Relating to School Bus Operations Over Railroad Crossings and Designating Crossings to Be Used"

covering the operation of school busses over railroad crossings in the State of Utah. The plan of procedure set out in these rules provide for the engineering department, in cooperation with inspectors on the staff, to confer with school authorities and prepare schedules for each school or school district in the State of Utah, designating the crossings to be used by each school district. The rules further provide that only the crossings listed in the schedules can be used unless exceptions are authorized by the commission upon proper application.

The crossings to be used by school busses were divided into two classes: A, crossings at which busses are required to stop and not proceed until some designated person has made observation and flagged the bus across the crossing; and B, crossings at which busses are required to stop and make observation before proceeding across the crossing. The A crossings are, generally speaking, those involving main line tracks, and the B crossings are those where the train movements are slow and infrequent, such as spur tracks.

#### **Other Motor Vehicles Carrying Passengers for Hire**

The Commission likewise undertook to designate the railroad highway grade crossings to be traversed by motor vehicles carrying passengers for hire. The Commission advised all licensed operators of such vehicles of its duty imposed by the Legislature, and served upon them a copy of proposed rules and regulations governing their operations in that regard. Pursuant to proper notice to such operators, the Commission held a meeting with them on November 29, 1939. Each operator prepared and submitted to the Commission a list of the railroad highway grade crossings used by it.

The Commission devised a set of rules and regulations entitled "Designating Highway Grade Crossings to be Used by Motor Vehicles, Except School Busses, Carrying Passengers for Hire". The procedure and regulations prescribed by these rules are similar to those referred to above relating to the operation of school busses, except that no requirements were adopted providing for flagging the motor vehicles across the railroad tracks. The Commission approves schedules submitted by each operator, and a procedure is prescribed for changes in the use of grade crossings. General Order No. 44 was adopted accordingly on February 27, 1940, approving these rules and regulations.

This method of procedure has proven to be convenient and expedient, and we believe operates with minimum of friction with the school authorities and operators of motor vehicles carrying passengers for hire.

The staff of the Commission is not large enough to maintain a constant supervision of the use of all crossings in the State, but our railroad inspector and the inspectors employed in our motor transport division are under instructions to maintain constant vigilance in spot-checking these operations. So far we have had fine cooperation from the school authorities and passenger-carrying motor vehicle operators, and we believe they are adhering to the regulations prescribed in the orders referred to.

During the twelve months ending June 30, 1940, there were eight persons killed in railroad highway grade crossing accidents, compared with thirty-one, fifteen, and five in a similar period in 1939, 1938, and 1937, respectively. During the January to June, 1940, period there were five persons injured as a result of railroad highway grade crossing accidents, compared with ten, eight, and twenty-eight in a similar period in 1939, 1938, and 1937.

### **Grade Crossing Program**

Our report of last year contained a discussion explaining the policy of the Commission with respect to grade crossings which is, in brief, to eliminate all unnecessary crossings and to cause the installation and maintenance of the best possible protective devices for indispensable crossings.

There is presented herewith a brief summary of the accomplishments of the Commission through this program:

Since June 10, 1938, train actuated signals have been approved for installation by the Commission at 237 crossings in the State. Signals have been installed at 140 of these crossings, and plans are in the process of preparation in order that the other installations might be made without delay.

After giving careful consideration to the various factors involved, 41 crossings have been closed because more adequately protected or less hazardous crossings could be used by the public in lieu of the ones closed. Reflectorized cross-buck signs and standard cross-buck signs have been

installed at a number of crossings over which there are either infrequent train or vehicular movements. The physical condition existing at several railroad highway grade crossings has been improved, and various obstructions to vision between rail and highway traffic at various crossings have been removed. Since June, 1938, five crossings have been approved by the Commission for elimination either by grade separations or by relocating the railroad tracks.

The railroads report all accidents occurring at railroad highway grade crossings to the Commission. The Commission causes constant study to be made of these reports, conducts investigations of the circumstances and causes surrounding such accidents, and makes proper recommendations and takes such action as it deems necessary to prevent their recurrence.

Gratifying results have been obtained as a result of the increased attention directed by the Commission to the elimination and the reduction of hazards existing at railroad highway grade crossings. The number of injuries and fatalities resulting from grade crossing accidents is declining, even in the face of the increased volume and speed of highway and rail traffic.

#### RULES OF PRACTICE AND PROCEDURE

Shortly after the creation of the Public Utilities Commission of Utah in 1917, rules of practice and procedure were adopted by the Commission. Over the period of years from 1917 until 1939, the Commission operated under those rules. From time to time it was found necessary to make various amendments. These were taken care of by interlineations and insertions in the old rules, and also by entries in the minutes of the Commission.

At the time the present Commission took office the rules had been so amended that it was difficult to tell exactly what they were. This Commission, therefore, undertook the work of revising and bringing up to date a complete set of rules covering all phases of practice and procedure before it under authority granted by Section 76-6-1, Revised Statutes of Utah, 1933.

Members of the Bar and other persons who had conducted business before the Commission were requested to give the benefit of their experience and suggestions in developing these rules. Several meetings were held by the Com-



mission and discussions had concerning the preparation and promulgation of a suitable set of regulations to cover all of the functions of the Commission and all phases of practice and procedure before it.

As a result of the studies conducted by the Commission and a comparison of the rules of practice and procedure of the Interstate Commerce Commission and other state commissions, and in the light of 22 years' experience of this Commission and its predecessor, the Commission promulgated and adopted a new volume of rules of practice and procedure on September 6, 1939. Besides revising and codifying the existing rules, several changes of some importance were put into effect. These changes are outlined briefly below.

Heretofore there was no regulation in respect to persons who could practice before the Commission. The rules now provide that only attorneys at law and other persons duly admitted upon proof that they have the necessary legal or technical training to enable them to render valuable service may be permitted to practice before the Commission.

A very helpful innovation was also established by the adoption of three general types of procedure, known as alternative, summary, and regular. The mechanism of the alternative procedure allows for the adjustment of complaints without formal hearings where that can be accomplished by negotiation between the parties. Summary procedure is designed for party action upon certain perfunctuary matters where it is deemed inadvisable to set formal hearings before the Commission unless some interested party objects to the order of the Commission. The regular procedure provide for notice and hearing as was done formerly in matters before the Commission.

The rules also set out in succinct form the requirements as to the nature and contents of all types of applications, complaints, and pleadings before the Commission.

Formerly there was no rule regarding the transfer of operating rights held under authority of the Commission. This is corrected and provision is included which provides that operating right are not subject to transfer except upon proper application and permission granted by the Commission.

These rules have been printed and distributed to all practitioners before the Commission. They are conveniently arranged and numbered by the decimal system, and it is

hoped that they may prove practical and effective for use by this Commission and practitioners before it for some years to come.

### GENERAL ORDERS

During the fiscal year the Commission issued six general orders and one supplement to a general order. These general orders involve such matters as the designation of railroad crossings to be traversed by motor vehicles; a uniform system of accounts for urban passenger carriers; rules to govern the preservation of records of gas and electric utilities; and rules of practice and procedure of the Commission. The subject matter of these general orders has been reviewed in other sections of this report. A summary of these orders may be found in Table No. 14.

### INVESTIGATIONS OF RATES

The Commission has continued a policy of procuring rate reductions by negotiation and conference with utilities rather than by prosecuting controversial cases.

#### **Utah Power & Light Company**

In its report and order in Case No. 1531, issued on December 30, 1937, relating to the rates, rules and practices of the Utah Power & Light Company, the Commission ordered a reduction in the company's rates, which resulted in an annual saving of more than \$348,000 to the rate payers. Since that date the Commission has kept itself fully advised of the effect of the rate reductions on the revenues of the company and the welfare of the company's customers. In a letter to the company dated July 18, 1939, the Commission reviewed the results of the company's operations since December 31, 1937, and requested the company to make a further rate study to provide accurate information from which to determine the effect of further rate reductions on the company's revenue. As a result of subsequent negotiations between the Commission and representatives of the company, the Commission issued an order on October 8, 1939, in Investigation Docket No. 20, which resulted in an annual reduction of approximately \$250,000 to the company's residential, farm, and commercial lighting customers.

Reductions resulting from this order, in the main, were made to benefit the smaller users of electrical service. The minimum charge for residential service was reduced from

90 cents per month to 75 cents, which, with other adjustments, resulted in reductions to all customers using less than 60 kilowatt hours per month. The smaller businesses were the principal beneficiaries of the reductions made in the commercial schedules.

### **Mountain Fuel Supply Company**

In an order dated February 6, 1940, in Investigation Docket No. 2, relating to the operations of the Mountain Fuel Supply Company, the Commission indicated, among other things, that a study would be undertaken in respect to the company's rates in order to eliminate any inequalities that might exist in them. This work has been undertaken and various analyses have been made of the different rates of the company. Particular attention has been directed to the Class VII rate, under which gas is sold to the company's largest consumers. Attention in these studies was directed also to the heat content of the gas distributed by the company, inasmuch as the gas is sold to most customers on a cubic foot rather than a therm or heat content basis. These studies were not fully completed at the time this report was prepared, but it is expected that they will be further prosecuted and that the necessary adjustments will be made in the company's rates to eliminate any discrimination that now may exist and to insure that the company's customers are not paying an excessive amount for service received from the company.

### **The Mountain States Telephone and Telegraph Co.**

On November 2, 1937, the Commission issued its report and order in Case No. 1479, which related to an investigation of the rates, rules, and property values of The Mountain States Telephone and Telegraph Company. This order resulted in an annual reduction of approximately \$136,000 to the rate payers of the company in Utah. Subsequent to that date the Commission has continued to keep advised of the company's operating condition. An informal investigation of certain phases of the company's operations was recently completed by the Commission's staff. Negotiations are under way between the Commission and representatives of the company for the purpose of securing additional rate reductions. The investigation referred to indicates that the company is in a very favorable position and that substantial rate reductions can be made by the company without impairing its financial structure or its ability to render service to its customers.

PARTICIPATION IN INTERSTATE  
COMMERCE COMMISSION JOINT BOARDS

The Interstate Commerce Commission, under authority of the Federal Motor Carrier Act, has created joint boards consisting of Public Service Commissioners of various states. The function of these boards is to hear cases of applicants before the Interstate Commerce Commission under the Motor Carrier Act for authority to conduct motor carrier operations in interstate commerce between various states. The Federal Commission has created numerous joint boards which are comprised of various combinations of the Western States. Utah is represented on fourteen of these joint boards, as follows:

- Joint Board No. 30 California, Nevada, and Utah
- No. 48 Arizona and Utah
- No. 85 Utah and Wyoming
- No. 173 Idaho, Utah, and Wyoming
- No. 207 Utah
- No. 212 Colorado, New Mexico, and Utah
- No. 213 Colorado and Utah
- No. 241 Nevada and Utah
- No. 258 Idaho and Utah
- No. 259 Idaho, Montana, and Utah
- No. 275 Idaho, Nevada, and Utah
- No. 313 Arizona, Nevada, and Utah
- No. 280 Colorado, Utah and Wyoming
- No. 346 Idaho Oregon, and Utah

Since the present Commission took office, Walter K. Granger has generally represented the State of Utah. The other two members and secretary of the Utah Commission are alternate members and serve on these boards whenever the press of business makes it impractical for Mr. Granger to attend.

During the past year this activity has increased. In our previous annual report we recorded having participated in thirty-one hearings for that year, which number has increased to forty-five for the present fiscal year. These hearings were held in the following states: Montana, one; Colorado, four; Idaho, nine; Nevada, two; Wyoming, four; Utah, twenty-five.

The interests of authorized carriers of our State and the business interests of our citizens are often vitally con-

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- No. 259 Idaho, Montana, and Utah
- No. 275 Idaho, Nevada, and Utah
- No. 313 Arizona, Nevada, and Utah
- No. 280 Colorado, Utah and Wyoming
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During the past year this activity has increased. In our previous annual report we recorded having participated in thirty-one hearings for that year, which number has increased to forty-five for the present fiscal year. These hearings were held in the following states: Montana, one; Colorado, four; Idaho, nine; Nevada, two; Wyoming, four; Utah, twenty-five.

The interests of authorized carriers of our State and the business interests of our citizens are often vitally con-

cerned with determinations made at these hearings. While our Commission, in participating on the boards, is acting for the Interstate Commerce Commission, it also has the objective of developing and preserving the business and commercial interests of the people of our State. This activity of the Commission also affords the Commission an opportunity to associate with other commissioners of surrounding states and exchange views and experiences with them, and serves to keep them informed of the general condition of the transportation field in the Western area.

The Interstate Commerce Commission pays the actual expenses of our commissioners attending the hearings, so that this phase of the Commission's functions is done without expense to the State of Utah.

The joint board acts in an advisory capacity under the direction of an examiner who is employed by the Interstate Commerce Commission. Generally speaking, the recommendations of the joint board are followed, but the ultimate decision in all cases is left to the Interstate Commerce Commission.

#### INFORMAL DOCKETS

The Commission acted upon and disposed of 20 informal dockets during the period. The majority of these dockets involved uncontested reparation claims. The Commission authorized total reparation claims of \$2,891.88. A summary of the orders issued in these dockets is contained in Table No. 15.

#### SPECIAL AUTHORITIES

The Commission issued four special authorities, each one authorizing a motor carrier either to suspend operations temporarily or to resume operations. Two of these special authorities were issued to William S. Lauritsen, doing business as Bear Lake Stages. One special authority was issued to Western Operating Company, and the fourth was issued to Bradshaw and Jepson.

#### COSTS OF OPERATION OF THE COMMISSION

The 1939 session of the Utah Legislature appropriated \$130,000 for the use of this Commission during the biennium ending June 30, 1941. One-fourth of this amount is provided out of the general fund for the State and three-fourths is raised by a special assessment against utilities, as provided

in Chapter 85, Laws of Utah, 1939. For the fiscal year ended June 30, 1940, the amount of \$60,601.08 had been allocated for the Commission's use by the State Budget Department, leaving an unallocated balance in the legislative appropriation account of \$69,398.92. During the fiscal year, the Commission collected \$1,472.30 in the form of fees for transcripts, etc., which amount was credited to our account, making a total of \$62,073.38 available for expenditure during the year. The Commission expended \$59,293.20 during the year.

The legislative appropriation for the motor transport division of the Commission was \$25,000, of which amount \$12,500 was allocated to the Commission for the fiscal year ended June 30, 1940. In addition to the legislative appropriation, the amount of \$14,234.27 was credited to the motor transport fund from ton mile taxes collected under the provisions of Chapter 53, Laws of Utah, 1933, and a further amount of \$1,595.61 from the gross ton mile taxes collected under the provisions of Chapter 46, Laws of Utah, 1935, was also credited to this fund. After taking into account these additional tax collections there was a total of \$28,329.88 available in this fund for the fiscal year. However, a total of only \$15,301.86 was allocated for the Commission's use during the fiscal year under discussion. Miscellaneous fees collected provided another \$92.91, making a total of \$15,394.77 available for expenditure during the fiscal year. Expenditures during the year from this fund total \$14,624.92.

Attention is directed to the fact that the Commission is keeping well within the bounds of its general fund appropriation. In fact, it is anticipated that the Commission will have a substantial unexpended balance in its general fund appropriation at the close of the present biennium, which ends June 30, 1941. It is also anticipated that a considerable part of the ton mile and the gross ton mile taxes credited to the motor transport fund account will revert to the State Road Fund, as the expenses of this department for the biennium will be much less than the total amount available.

#### PUBLIC UTILITIES UNDER JURISDICTION OF COMMISSION

The following table shows the number of public utilities by classes operating in the State of Utah on June 30, 1940, under the jurisdiction of this Commission.



PUBLIC UTILITIES UNDER JURISDICTION OF  
COMMISSION AT JUNE 30, 1940

Class of Utility	Number
Steam Railroads—Classes I and II .....	7
Steam Railroads—Class III .....	3
Electric Interurban Railroads .....	4
Urban Passenger Transportation Systems .....	4
Terminal Companies .....	3
Express Companies .....	1
Sleeping Car Companies .....	1
Telegraph Companies .....	2
Telephone Companies .....	16
Electric Light and Power Companies .....	10
Gas Companies .....	2
Water Companies .....	10
Motor Carriers .....	229
Refrigerator Car Corporations .....	1
Total .....	293

It will be noted that the above table lists 229 motor carriers in operation. As a matter of further information the following data is submitted to show the various types of operating rights held by these carriers.

SUMMARY OF RIGHTS HELD BY MOTOR CARRIERS  
AT JUNE 30, 1940

Description of Rights Held	No. of Carriers
Certificate of convenience and necessity only .....	42
Contract carrier permit only .....	76
Interstate license only (regular license) .....	51
Interstate license only (temporary license) .....	23
Certificate of convenience and necessity and interstate (regular) license .....	17
Certificate of convenience and necessity and interstate (temporary) license .....	1
Certificate of convenience and necessity and contract carrier permit .....	9
Contract carrier permit and interstate license .....	6
Certificate of convenience and necessity, contract car- rier permit, and interstate (regular) license .....	1
Certificate of convenience and necessity, contract car- rier permit, and interstate (temporary) license .....	3
Total number of carriers .....	229

## HEARINGS AND MEETINGS HELD AND ORDERS ISSUED

The following table contains a summary of hearings held before the Commission, the meetings held by the Commission, and the number of orders of various types issued by the Commission during the fiscal year.

SUMMARY OF HEARINGS AND MEETINGS HELD AND  
ORDERS ISSUED FROM JULY 1, 1939, TO  
JUNE 30, 1940

	Hearings Held	Meetings Held	Orders Issued
Formal Cases .....	135		
Investigation Dockets .....	9		
Commission Meetings—Regular .....		39	
Commission Meetings—Special .....		61	
Notices of Hearing .....			98
Reports and Orders (formal cases) ..			133
General Orders .....			7
Orders to Show Cause .....			29
Special Permissions .....			199
Special Authorities .....			4
Cancellation Orders .....			36
Informal Dockets .....			20
Investigation Dockets .....			17
Miscellaneous Orders .....			47
<b>Total</b> .....	<b>144</b>	<b>100</b>	<b>590</b>

## TRENDS IN UTILITY OPERATIONS

The following charts, numbered I to IX, inclusive, present in graphic form statistical data covering public utility operations in the State of Utah. These charts bring up to date the information contained in similar charts in the Commission's report for the previous fiscal year. The data portrayed in these charts show the trend in utility revenues and service rendered and also a general improvement in utility conditions in 1939 over the previous year.

Chart No. I depicts the annual average kilowatt hour consumption per residential customer and the annual average revenue per kilowatt hour for this type of user of electricity over a seven-year period from 1933 to 1939. The chart indicates an increase in usage and a decrease in average

cost per kilowatt hour over the period. The average cost per kilowatt hour for residential service in 1933 was 4.94 cents, which has decreased 28 per cent to 3.54 cents in 1939. It has been pointed out before by this Commission that a decrease in rates for electricity ordinarily results in an increase in usage and also an increase in revenue to the utility. The data in Chart III shows that the total kilowatt hours of electricity consumed by all classes of customers of privately owned electric utilities in Utah has increased 86 per cent in 1939 over 1934.

A very interesting picture is shown in Chart II, which depicts the trend of utility revenues since 1925. This chart shows that since 1933, the aggregate revenues of the utilities in Utah have followed an upward curve, with the exception of the year 1938, when a decline was suffered. The revenue curve of Utah utilities, in the aggregate, seems to follow the general business trend quite closely.

Chart IV portrays the tonnage handled by steam railroads and motor carriers in Utah over a six-year period from 1934 to 1939. The year 1939 shows a big increase in tonnage over 1938, but did not reach the 1937 figure, which was the highest of any of the six years. The revenue passengers carried by urban passengers carriers, steam railroad, and electric interurban railroads are portrayed in Chart No. V for the same six-year period. Here again, the year 1937 was the biggest year but the year 1939 shows total passengers carried just slightly under the 1937 high figure.

The amount of gas sold in the State of Utah has approximately doubled in the period between 1934 and 1939, as shown in Chart No. VI. The number of telephone stations in use in Utah has shown a consistent increase in the six-year period from 1934 to 1939, as indicated by Chart No. VII.

There has been an effort on the part of all public authorities in the State of Utah during the past year to make the public safety conscious. The Governor has formed a Safety Committee, upon which this Commission is represented. The Commission has endeavored to cooperate with this committee in its safety campaign in every way. Chart No. VIII, which depicts the total number of reportable railroad accidents in the State of Utah over a six-year period from 1934 to 1939, shows the year 1937 as the worst year in this period. There was a decrease in the year 1939 in the number of reportable accidents, although the decrease did

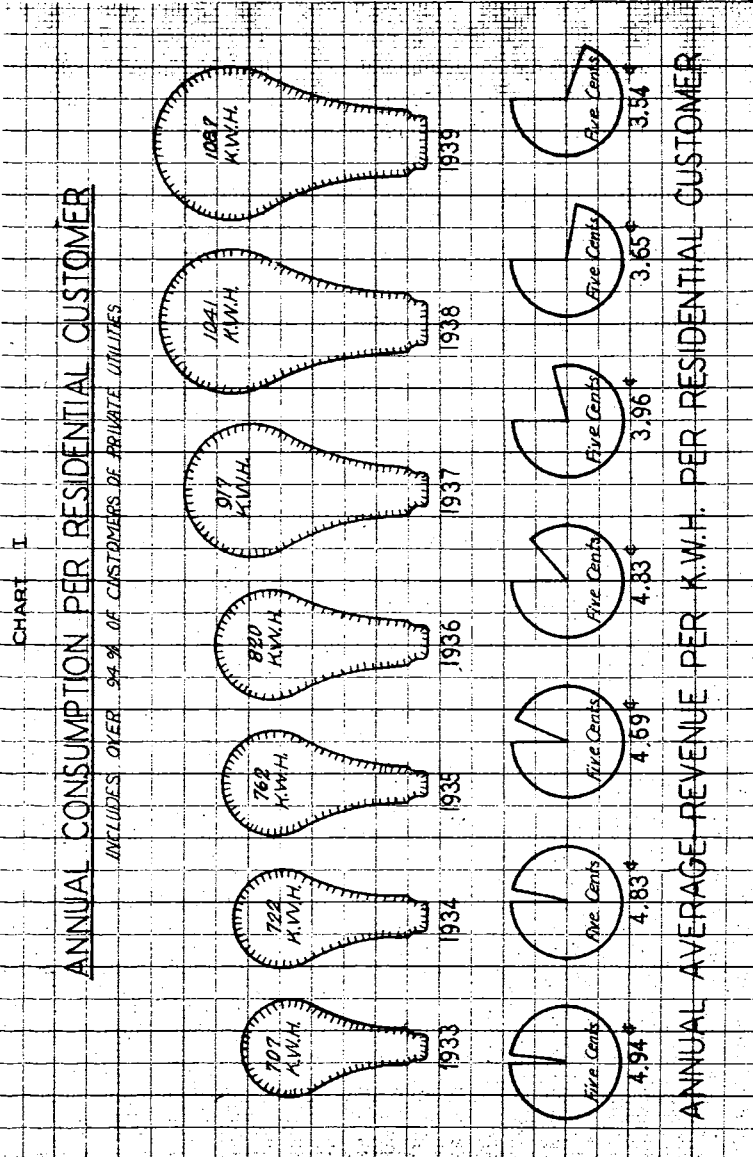
not bring the figure down to the 1934 figure, which was the lowest in this period. Chart No. IX shows reportable accidents, the number injured, and the number killed in railroad highway grade crossing accidents during the four-year period from 1936 to 1939. Fortunately the year 1939 shows a considerable decrease over 1938 in the number of people killed as a result of these accidents, although the total number of reportable accidents and the number of injuries were higher in 1939 than in 1938.

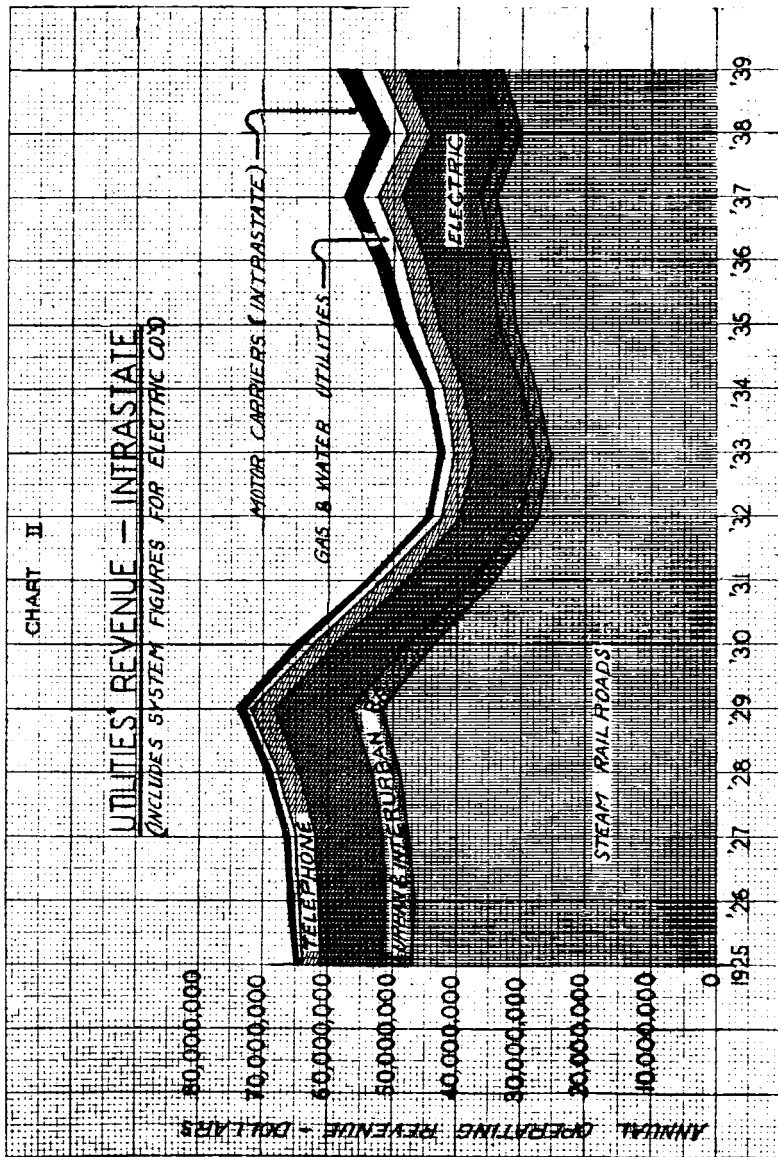
The finances of the Commission for the fiscal year ended June 30, 1940, are portrayed in Chart No. X.

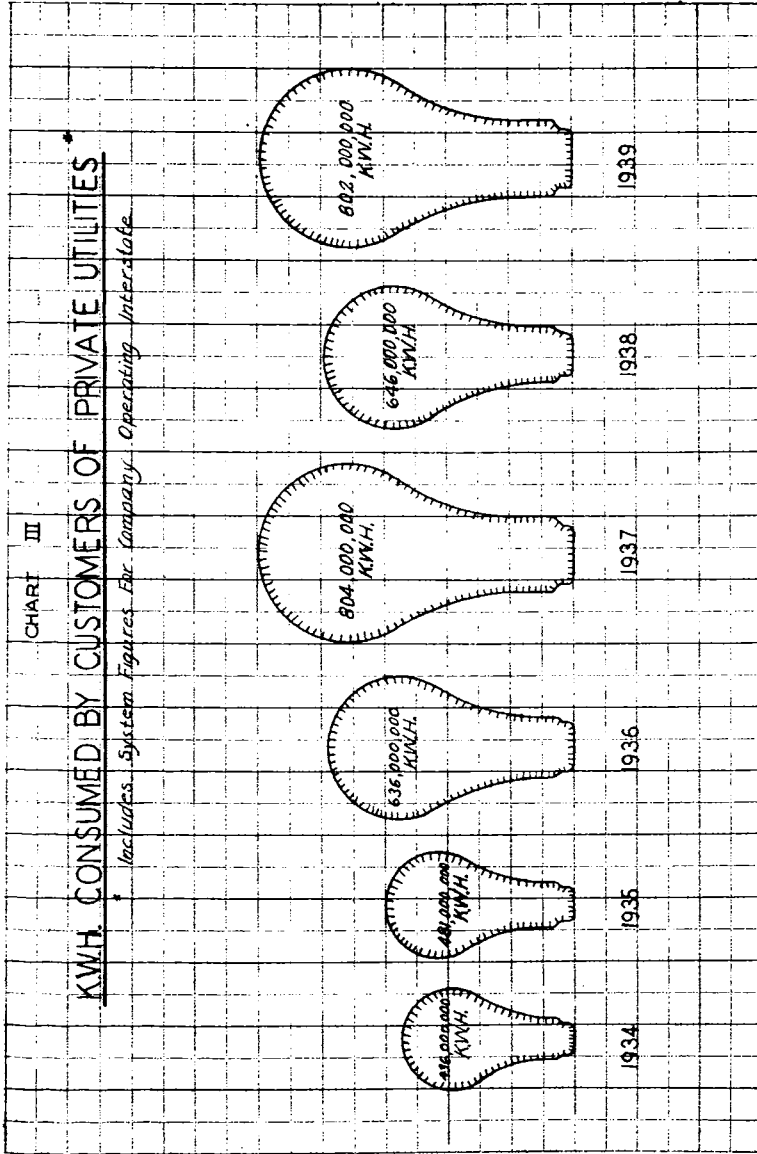
## APPENDIX I

**CHARTS OF UTILITY OPERATIONS AND COMMISSION  
FINANCES**

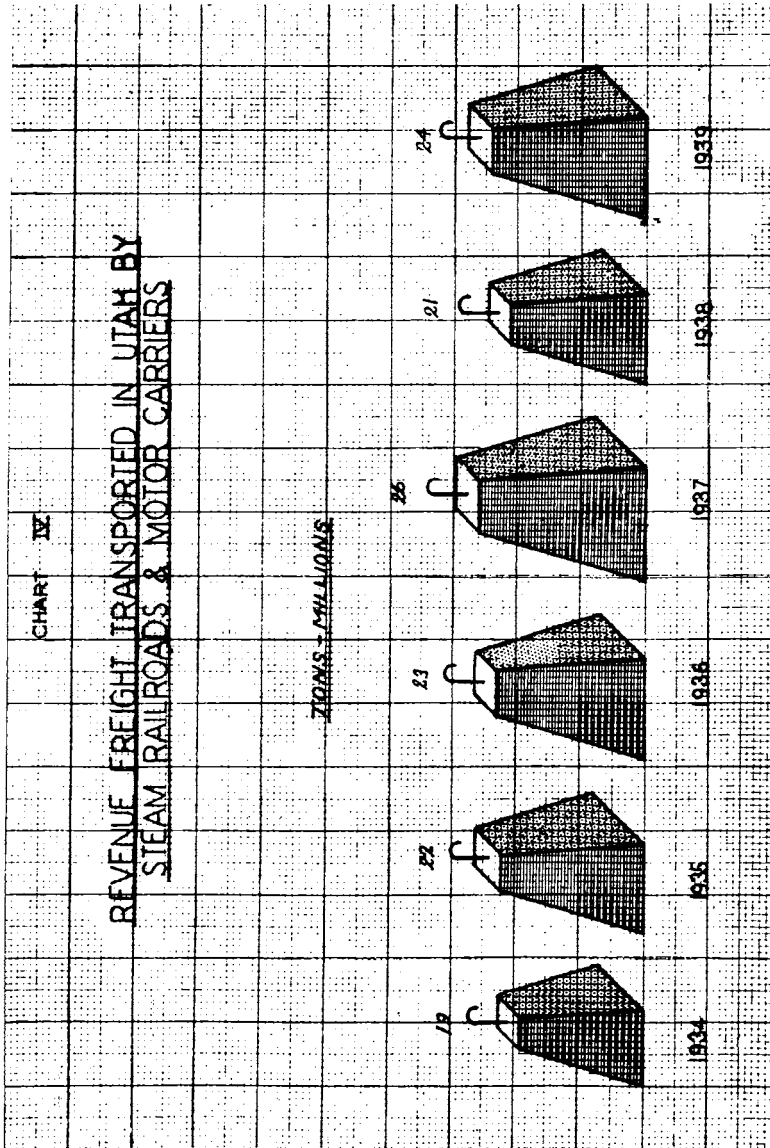
	Chart No.	Page No.
Annual KWH Consumption and Average Revenue Per KWH Per Residential Customer...	I	75
Utilities' Revenue—Intrastate .....	II	76
Kilowatt Hours Consumed by Customers of Private Utilities .....	III	77
Revenue Freight Transported in Utah by Steam Railroad and Motor Carriers .....	IV	78
Revenue Passengers Carried Within State of Utah .....	V	79
Cubic Feet of Gas Sold in Utah .....	VI	80
Telephone Stations in Use in Utah .....	VII	81
Accidents Occuring in Utah on Common Carriers by Rail .....	VIII	82
Reportable Railroad-Highway Grade Crossing Accidents .....	IX	83
Commission Finances	X	84

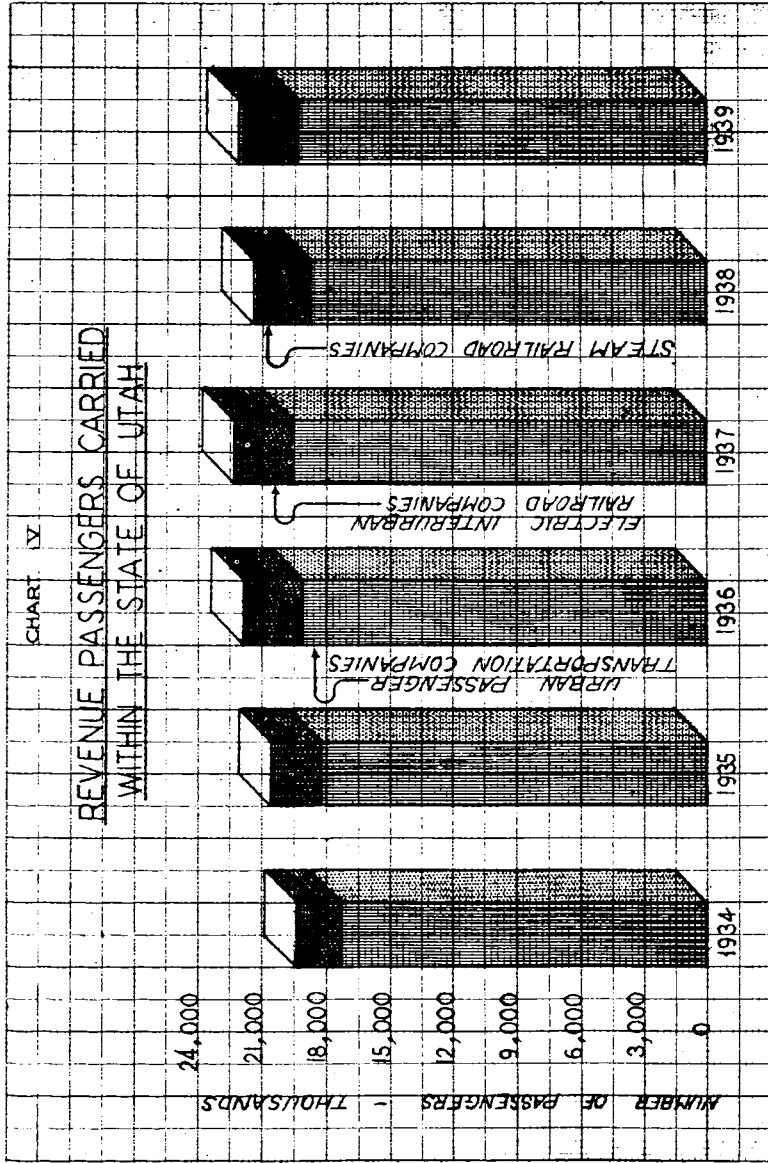


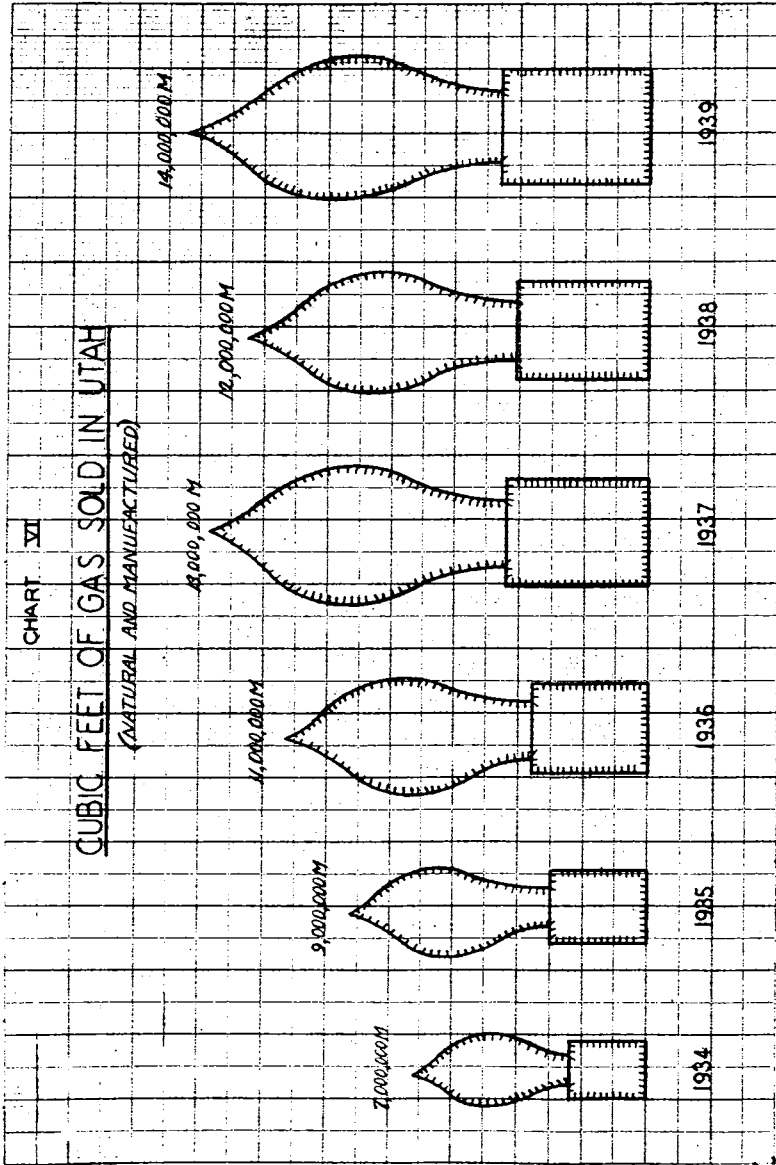


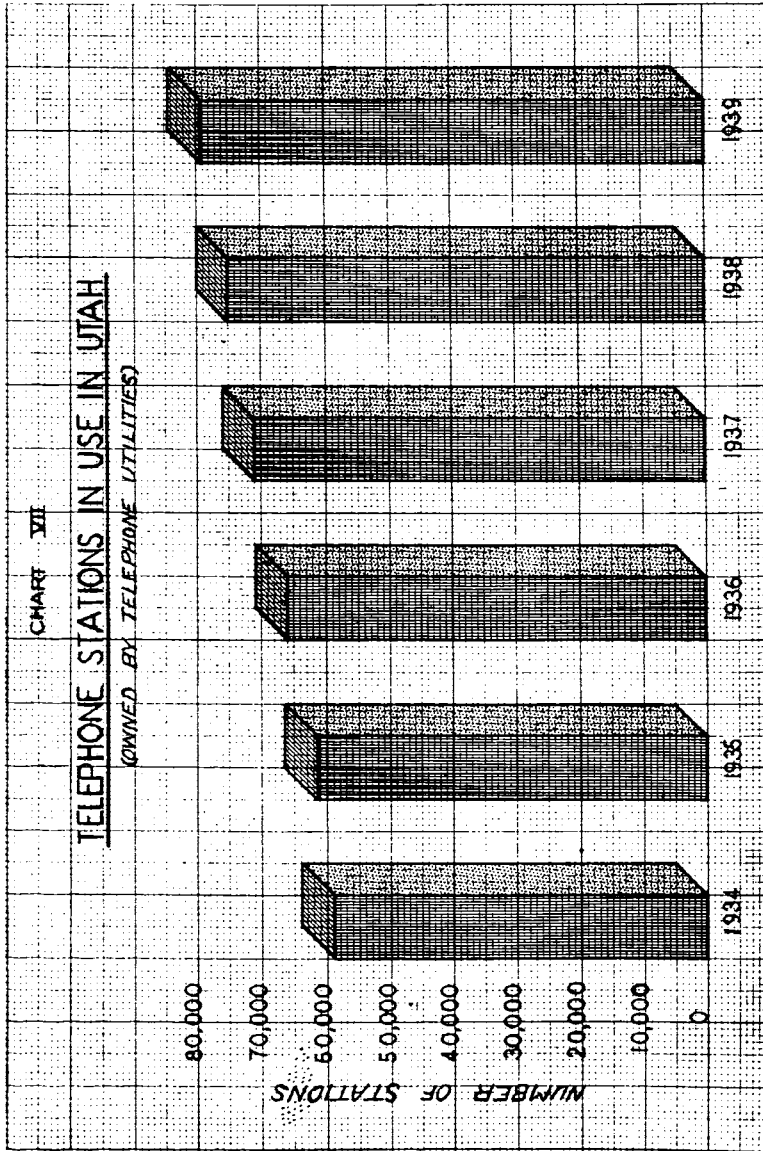


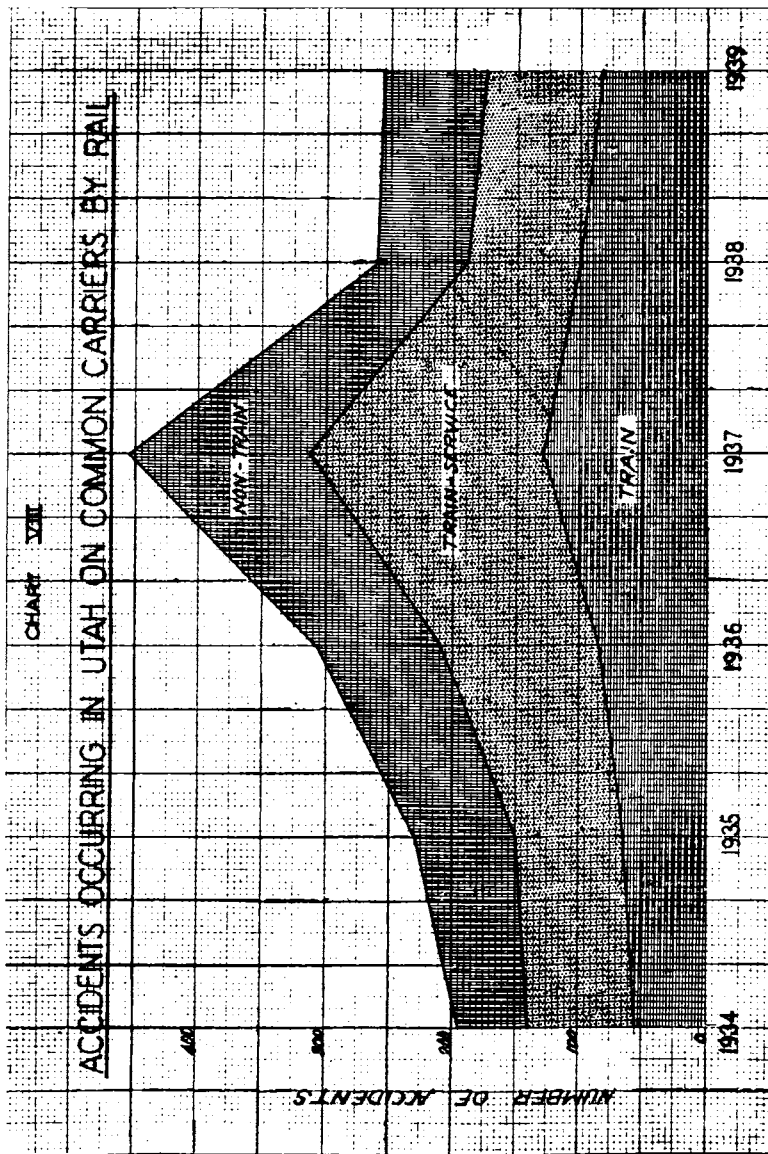












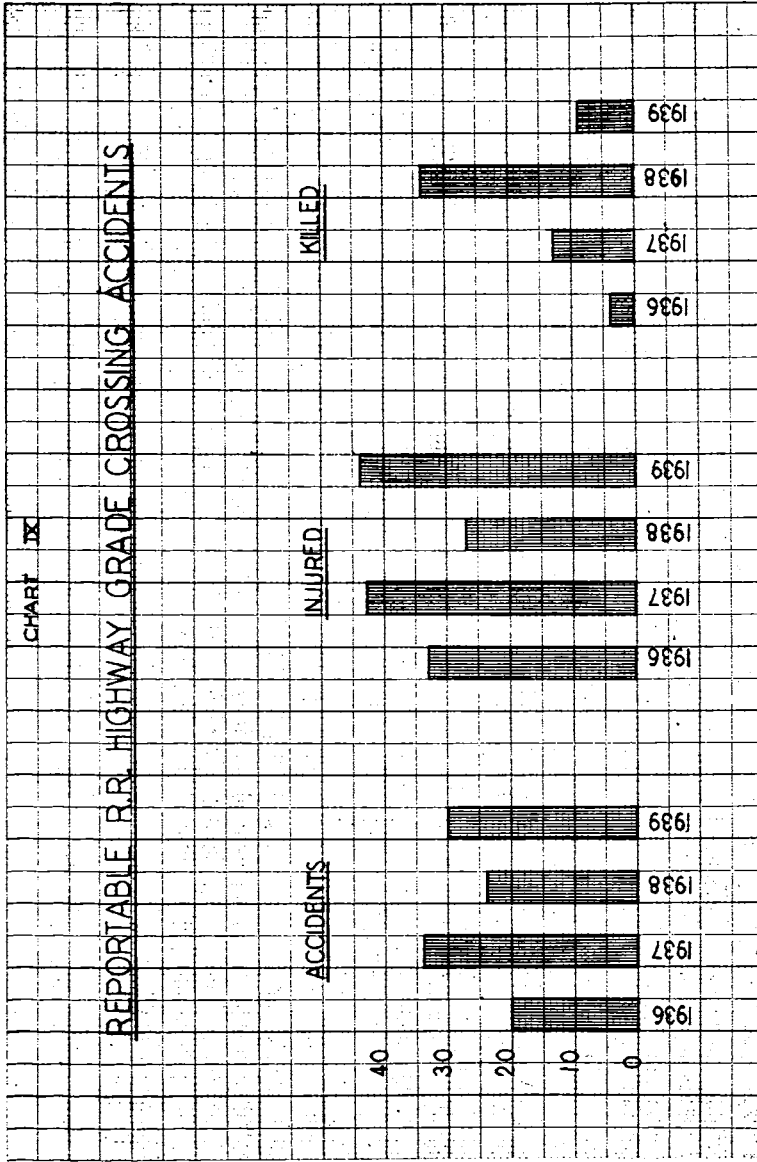


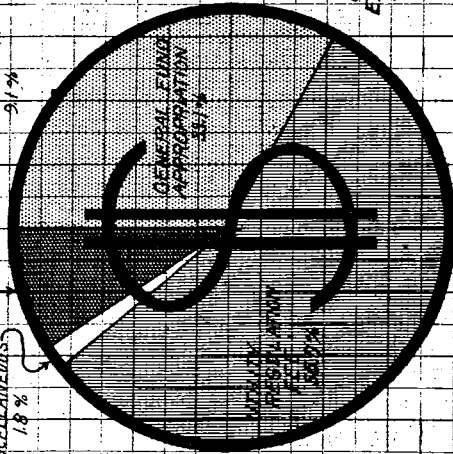
CHART X

P. S. C. U. FINANCES — JULY 1, 1939 — JUNE 30, 1940.

SOURCE OF FUNDS

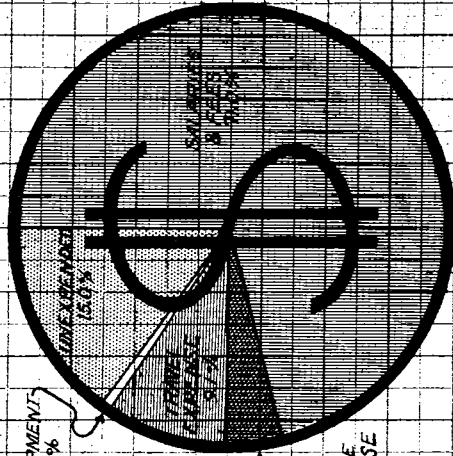
MISCELLANEOUS 1.8 %

TOM MILE TAX 91.7 %



DISBURSEMENTS

EQUIPMENT 0.6 %



OFFICE EXPENSE 4.3 %

## APPENDIX II

## SUMMARY OF ORDERS ISSUED IN FORMAL CASES

	Table No.	Page No.
Electric Rates .....	1	86
Telegraph Rates .....	1	86
Water Rates .....	1	86
Grade Crossings .....	2	87
Certificates of Convenience and Necessity, Motor Carrier—Issued .....	3	93
Contract Carrier Permits—Issued .....	4	95
Interstate Carrier Licenses—Issued .....	5	99
Temporary Interstate Licenses—Issued .....	6	102
Miscellaneous Motor Transport Cases .....	7	103
Motor Carrier Certificates, “Electric Rates”, Permits, and Licenses—Dismissals and Denials .....	8	107
Certificates of Convenience and Necessity— Cancelled .....	9	108
Interstate Carrier Licenses—Cancelled .....	9	108
Contract Carrier Permits—Cancelled .....	10	109
Station Agency .....	11	110
Urban Passenger Carrier .....	11	110
Miscellaneous Cases .....	11	111
Certificates of Convenience and Necessity, Miscellaneous—Issued .....	12	113



**TABLE NO. 1**  
**SUMMARY OF ORDERS ISSUED IN CASES INVOLVING ELECTRIC RATES TELEGRAPH RATES,**  
**AND WATER RATES**  
**JULY 1, 1939, to JUNE 30, 1940**

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
1270	3-18-40	The Utah Idaho Central Railroad Company	<b>ELECTRIC RATES</b> Investigation of electric rates and method of applying same by Utah Power & Light Co. to applicant.	Suspension of a portion of Rule 43, Tariff No. 3, until March 31, 1941.
2279	7- 3-39	Utah Lake Distributing Company	Investigation of pumping rates charged applicant by Utah Power & Light Co.	Extension of order issued March 29, 1922, in Case No. 441, until Oct. 31, 1939.
2366	4-13-40	Utah Lake Distributing Company	Investigation of pumping rates charged applicant by Utah Power & Light Co.	Extension of Order issued March 29, 1922, in Case No. 441, until Oct. 31, 1940.
2384	5-31-40	Richfield City, Salina City, and Gunnison City	Application for reduction of rates charged by the Telluride Power Co.	Telluride Power Company ordered to satisfactorily adjust matter with applicants or to plead to said petition on or before June 29, 1940.
2309	9-30-39	The Western Union Telegraph Company	<b>TELEGRAPH RATES</b> Application to cancel tariffs prescribing rates on special thanks and greeting messages.	Application granted.
2318	11-6-39	Postal Telegraph-Cable Company	Application to cancel tariffs prescribing special rates on thank you messages.	Application granted.
2373	5-16-40	Pleasant Green Water Company	<b>WATER RATES</b> Application to increase rates.	Application denied.

TABLE NO. 2  
**SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES  
 JULY 1, 1939, to JUNE 30, 1940**

Case No.	Date of Order	Applicant or Parties to Complaint or Action	Commission of	Authority Granted or Action Taken	Location
2190	12-12-39	Public Service Utah	Electric Railroad	Abolishment of grade crossing.	M. P. 652.85 in Delta, 3.86 miles N. E. of overpass over tracks of Union Pacific RR. Co.
2252	7- 3-39	Bamberger Electric Company	Electric Railroad	To put into full force and effect order dated May 24, 1939, closing grade crossing to trucks transporting gasoline and petroleum products.	M. P. 6.9 Cleverly crossing, Davis County over tracks of tracks of the Bamberger Electric RR. Co.
2278	8- 9-39	Public Service Utah	Commission of	To make final a tentative order issued on June 29, 1939, abolishing grade crossing.	M. P. 765.96 at Chipman St. in American Fork, Utah Co. across tracks of Union Pacific RR. Co.
2284	7- 7-39	Public Service Utah.	Commission of	Grade crossing prohibited to the use of motor carriers of petroleum products.	M. P. 28.00 Union Pacific RR. Co. tracks at intersection with the east and west county road that extends from U. S. Highway 91 to Utah Highway 131 south of Woods Cross station.
2286	7-25-39	Public Service Utah.	Commission of	Abolishment of grade crossing.	M. P. 29.96 approximately 2.2 miles north of Fairview, Sanpete Co., over the tracks of The Denver & Rio Grande Western RR. Company.

**TABLE NO. 2**  
**SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES**  
**JULY 1, 1939, to JUNE 30, 1940**  
 (Continued)

Case No.	Date of Order	Applicant or Parties to Complaint or Action	Public Service Commission of	Abolishment of grade crossing.	Authority Granted or Action Taken	Location
2287	7-19-39	Public Service Commission of Utah.	Utah.	Abolishment of grade crossing.	M. P. 471 approximately 4.8 miles southwest of Thistle in Utah Co, over tracks of The Denver & Rio Grande Western RR. Company.	
2293	8-9-39	Public Service Commission of Utah.	Utah.	Abolishment of grade crossing.	M. P. 780.56 West Third South Street, approximately one-tenth of a mile west of Redwood Road, Salt Lake City, over the Union Pacific RR. Co. tracks.	
2293	9-25-39	Public Service Commission of Utah.	Utah.	To make final order of Aug. 9, 1939.		
2294	8-11-39	Public Service Commission of Utah.	Utah.	Abolishment of grade crossing.	M. P. 718.90 approximately two miles northwest of The Denver and Rio Grande Western RR. Co. Lehi Station Building, over tracks of said company.	
2295	8-21-39	Public Service Commission of Utah.	Utah.	Abolishment of grade crossing.	M. P. 28-16 approximately two miles northwest of the Lehi Station Building of the Salt Lake and Utah Railroad Corp. in Utah Co., over tracks of said railroad.	

TABLE NO. 2  
**SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES**  
**JULY 1, 1939, to JUNE 30, 1940**  
 (Continued)

Case No.	Date of Order	Applicant or Parties to Complaint or Action	Authority Granted or Action Taken	Location
2306	9-16-39	Public Service Commission of Utah.	Abolishment of grade crossing.	M. P. 926.1 on tracks of The Western Pacific RR, Co., at 14th West Street and approximately 1st South Street, Salt Lake City.
2313	10-5-39	Public Service Commission of Utah.	Abolishment of grade crossing.	M. P. 1.65 at approximately Seventh North and Third West Streets in Salt Lake City over tracks of Bamberger Railroad Company.
2315	10-7-39	Public Service Commission of Utah.	Abolishment of grade crossing.	M. P. 98.91 approximately 1.2 miles north of Venice, Sevier County over the tracks of the Denver & Rio Grande Western Railroad Co.
2315	12-2-39	Public Service Commission of Utah.	To make order of October 7, 1939, final.	
2319	11-3-39	Board of County Commissioners of Salt Lake County	Construct grade crossing.	Over the Magna Branch of the Salt Lake and Utah Railroad Corporation tracks at 5450 West in Salt Lake County.

TABLE NO. 2  
**SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES**  
**JULY 1, 1939 to JUNE 30, 1940**  
 (Continued)

Case No.	Date of Order	Applicant or Parties to Complaint or Action	Authority Granted or Action Taken	Location
2329	1- 8-40	Davis County	Construct grade crossing.	M. P. 779.6 Farnsworth Spur track of The Denver & Rio Grande Western Railroad Co., approximately one-half mile north of the West Point road in Davis Co.
2334	1-26-40	Bamberger Railroad Company	Construct spur track.	Over tracks of Bamberger Railroad Co. near Third West and Fifth North Sts. in Salt Lake City.
2339	1-20-40	Public Service Commission of Utah.	Abolishment of grade crossing.	M. P. 15.66 approximately 700 feet south of the Bamberger Railroad Co. Farmington Station Building and over tracks of said RR.
2340	1-26-40	Public Service Commission of Utah.	Abolishment of grade crossing.	Pole No. 49-15 on tracks of the Salt Lake and Utah Railroad Corporation, approximately 300 feet south of 5th South Street on 1st East Street in Provo, Utah County.

TABLE NO. 2  
**SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES**  
**JULY 1, 1939 to JUNE 30, 1940**  
 (Continued)

Case No.	Date of Order	Applicant or Parties to Complaint or Action	Authority Granted or Action Taken	Location
2342	2-23-40	Public Service Commission of Utah.	Abolishment of grade crossing.	Pole No. 49-24 at 3rd East Street, approximately 100 feet north of 6th South Street in Provo, Utah County, over tracks of Salt Lake & Utah Railroad Corporation.
2342	3-28-40	Public Service Commission of Utah.	To make order of February 23, 1940, final.	
2342	4-17-40	J. Rulon Morgan, Attorney for Christian A. Peterson Estate	Application for rehearing denied.	
2351	4- 5-40	The Denver and Rio Grande Western Railroad Company	Construct spur track.	Across U. S. Highway No. 50 at a point east of the main line tracks of The Denver and Rio Grande Western RR. Co. near Moark, Utah County.
2355	3-15-40	Public Service Commission of Utah.	Abolishment of grade crossing.	M. P. 628.54 over the tracks of The Denver and Rio Grande Western Railroad Company, approximately two miles north of its Helper Station in Carbon County.

TABLE NO. 2  
**SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES**  
**JULY 1, 1939 to JUNE 30, 1940**  
 (Continued)

Case No.	Date of Order	Applicant or Parties to Complaint or Action	Authority Granted or Action Taken	Location
2369	5- 9-40	The Ogden Union Railway and Depot Company	Install signal protection.	At crossing of The Ogden Union Railway and Depot Company tracks and two tracks of The Denver and Rio Grande Western Railroad Co. near 21st Street and north of the Union Passenger Station at Ogden.
2374	5- 2-40	Board of County Commissioners of Salt Lake County	Construct grade crossing.	Over the tracks of the Brigham Branch of The Denver and Rio Grande Western Railroad Company at 10200 south and approximately 6600 West in Salt Lake County.
2377	5-24-40	The Board of Trustees of the Town of Clearfield	Construct grade crossing.	Over the right-of-way of the Bamberger Railroad Company, approximately one-half mile east of the Town of Clearfield.
2385	6- 5-40	The Denver and Rio Grande Western Railroad Company	Construct spur track.	Over tracks of The Denver and Rio Grande Western Railroad Co. at Fourth West and Fourth South Streets in Salt Lake City.

**TABLE NO. 3**  
**CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS DURING**  
**JULY 1, 1939, to JUNE 30, 1940**  
**PERIOD**

Certificate No.	Case No.	Date of Order	Type of Service*	To Whom Issued	Between	Route	And	Via Highways
524	2282	7-29-39	F	Heber C. Davison, d-b-a Davison Transfer & Storage.	Points in Weber Co.	Points north as far as Logan and as far south as Salt Lake City	as far north as Logan and as far south as Salt Lake City	Not designated.
525	2285	8-1-39	PE	Cloy B. Wilde	Salt Lake City	Coalville	Sunset	US 40, U 530.
526	2274	8-3-39	S	Edward G. Williams.	Salt Lake City	Salt Lake City	Sunset and Bick Rock Beaches, Bingham.	Not designated.
530	2302	9-19-39	PBEMN	Interstate Transit Lines.	Anderson Ranch Harrisburg Junction	Hurricane, La Verkin, Toquerville.	La Verkin, Toquerville.	U 15, 17.
531	2299	9-21-39	F	Joseph J. Milne Truck Lines, Inc.	Beaver	Milford and intermediate points.	Milford and intermediate points.	U 21.
537	2317	5-21-40	F	Fuller-Toponce Truck Company	Salt Lake City and Ogden and intermediate points	Salt Lake City and Ogden, excluding local service between Salt Lake City and Ogden.	Utah-Idaho Line, serving all intermediate points north of Ogden, excluding local service between Salt Lake City and Ogden.	US 91, 191, U 41, 101, 163, 102, 61, 81, 142, 154, 164, 170, 192.



**TABLE NO. 3**  
**CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS DURING**  
**PERIOD**  
**JULY 1, 1939, to JUNE 30, 1940**  
**(Continued)**

Certif. cate No.	Case No.	Date of Order	Type of Service*	To Whom Issued	Between	Route	And	Via Highways
538	1896	6-17-40	S	Salt Lake Transportation Co.	Round trips from Salt Lake City	Points in Utah.	Points in Utah.	All highways.
539	2370	6-17-40	S	Lyle B. Nicholes, D. Howe Moffatt, B. H. Robinson, and Glen R. Anderson, a Co-partnership, d-b-a Utah Transportation Co.	Round trips from Salt Lake City	Points in Utah	Points in Utah	All highways.

\*F denotes freight service; P denotes passenger service; E denotes express service; S denotes sightseeing service; B denotes baggage service; M denotes mail service; N denotes newspaper service.

TABLE NO. 4  
**CONTRACT CARRIER PERMITS ISSUED DURING PERIOD  
 JULY 1, 1939, to JUNE 30, 1940**

Permit Case No.	Date of Order	Type of Service*	To Whom Issued	Route		Via Highways
				Between	Aud	
232	8-15-39	F	Alfred J. Baker	Salt Lake City	Vernal and off route points of Altonah, Mt. Emmons, Mt. Home, Neola, White Rocks, Lapoint, Rand- left	US 40 and County roads
233	7-17-39	F	Jay D. Harris	Devils Slide	Garland, Tremmon- ton	US 30 S, 191
234	7-17-39	F	Wallace Roundy	Devils Slide	Tremonton	US 30 S
235	7-27-39	F	Folsy Distributing Co	Ogden	Kanab	US 91, 89, 50, U 26
236	8-11-39	F	James H. Olsen	Salt Lake City, Ogden, Devils Slide	Logan, Wellsville, Hyrum, Smith- field, Lewiston, Trenton	US 91, 30 S
237	8-11-39	F	M. E. Alexander	Salt Lake City	Roosevelt	US 40, 91, U 7
238	8-12-39	P	Richard B. Broughton	West Temple- 21st South St.; Third South & Rio Grande St., Salt Lake City	Roper Yard of D. & R. G. W. RR. Co. at 21st South and 6th West Sts.	Not specified

TABLE NO. 4  
**CONTRACT CARRIER PERMITS ISSUED DURING PERIOD**  
**JULY 1, 1939, to JUNE 30, 1940**  
 (Continued)

Permit No.	Case No.	Date of Order	Type of Service*	To Whom Issued	Between	Route	And	Via Highways
239	2297	9-25-39	F	Ray Lewis, Jr.	Salt Lake City	Ephraim		US 89, 91
240	2301	9-28-39	F	Clifford R. Freeze	Devils Slide	Brigham City		US 30 S
241	2308	10-4-39	F	Northwestern Express	Salt Lake City	Tremonton, Gar- land		US 91, 30 S
242	2307	10-11-39	F	Edwin Mellor	Salt Lake City, Provo	Gunnison		US 91, U 28
243	2325	12-6-39	F	H. Leslie Hansen	Orangeville, Salt Lake City	Lehi		US 50, 91
244	2326	1-10-40	F	George Sanford and Or- rin Snow	Fort Douglas	Dalton, Wells, Hanksville, Price, Green River, Moab, Dry Valley, Castle Dale, Blanding, In- dian Creek, Willow Springs Willow Springs		US 50, 160, U 47, 24, 10 and other unnumbered roads
245	2328	1-10-40	F	George Sanford	Emery			U 10 and un- numbered road
246	2327	1-23-40	F	Wilburn Curtis	St. George	Veyo		U 18
247	2331	2-19-40	F	Frank J. Hatt	Salt Lake City Green River	Spanish Fork Hanksville		US 91 Unnumbered highway
248	2330	1-19-40	F	Hill Brothers	Salt Lake City	Bear River, Big Cottonwood, Huntsville, Simpson Spring, Boun- tiful, Farm- ington Bay		US 91, 191, U 39, 40, 36 and un- numbered roads

TABLE NO. 4  
**CONTRACT CARRIER PERMITS ISSUED DURING PERIOD**  
**JULY 1, 1939, to JUNE 30, 1940**  
 (Continued)

Permit No.	Case No.	Date of Order	Type of Service*	To Whom Issued	Between	Route	And	Via Highways
249	2332	1-19-40	FM	Joe Ford	Modena	Modena	Modena Camp	Unnumbered County road
250	2349	3-21-40	F	Ernest Caldwell	Ogden St. John	Huntsville Simpson Springs	Huntsville Simpson Springs	U 39 Unnumbered County road
251	2345	3-20-40	F	Steve Adams	Salt Lake City, and other pts. such as Devils Slide, Nephi, Provo, Levan Sandy	Vernal	Vernal	Not specified
252	2346	3-28-40	F	George R. Sherratt	Salt Lake City, Provo	All points north of Sandy with- in the State.	Parowan, Cedar City.	Not specified
253	2354	4-27-40	P	C. E. Whiting	Springville, Ma- pleton and vi- cinity	All points within a 25 mile rad- ius (Provo ex- cepted) and to Logan, Manti, St. George, Granddaddy Lakes, Como Springs.	All points within a 25 mile rad- ius (Provo ex- cepted) and to Logan, Manti, St. George, Granddaddy Lakes, Como Springs.	Not specified

TABLE NO. 4  
**CONTRACT CARRIER PERMITS ISSUED DURING PERIOD**  
**JULY 1, 1939, to JUNE 30, 1940**  
 (Continued)

Permit No.	Case No.	Date of Order	Type of Service*	To Whom Issued	Between	Route	And	Via Highways
254	2367	5-6-40	F	George Sanford	Clover Creek, Milford Jericho	Ogden Bay	Arches National Monument, Soapstone	All highways between said points
255	2357	5-11-40	G	Walter Utzinger, d-b-a J. J. Stanton Transportation Co.	Bountiful, Park City Veyo, Ephraim Dry Valley 10 mile radius of Pariette Mine, Fort Duchesne, Ouray and 25 mile radius of Bonanza, Utah Salt Lake City	Seeley Creek Blanding Heber City	Not specified	
257	2376	6- 4-40	F	Carlos Murdock	Salt fields in vicinity of Saltair	Beaver	US 91	All points in Utah
258	2378	6- 8-40	F	Elwood B. Carter, d-b-a Carter Truck line	Saltair			All highways

\*F denotes freight service; P denotes passenger service; M denotes mail service; G denotes gilsonite ore.

**TABLE NO. 5**  
**INTERSTATE CARRIER LICENSES ISSUED DURING PERIOD**  
**JULY 1, 1939, to JUNE 30, 1940**

License Case No.	Date of Order	Type of Service*	To Whom Issued	Between	Route	And	Via Highways
150	7-11-39	F	William E. Marshall, d-b-a Randolph Truck Line	Utah-Idaho Line	Utah-Idaho Line	Utah-Wyoming Line	US 89, U 35, 3
151	7-17-39	F	S. A. Markley, d-b-a M. & M. Truck Company	Utah-Wyoming Line	Utah-Idaho Line	Utah-Idaho Line	US 30S
152	9-25-39	F	Utah-Arizona Freight Lines	Brigham City Tremonton Ogden Salt Lake City	Logan Utah-Idaho Line Nephi Utah-Arizona Line	Utah-Idaho Line	US 91 U 41 US 91 US 91, 89, 189, U 28, 116, 13, 15
153	10-7-39	FM	Edmond Earl Homer	Hurricane	Utah-Arizona Line	Utah-Arizona Line	US 89, 91, U 15
154	10-9-39	F	L. J. Little	Kanab, Cedar City, Orderville	Utah-Arizona Line	Utah-Arizona Line	US 89, U 51, 3
155	10-9-39	F	William Hess	Utah-Wyoming Line	Randolph, Wood- ruff	Randolph, Wood- ruff	US 89, 91, 189, U 26, U 28
156	11-9-39	F	Farril Holman	Payson	Eureka, Santa- quin, Goshen, Mammoth, Richfield, Nephi, Gunni- son, Salina, Fountain Green, Moroni, Ephraim, Manti.	Eureka, Santa- quin, Goshen, Mammoth, Richfield, Nephi, Gunni- son, Salina, Fountain Green, Moroni, Ephraim, Manti.	US 89, 91, 189, U 26, U 28

**TABLE NO. 5**  
**INTERSTATE CARRIER LICENSES ISSUED DURING PERIOD**  
**JULY 1, 1939, to JUNE 30, 1940**  
 (Continued)

License No.	Case No.	Date of Order	Type of Service*	To Whom Issued	Between	Route	And	Via Highways
156	2210	11-9-39	F	Farril Holman	Fairview	Manti, Mt. Pleasant, Spring City	Utah-Idaho Line, Utah-Wyoming Line	US 89
157	2324	11-15-39	F	Tri-State Motor Ways	Salt Lake City	Woods Cross	Utah-Idaho Line, Utah-Wyoming Line	US 91, 30S, U 3, 51
158	2035	12-21-39	F	R. A. Gould	Woods Cross	Utah-Wyoming Line	Utah-Wyoming Line	US 91, 30S, U 49
159	2337	2-27-40	F	Mabel Lindburg	Utah-Idaho Line	Garfield, Magna, Midvale	Utah-Idaho Line, Utah-Wyoming Line	US 91, 191, 40, 50, U 48
160	2333	4-8-40	F	Shirley Palmer, d-b-a Palmer Truck Lines	Utah-Idaho Line	Logan, Ogden, Salt Lake City	Utah-Idaho Line	US 91
161	2356	4-10-40	F	N. A. Riggs	Cedar City	Kanab	Utah-Idaho Line, Utah-Wyoming Line	US 91, 89, U 15
162	2361	5-24-40	F	Walter Utzinger, d-b-a J. J. Stanton Transportation Co.	Utah-Idaho Line	Kanab, Johnson	Utah-Idaho Line, Utah-Wyoming Line, Intermediate points	US 89 and unspecified US 40, 45
					Bonanza, Utah	Heber	Utah-Colorado Line	Unnumbered and US 40
					Points in Uintah and Duchesne Counties		Utah-Colorado Line	Unnumbered highways

TABLE NO. 5  
**INTERSTATE CARRIER LICENSES ISSUED DURING PERIOD  
 JULY 1, 1939, to JUNE 30, 1940**  
 (Continued)

License No.	Case No.	Date of Order	Type of Service*	To Whom Issued	Between	Route	Via Highways
					All State Lines	All State Lines	All State Lines
163	2375	6- 6-40	H	Brent's Moving and Storage	All State Lines	All State Lines	All Highways
164	2364	6- 6-40	F	Ensign C. Griffiths, d-b-a E. C. Griffiths Truck Line	St. George	Utah-Arizona Line	U 64
165	2371	6-14-40	F	Claude H. Eaton	Points in Uintah County, Price	Utah-Colorado Line	Irregular routes
166	2392	6-20-40	PBEN	Moab Garage Company	Price	Utah-Colorado Line	US 50, 160
167	2379	6-25-40	F	Elwood B. Carter, d-b-a Carter Truck Line	Saltair	Utah-Colorado, Utah-Wyoming and Utah-Idaho Lines	Irregular routes

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



**TABLE NO. 6**  
**TEMPORARY INTERSTATE LICENSES AUTHORIZING USE OF UTAH HIGHWAYS IN INTER-STATE COMMERCE ISSUED DURING PERIOD JULY 1, 1939, to JUNE 30, 1940**

License No.	Case No.	Date of Order	Type of Service*	To Whom Issued	Between	Route	And	Via Highways
XXIX	2288	7-28-39	F	C. Hobson Dunn	All State Lines	All State Lines	All State Lines	All highways
XXX	2289	7-28-39	F	Roy J. and G. A. McArthur d-b-a Anaconda Van Lines	All State Lines	All State Lines	All State Lines	All highways
XXXI	2296	8- 5-39	F	Albert Leslie Webb	Laketown	Utah-Idaho and Utah-Wyoming Lines	Utah-Idaho and Utah-Wyoming Lines	Not specified
XXXII	2347	2-19-40	F	Peasley Transfer and Storage Company	Utah-Idaho Line	Utah-Idaho Line	Points within State of Utah	Not specified
XXXIII	2175	2- 2-40	F	Southern Utah Produce Company	Utah-Arizona Line	Utah-Arizona Line	Salina, Kanab, Ruby's Inn, Tropic, Cannonville, Henrieville, Monroe, Glenwood, Venice	US 91, 89, U 15, 17
XXXIV	2348	2-28-40	F	The Pyramid Moving Company	All State Lines	All State Lines	All State Lines	All highways
XXXV	2339	6- 8-40	F	Combes Gas and Oil Company	Utah-Wyoming Line	Utah-Wyoming Line	Ogden	US 91, 30S

\*F denotes freight service.

TABLE NO. 7  
**SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES  
 JULY 1, 1939, to JUNE 30, 1940**

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
1119	5-16-40	Joseph J. Milne	Application for vacation of order of October 2, 1933, cancelling Automobile Permit No. 2.	Cancellation order of October 2, 1933, vacated.
1379	9-7-39	Union Pacific Stages, Inc.	Application to change route in Weber County.	Application granted.
1383	10-2-39	Orange Transportation Co., Inc.	Application to amend order of October 23, 1933, covering route designation.	Amendment authorized.
1389	6-19-40	Stephen G. Skillhorn	Application for reinstatement of operating rights between Salt Lake City and Brighton.	Operating rights reinstated.
1411	3-5-40	Garrett Transfer & Storage Co.	Application to change name on P.S.C.U. records to Garrett Freightways, Inc.	Application granted.
1518	2-17-40	W. F. Ungricht	Application to extend operating rights to include a C.C.C. camp located near Emery, Utah, and to operate as common motor carrier of property between Ferron and Emery.	Application to haul to C.C.C. camp granted, balance of application denied.
1659	11-9-39	Lorenzo R. Davis	Application to discontinue hauling for four parties specified in permit No. 91.	Application granted.
1717) 1750)	3-5-40	Garrett Transfer & Storage Co.	Application to change name on P.S.C.U. records to Garrett Freightways, Inc.	Application granted.

**TABLE NO. 7**  
**SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES**  
**JULY 1, 1939, to JUNE 30, 1940**  
 (Continued)

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
1802	11-15-39	M. S. Wycoff	Supplemental application to haul for an additional party under Permit No. 123.	Application granted.
1802	6-25-40	M. S. Wycoff	Supplemental application to haul for an additional party between Helper and Payson.	Application denied.
1887	12-21-39	Bray Truck Line, Inc.	Supplemental application to amend Interstate License No. 114 to extend service from Utah-Arizona line to Cove Fort and Sevier.	Application granted.
1896	5-29-40	Salt Lake Transportation Co.	Application to operate as a contract motor carrier of passengers in intrastate commerce.	Case reopened for hearing.
1985	1-19-40	Riley Stephenson	Application to cancel operating rights for three parties under Contract Permit No. 152.	Application granted.
1989	9-25-39	Atwell B. Robinson	Application to discontinue hauling for two parties under Contract Carrier Permit No. 154.	Application granted.
1996	10-5-39	Parley B. Steele d-b-a Bryce Canyon Truck & Stage Lines	Application to discontinue transportation of passengers between Pan-guitch and Henrieville.	Application granted.
2029	3-21-40	J. M. Mickelson	Supplemental application to haul for additional parties.	Application granted in part and denied in part.

TABLE NO. 7  
**SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES**  
**JULY 1, 1939, to JUNE 30, 1940**  
 (Continued)

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
2065	7-11-39	Leslie Albert Davis	To vacate cancellation order of June 27, 1939.	Vacation order issued.
2112	10-25-39	Earl C. Wade	Supplemental application to haul for additional party between Salt Lake City and Ogden under Contract Permit No. 195.	Application denied.
2112	12-4-39	Earl C. Wade	Supplemental application to haul for additional party between Devils Slide and Ogden under Contract Permit No. 195.	Application granted.
2112	6-7-40	Earl C. Wade	Supplemental application to haul for additional parties between Devils Slide and Ogden under Permit No. 195.	Application granted.
2202	8-12-39	Freeman Pack d-b-a Line	Application for rehearing.	Application denied.
2246	9-14-39	Alonzo Knight	Supplemental application to haul for an additional party between Salt Lake City and Peerless under Permit No. 225.	Application denied.
2266	7-28-39	Joe Ford	Supplemental application to change route.	Application granted.
2297	5-3-40	Ray Lewis, Jr.	Supplemental application to haul for additional parties between Salt Lake City and Manti under Permit No. 239.	Application granted.

**TABLE NO. 7**  
**SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES**  
**JULY 1, 1939, to JUNE 30, 1940**  
 (Continued)

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
2300	9-28-40	Max Fausett	Supplemental application to haul for an additional party between Salt Lake City and Price under Permit No. 204.	Application granted.
2301	11-6-39	Clifford R. Freeze	Application to lower minimum rate on cement.	Application granted.
2307	10-25-39	Edwin Mellor	Adjustment of rates.	Carrier ordered to adjust rates.
2317	6-18-40	Futler-Toponce Truck Co.	Applications of The Utah Idaho Central RR. Corp., et al. for rehearing.	Applications denied.
2325	3-12-40	H. Leslie Hansen	Supplemental application to haul for an additional party to additional points.	Application granted in part and denied in part.
2336	6-18-40	The Utah Idaho Central Railroad Co.	Application for rehearing.	Application denied.
2341	6-18-40	Bamberger Railroad Company Bamberger Transportation Co.	Application for rehearing.	Application 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, 1939, to JUNE 30, 1940**

Case No.	Date of Order	Name of Applicant	Nature of Application	Disposition
2202	7-10-39	Freeman Pack, d-b-a Pack Truck Line	Interstate Carrier License	Denied
2254	11-17-39	Utah Transportation Company	Contract Carrier Permit	Dismissed
2276	7-28-39	Rex F. Moss	Contract Carrier Permit	Denied
2290	8-16-39	Hazen Eugene Nielson	Contract Carrier Permit	Denied
2291	10-25-39	Frank J. Miklovik, Jr., d-b-a Copperton and Bingham Stage	Certificate of Convenience and Necessity	Denied
2303	10-17-39	Sanzo Yamasaki	Contract Carrier Permit	Denied
2312	10-17-39	Edmond Earl Homer	Contract Carrier Permit	Denied
2320	10-25-39	Horace D. Duffin	Contract Carrier Permit	Denied
2336	5-22-40	The Utah Idaho Central Railroad Co.	Certificate of Convenience and Necessity	Denied
2341	5-22-40	Bamberger Railroad Company, and Bamberger Transportation Company	Certificate of Convenience and Necessity	Denied
2352	4- 5-40	Lor'n R. Mangum	Contract Carrier Permit	Denied
2353	4- 5-40	John J. Lund	Contract Carrier Permit	Denied
2358	4-13-40	Joe Ford	Contract Carrier Permit	Denied
2359	4-17-40	W. A. Hales	Contract Carrier Permit	Dismissed
2380	5-23-40	Sanzo Yamasaki	Contract Carrier Permit	Denied
2386	6-23-40	Roy Kraus, d-b-a Salt Lake Delivery and Messenger Service	Contract Carrier Permit	Denied

TABLE NO. 9

**CERTIFICATES OF CONVENIENCE AND NECESSITY AND  
INTERSTATE CARRIER LICENSES  
CANCELLED DURING PERIOD  
JULY 1, 1939, to JUNE 30, 1940**

Certif. No.	Case No.	Date of Cancellation	Name of Carrier
<b>CERTIFICATES</b>			
185-236-			
238-240	1896	6-17-40	Salt Lake Transportation Co.
348-358	2285	8- 1-39	Don R. Hout
415-431	1896	6-17-40	Salt Lake Transportation Co.
432	2370	6-17-40	Lyle B. Nicholes, D. Howe Mofatt, B. H. Robinson and Glen R. Anderson, d-b-a Utah Transportation Company.
479	1996	5-24-40	Parley B. Steele, d-b-a Bryce Canyon Truck & Stage Lines.
501	2360	4-12-40	Airway Motor Coach Lines, Inc.
514	2213	7- 8-39	Julian Warnock.
<b>LICENSES</b>			
37	1496	12-13-39	Tri-State Motorways.
105	1873	6- 3-40	Glen Heaton.
124	2310	9-25-39	Utah Arizona Truck Line.
131	2337	2-27-40	Mabel Lindburg.
144	2203	5-16-40	J. J. Stanton.
153	2314	5- 3-40	Edmond Earl Homer.
<b>TEMPORARY LICENSES</b>			
VIII	2035	12-21-39	R. A. Gould.
XIII	2070	12-12-39	Tri-State Motor Ways.
.XVII	2275	1-31-40	Ricker's Educational and Scenic Bus Tours.
XXVIII	2280	2-15-40	Charles A. Sturmer.
XXX	2289	1-17-40	Roy J. and G. A. McArthur.

**TABLE NO. 10**  
**CONTRACT CARRIER PERMITS CANCELLED DURING**  
**PERIOD JULY 1, 1939, to JUNE 30, 1940**

Permit No.	Case No.	Date of Cancellation	Name of Carrier
57	1509	5-11-40	J. J. Stanton.
112	1771	8- 9-39	Petty and Riddle, Inc.
129	1837	9-25-39	I. Sander.
134	1896	6-17-40	Salt Lake Transportation Co.
141	1943	4-25-40	Kenneth MacDoan.
143	1948	7-11-39	Alma Fernelius Randall.
149	1947	6-17-40	Lyman H. Bethers.
181	2065	3-28-40	Leslie Albert Davis.
193	2100	5- 2-40	Elwood M. Livingston, d-b-a Livingston Truck Line.
196	2121	5-17-40	Emma Walker.
207	2177	9-19-39	A. T. Farnsworth.
208	2180	2-15-40	Walter K. Dastrup.
218	2205	4- 4-40	Paul J. Cox.
229	2263	10-7-39	Randall J. Rich.
235	2212	1-26-40	Foisey Distributing Company.
251	2345	4-30-40	Steve Adams.



**TABLE NO. 11**  
**SUMMARY OF ORDERS ISSUED IN STATION AGENCY CASES, URBAN PASSENGER CARRIER**  
**CASES, AND MISCELLANEOUS CASES**  
**JULY 1, 1939, to JUNE 30, 1940**

Case No.	Date of Order	Applicant or Parties	Nature of Case	Nature of Order
<b>STATION AGENCY</b>				
2105	1-20-40	The Denver and Rio Grande Western RR. Co.	Application to abandon agency station at Lehi.	Application dismissed.
<b>URBAN PASSENGER CARRIER</b>				
2085	7-11-39	Airway Motor Coach Lines, Inc.	Application to make permanent its route in Cottonwood area under certificate No. 494.	Application granted.
2281	8-1-39	Utah Light and Traction Co.	Application to discontinue tripper street railway service on Route 10 and to remove tracks and overhead.	Application granted.
2343	3-14-40	Airway Motor Coach Lines, Inc.	Application for authority to transport passengers by motor vehicle between Salt Lake City, Murray, Sandy, Crescent, Draper, Midvale, West Jordan, Riverton, Taylorsville, and Bennion.	Application granted Under certificate of convenience and necessity No. 534.
2343	5-15-40	Airway Motor Coach Lines, Inc.	Application of Utah Light and Traction Co. for hearing.	Application denied.
2343	5-18-40	Airway Motor Coach Lines, Inc.		Dissenting opinion of Commissioner Wiesley.
2362	5-1-40	Utah Light and Traction Co.	Application to discontinue street car service and remove tracks and overhead from Thirteenth East to U. of U. stadium.	Application granted. Motor bus service ordered in lieu of street car service.

TABLE NO. 11  
**SUMMARY OF ORDERS ISSUED IN STATION AGENCY CASES, URBAN PASSENGER CARRIER  
 CASES, AND MISCELLANEOUS CASES**  
**JULY 1, 1939, to JUNE 30, 1940**  
 (Continued)

Case No.	Date of Order	Applicant or Parties	Nature of Case	Nature of Order
<b>MISCELLANEOUS CASES</b>				
2251	8-11-39	The Moon Lake Electric Association, Inc.	Application to construct, maintain, and operate an electrification system in Duchesne County.	Application granted under certificate of convenience and necessity No. 528.
2251	9-23-39	The Moon Lake Electric Association, Inc.	Application to construct additional transmission and distribution lines.	Preliminary order issued authorizing applicant to go forward with construction pending hearing set for October 4, 1939.
2251	10-11-39	The Moon Lake Electric Association, Inc.	Application to construct additional transmission and distribution lines.	Findings and order of Sept. 23, 1939, adopted and certificate of convenience and necessity of convenience No. 528 amended.
2251	4-19-40	The Moon Lake Electric Association, Inc.	Application to construct, maintain, and operate an electrification system in Duchesne County.	Order issued on August 11, 1939, vacated and set aside pursuant to order of Supreme Court of Utah.

**TABLE NO. 11**  
**SUMMARY OF ORDERS ISSUED IN STATION AGENCY CASES, URBAN PASSENGER CARRIER**  
**CASES, AND MISCELLANEOUS CASES**  
**JULY 1, 1939, to JUNE 30, 1940**  
**(Continued)**

Case No.	Date of Order	Applicant or Parties	Nature of Case	Nature of Order
2262	8-10-39	Garkane Power Company, Inc.	Application for exemption from obtaining a certificate of convenience and necessity and in the alternative for a certificate to construct electric transmission lines, distribution systems, and generating plant.	Certificate of convenience and necessity No. 527 issued authorizing applicant to construct electrification system in Garkane field and Kane Counties.
2262	9-6-39	Garkane Power Company, Inc.	Ditto. (Application for rehearing.)	Application denied.
2262	4-19-40	Garkane Power Company, Inc.	Ditto.	Order of August 11, 1939, vacated and set aside pursuant to order of Supreme Court of Utah.
2311	9-25-39	Quince K. Kimball	Application to discontinue furnishing water to the Town of Widdsoe.	Application granted subject to the filing of protests on or before October 6, 1939. Time for filing protests extended to October 14, 1939.
2311	10-5-39	Quince K. Kimball	Ditto.	Complaint dismissed.
2338	2-27-40	George A. Startup d-b-a Startup Motor Co. vs. Mountain Fuel Supply Co.	Alleged overcharge for gas service.	
2381	6-15-40	Union Pacific Railroad Co.	Application for permission to abandon its Grass Creek Branch in Summit County.	Application granted.

TABLE NO 12  
**CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO  
 URBAN PASSENGER CARRIERS, ELECTRIC UTILITIES, AND RAILROAD COMPANIES  
 JULY 1, 1939, to JUNE 30, 1940**

Certifi- cate No.	Case No.	Date of Order	Type of Service*	To Whom Issued	Nature of Case and Order
527	2262	8-10-39	E	Garkane Power Co., Inc.	Certificate granted to construct, maintain, and operate an electrification system in Garfield and Kane Counties.
528	2251	8-11-39	E	The Moon Lake Electric Association, Inc.	Certificate granted to construct, maintain, and operate an electrification system in Duchesne County.
529	2298	9- 6-39	R	The Salt Lake and Utah Railroad Corporation.	Certificate granted authorizing the transfer of all rights and privileges of Salt Lake and Utah Railroad Company to The Salt Lake and Utah Railroad Corporation.
532	2304	10-2-39	E	Utah Power and Light Co.	Certificate issued to exercise rights and privileges granted by franchise by the City of Kaysville, Davis County.
533	2335	1-27-40	E	Utah Power and Light Co.	Certificate issued to exercise rights and privileges granted by franchise by the City of Provo, Utah.
534	2343	3-14-40	UC	Airway Motor Coach Lines, Inc.	Certificate granted authorizing the transportation of passengers by motor vehicle between Salt Lake City, Murray, Sandy, Crescent, Draper, Midvale, West Jordan, Riverton, Taylorsville, Benn'on.
535	2360	4-12-40	UC	The Salt Lake and Utah Railroad Corporation.	Certificate granted to assume operating rights of the Airway Motor Coach Lines, Inc., in Provo, Utah.
536	2363	5- 1-40	UC	Utah Light & Traction Co.	Certificate issued authorizing carrier to discontinue street car service and substitute motor bus transportation on Route 8 and to remove tracks and overhead from certain streets in Salt Lake City.
540	2387	6-24-40	E	Utah Power and Light Co.	Certificate issued to exercise rights and privileges granted by franchise by the Town of Roy, Weber County.

\*E denotes electrical service; R denotes railroad service; UC denotes urban passenger carrier service.

## APPENDIX III

**MISCELLANEOUS ORDERS AND COMMISSION FINANCES**

	Table No.	Page No.
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General Orders .....	14	117
Informal Dockets .....	15	118
Commission Finances .....	16	119

TABLE NO. 13  
**INVESTIGATION DOCKETS**  
**JULY 1, 1939, to JUNE 30, 1940**

Investigation Dock. No.	Date of Order	Description	Disposition
2	2-6-40	Investigations of the operations of the Mountain Fuel Supply Company.	Company ordered to reduce depletion accruals; to standardize accounting practices in different divisions of company; and to make several changes in the plant account of company.
4	4-23-40	Rates and practices of common motor carriers of general commodities intrastate in Utah. (Supplemental investigation).	Common carriers operating in district described in original report ordered to publish the rates, charges, and classifications set forth in supplemental report, effective May 31, 1940.
5	4-23-40	Rules, regulations, and charges of contract motor carriers of general commodities intrastate in Utah. (Supplemental investigation)	Contract carriers operating in district described in supplemental report ordered to file revised contracts on or before May 31, 1940.
16	5-8-40	Rates and charges of Rio Grande Motor Way, Inc., and Carbon Freight Line, Inc. (Supplemental)	Carriers ordered to file new schedule of rates, effective May 31, 1940.
19	8-11-39	Investigation of The Union and Jordan Irrigation Company.	Company ordered to install double entry accounting system, set up original cost of pipe line system, keep proper plant accounts, install meters and charge metered rate to all customers, file new tariff, and place Jordan School District under general domestic rate.
20	8-8-39	Utah Power & Light Company rates for residential, farm, and commercial lighting service in the State of Utah.	Company directed and agreed without formal hearing or order to effect rate reductions beginning with Sept. 1, 1939 billings.
21	9-20-39	Investigation of Peoples Light and Power Company.	Company ordered to install new equipment and improve plant, install new accounting system, change method of keeping accounts, and discontinue certain practices.

**TABLE NO. 13**  
**INVESTIGATION DOCKETS**  
**JULY 1, 1939, to JUNE 30, 1940**  
 (Continued)

Investi- gation Docket No.	Date of Order	Description	Disposition
22	9-9-39	Application of Mountain Fuel Supply Com- pany to increase rates under industrial rate Class No. VIII.	Application granted.
23	1-12-40	Investigation of rates of the Big Springs Power Company.	Adjusted rate schedule ordered filed. Depreciation study of properties of Telluride Power Company to govern depreciation charged by this company.
24	9-20-39	Investigation of protective devices at rail- road highway grade crossings.	Progress report by Commissioner Granger adopted as order of the Commission, requiring installation of train actuated signals at specified grade crossings and designating a standard cross-buck sign as a minimum standard of protection. Order to show cause dismissed.
25	3-15-40	Investigation of the operations of Riley Stephenson, a common motor carrier of property.	
26	5-27-40	Adoption of uniform endorsements for pub- lic liability, property damage, and cargo insurance for motor carriers.	Uniform endorsements adopted to be attached to all insurance policies filed after June 1, 1940.

**TABLE NO. 14**  
**GENERAL ORDERS AND SUPPLEMENTS TO GENERAL**  
**ORDERS**  
**ISSUED DURING THE PERIOD**  
**JULY 1, 1939, to JUNE 30, 1940**

General Order No.	Supplement No.	Subject Matter	Date Issued
43		Designation of railroad crossings to be traversed by school busses while transporting students to or from school and promulgating rules and regulations for such school busses traversing such railroad crossings.	Sept. 1, 1939
44		Designation of railroad highway grade crossings to be traversed by motor vehicles except school busses, carrying passengers for hire.	Feb. 27, 1940
45		Uniform system of accounts for urban passenger carriers.	Dec. 20, 1939
46		Rules governing the preservation of records of gas utilities.	Feb. 6, 1940
47		Regulations to govern the preservation of records of electric utilities.	Feb. 9, 1940
48		Rules of practice and procedure of the Public Service Commission of Utah.	Sept. 6, 1939
48	1	Adoption of a rule imposing a fee upon applications for reinstatement of rights.	April 2, 1940



**TABLE NO. 15**  
**INFORMAL DOCKETS**  
**JULY 1, 1939, to JUNE 30, 1940**

No.	Parties	Disposition
458	Application of The Denver and Rio Grande Western Railroad Company for permission to construct overhead trolley at Castle Gate with impaired clearances.	Order issued granting application.
459	Wheelwright Lumber Company, Compt. v. B. RR. Co. and D. & R. G. W. RR. Co., Defts.	Defts. authorized to waive undercharges on plaster.
460	Tri-State Oil & Refining Co., Compt. vs. U. P. RR. Co. and B. & G. Ry. Co., Defts.	Defts. authorized to refund \$154.56 on shipments of oil.
461	Utah Oil Refining Co., Compt. vs. W. P. RR. Co., Deft.	Deft. authorized to refund \$88.32 on shipments of liquid asphalt.
462	Soldier Canyon Coal Co., Compt. vs. D. & R. G. W. RR. Co., Deft.	Deft. authorized to waive collection of demurrage charges on coal of \$253.
463	Carl E. Nelson, Compt. vs. U. I. C. RR. Co., Deft.	Deft. authorized to waive collection of undercharges amounting to \$39.28.
464	Republic Creosoting Co., Compt. vs. D. & R. G. W. RR. Co., Deft.	Deft. authorized to refund \$20.04 switching charges.
465	Irene Hesse, Compt. vs. Murray City Power & Light Co., Deft.	Complaint regarding service connection outside city limits of Murray City dismissed.
466	Carl E. Nelson, Compt. vs. U. I. C. RR. Co. and B. E. RR. Co., Defts	Defts. authorized to waive collection of undercharge of \$39.35 on shipment of road oil.
467	The Western Paper Products Co., Compt. vs. D. & R. G. W. RR. Co., Deft.	Deft. authorized to waive collection of undercharge of \$36.33.
468	Hines and Co., Compt. vs. U. I. C. RR. Co. and U. P. RR. Co., Defts.	Defts. authorized to refund \$95.26 on shipment of barley.
469	Robert J. Burton, Compt. vs. Mountain Fuel Supply Co., Deft.	Deft. authorized to make adjustment in account of complainant in the amount of \$3.00.
470	Utah-Idaho Sugar Co., Compt. vs. S. L. & U. RR. Corp. and W. P. RR. Co., Defts.	Defts. authorized to refund \$63.64 on shipments of limerock.
471	James R. Ware, Compt. vs. D. & R. G. W. RR. Co., Deft.	Deft. authorized to refund \$15.63 on carload of slack coal.
472	Utah Concrete Pipe Co., Compt. vs. D. & R. G. W. RR. Co., Deft.	Deft. authorized to waive collection of undercharge of \$402.32.
473	Associated Canneries, Inc., Compt. vs. D. & R. G. W. RR. Co., Deft.	Deft. authorized to waive collection of undercharge of \$70.34.
474	Olson Brothers, Compt. vs. U. P. RR. Co., Deft.	Deft. authorized to make repairation of \$247.72 and to waive collection of \$22.53 undercharges on shipment of feeder sheep and sheep camp outfits.
475	Layton Sugar Company, Compt. vs. D. & R. G. W. RR. Co., Deft.	Deft. authorized to waive undercharge on four cars of coke in amount of \$181.26.
476	Layton Sugar Company, Compt. vs. D. & R. G. W. RR. Co., Deft.	Deft. authorized to waive collection of demurrage charges of \$1,117.60.
477	Rocky Mountain Packing Corp., Compt. vs. D. & R. G. W. RR. Co., Deft.	Deft. authorized to make repairation of \$41.70 on shipment of tin cans.

TABLE NO. 16  
 STATEMENT OF COMMISSION FINANCES, FISCAL YEAR,  
 JULY 1, 1939 TO JUNE 30, 1940

APPROPRIATION ACCOUNT	Appropriation Allotments	Credits	Total Available for Expenditure	Expenditures	Unexpended Balance June 30, 1940
GENERAL FUND					
Salaries, Wages, and Fees.....	\$ 50,749.12	\$ 1,349.34	\$ 52,098.46	\$ 50,790.21	\$ 1,308.25
Office Expense .....	4,113.64	119.80	4,233.44	3,513.88	719.56
Travel .....	5,308.15	3.16	5,311.31	4,603.05	708.26
Equipment .....	430.17	.....	430.17	386.06	44.11
TOTAL.....	\$ 60,601.08	\$ 1,472.30	\$ 62,073.38	\$ 59,293.20	\$ 2,780.18
MOTOR TRANSPORT FUND					
Salaries, Wages, and Fees.....	\$ 11,031.67	\$ .....	\$ 11,031.67	\$ 10,946.67	\$ 85.00
Office Expense .....	224.34	92.91	317.25	238.10	79.15
Travel .....	3,745.85	.....	3,745.85	3,318.36	427.49
Equipment .....	300.00	.....	300.00	121.79	178.21
TOTAL.....	\$ 15,301.86	\$ 92.91	\$ 15,394.77	\$ 14,624.92	\$ 769.85
GRAND TOTAL, General Fund and Motor Transport Fund.....	\$ 75,902.94	\$ 1,565.21	\$ 77,468.15	\$ 73,918.12	\$ 3,550.03

## APPENDIX IV

## STATISTICS OF PUBLIC UTILITY OPERATIONS

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TABLE NO. 17  
 CLASS I AND CLASS II STEAM RAILROADS  
 RAILWAY OPERATING REVENUES, YEAR ENDED DECEMBER 31, 1939

NAME OF CARRIER	ENTIRE LINE					WITHIN STATE OF UTAH				
	Freight Revenues	Passenger Revenues	Other Operating Revenues	Total Ry. Operating Revenues	Total Ry. Operating Revenues	Freight Revenues	Passenger Revenues	Other Operating Revenues	Total Ry. Operating Revenues	Total Ry. Operating Revenues
Bingham and Garfield Ry. Co.	\$ 382,504	\$ 1,519,182	\$ 18,664	\$ 401,168	\$ 401,168	\$ 382,504	.....	\$ 18,664	\$ 401,168	401,168
Denver and Rio Grande W. RR. Co., The	22,237,756	1,316,101	25,073,039	25,073,039	9,743,071	8,948,307	867,136	367,136	9,743,071	9,743,071
Southern Pacific Company	129,616,429	22,148,104	22,237,129	174,001,362	5,434,478	4,443,298	571,039	420,141	5,434,478	5,434,478
Tooele Valley Ry. Co.	108,590	8,763	35,110	152,463	152,463	108,590	8,763	35,110	152,463	152,463
Uintah Railway Co.*	3,006	241	1,439	4,686	4,686	3,006	241	1,439	4,686	4,686
Utah Pacific RR. Co.	132,484,798	17,630,948	14,137,625	164,252,371	14,643,949	11,396,891	2,068,379	1,188,599	14,643,949	14,643,949
Utah Railway Company	421,112	.....	2,214	823,326	823,326	421,112	.....	2,214	823,326	823,326
Western Pacific RR. Co., The	15,870,744	640,197	379,048	16,689,989	2,059,186	1,958,066	85,502	45,398	2,059,186	2,059,186
<b>TOTAL</b>	<b>\$801,324,639</b>	<b>\$41,947,435</b>	<b>\$38,127,330</b>	<b>\$881,399,404</b>	<b>\$ 33,288,510</b>	<b>\$ 28,049,330</b>	<b>\$ 3,161,348</b>	<b>\$ 2,077,832</b>	<b>\$ 33,288,510</b>	<b>\$ 33,288,510</b>

\* For period Jan. 1 to May 17, 1939. Carrier discontinued operations on March 17, 1939.

TABLE NO. 18  
CLASS I AND CLASS II STEAM RAILROADS  
RAILWAY OPERATING EXPENSES, YEAR ENDED DECEMBER 31, 1939

NAME OF CARRIER	ENTIRE LINE									
	Mainten- ance of Way and Structures	Mainten- ance of Equipment	Traffic Expenses	Transpor- tation Rail Line	Miscel- laneous Opera- tions	General Expense	Transpor- tation for Investment Credit	Grand Total	Oper- ating Ratio <sup>1</sup>	
Bingham and Garfield Ry. Co.	\$ 57,624	\$ 82,192	\$ 21,089	\$ 97,664	\$	\$ 64,260	\$	\$ 322,829	80.47%	
Denver and Rio Grande W. RR., The	3,528,417	5,948,805	838,566	8,985,239	249,543	854,080	135,289	20,263,361	80.82%	
Southern Pacific Company	15,830,995	30,037,228	4,904,714	66,304,654*	3,869,320	6,300,917	13,584	127,284,244	73.15%	
Tooele Valley Ry. Co.	18,042	42,836	3,150	83,752		11,175		158,955	104.26%	
Utah Railway Co., The <sup>†</sup>	5,623	9,190	171	6,656		16,027		37,667	180.84%	
Union Pacific RR. Co.	18,546,352	30,195,782	4,970,557	55,229,218 <sup>†</sup>	3,609,699	5,307,681	701	117,858,588	71.75%	
Utah Railway Company	106,744	291,118	5,536	222,016		46,632		672,046	81.68%	
Western Pacific RR. Co., The	2,361,235	2,889,066	734,741	6,319,105	146,975	556,885	9,243	12,998,764	77.88%	
<b>TOTAL</b>	<b>\$40,455,032</b>	<b>\$69,546,217</b>	<b>\$11,478,524</b>	<b>\$137,248,304</b>	<b>\$ 7,869,537</b>	<b>\$13,157,657</b>	<b>\$ 158,817</b>	<b>\$279,596,454</b>	<b>73.31%</b>	
	WITHIN STATE OF UTAH									
Bingham and Garfield Ry. Co.	\$ 57,624	\$ 82,192	\$ 21,089	\$ 97,664	\$	\$ 64,260	\$	\$ 322,829	80.47%	
Denver and Rio Grande W. RR. Co., The	1,149,241	2,305,238	307,370	3,451,239	70,981	324,688	37,706	7,571,051	77.71%	
Southern Pacific Company	358,412	659,221	107,395	1,400,926	88,608	139,860	311	2,754,111	50.68%	
Tooele Valley Ry. Co.	18,042	42,836	3,150	83,752		11,175		158,955	104.26%	
Utah Railway Co., The <sup>†</sup>	876	1,432	27	1,037		2,497		5,869	675.37%	
Union Pacific RR. Co.	1,880,600	3,061,852	504,015	5,595,213	366,023	538,199	71	11,949,831	81.60%	
Utah Railway Company	106,744	291,118	5,536	222,016		46,632		672,046	81.68%	
Western Pacific RR. Co., The	262,599	346,688	88,170	758,294	17,635	66,824	1,109	1,539,102	73.67%	
<b>Total</b>	<b>\$ 3,634,138</b>	<b>\$ 6,790,577</b>	<b>\$ 1,036,752</b>	<b>\$ 11,614,141</b>	<b>\$ 543,248</b>	<b>\$ 1,194,135</b>	<b>\$ 39,197</b>	<b>\$ 24,973,794</b>	<b>75.02%</b>	

<sup>1</sup> Ratio of operating expenses to operating revenues.

\* Includes \$5,128,761 transportation water line expenses.

† Includes \$10,153 transportation water line expenses.

‡ For period Jan. 1 to May 17, 1939. Carrier discontinued operations on May 17, 1939.

TABLE NO. 19  
 CLASS I AND CLASS II STEAM RAILROADS  
 STATISTICS OF RAIL LINE OPERATIONS WITHIN STATE OF UTAH,  
 YEAR ENDED DECEMBER 31, 1939

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.	34.24	34.24	32,063	104,732	428,839	1,888,574	129,760
Denver and Rio Grande Western RR. Co., The	2,556.30	1,837,827	1,837,827	2,963,868	63,468,289	5,880,914	276,924
Southern Pacific Company	8,656.16	259.53	721,894	745,085	39,050,844	3,912,617	175,222
Tooele Valley Ry. Co.	9.42	9.42	36,591	66,183	188,844	501,255	69
Utah Railway Co., The*	68.46	17.72	534	534	2,691	522	69
Utah Pacific RR. Co.	9,900.75	888.48	3,921,959	5,615,217	108,988,100	8,806,631	693,805
Utah Railway Company	111.10	111.10	71,024	146,609	3,415,885	842,839	46,850
Western Pacific RR. Co., The	1,207.51	143.72	389,175	472,893	17,296,952	2,059,745	46,850
TOTAL	22,548.94	2,152.03	7,011,067	10,015,121	232,839,144	23,392,597	1,322,730

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.	11,815,858	.....	\$ .28	\$ .03237	\$ 3.30	\$ .01397	\$ 75,291
Denver and Rio Grande Western RR. Co., The	969,597,000	30,608,564	1.52	.00923	2.06	.01866	744,725
Southern Pacific Company	452,528,146	30,603,789	1.14	.00982	2.06	.01866	324,386
Tooele Valley Ry. Co.	3,454,319	876,110	.22	.03144	.05	.01000	8,526
Utah Railway Co., The*	6,164	569	1.06	.08955	.54	.06503	1,481
Utah Pacific RR. Co.	1,093,103,191	124,313,961	1.29	.01042	2.98	.01664	1,285,119
Utah Railway Company	75,136,874	.....	1.97	.01093	.....	.....	93,402
Western Pacific RR. Co., The	242,984,526	5,656,280	.95	.00806	1.82	.01512	84,940
TOTAL	2,848,625,578	192,059,273	\$ 1.20	\$ .00985	\$ 2.39	\$ .01646	\$ 2,617,840

\* For period Jan. 1 to May 17, 1939. Carrier discontinued operations on May 17, 1939.

TABLE NO. 20  
**CLASS I AND CLASS II STEAM RAILROADS\***  
**REVENUE FREIGHT CARRIED WITHIN THE STATE OF UTAH DURING THE YEAR 1939**

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 lbs.)	No. of Carloads	No. of Tons (2,000 lbs.)	No. of Carloads	No. of Tons (2,000 lbs.)	No. of Carloads	No. of Tons (2,000 lbs.)
Products of Agriculture.....	18,445	641,802	128,677	2,205,135	138,636	2,386,346	18,219	699,171
Animals and Products.....	11,209	133,125	14,850	244,991	19,781	301,459	5,628	72,032
Products of Mines.....	98,681	5,069,214	44,722	2,378,719	126,362	6,550,897	85,203	4,763,392
Products of Forests.....	89	2,545	67,232	1,887,548	67,288	1,888,964	3,854	110,482
Manufactures, and Miscellaneous.....	29,207	1,128,344	110,167	2,830,132	123,581	3,378,767	23,855	679,268
Trans-State Traffic Not Subdivided by Commodities†			287,267	6,756,076	319,948	8,770,698		
Grand Total Carload Freight.....	157,631	6,974,530	632,915	16,302,601	790,546	23,277,131	136,859	6,324,345
L. C. L. Freight.....		42,295		73,171		115,466		46,526
Grand Total, Carload and L. C. L. Freight.....		7,016,825		16,375,772		23,392,597		6,370,871

\* Includes Bingham and Garfield Ry Co., The Denver and Rio Grande Western RR. Co., Southern Pacific Co., Tooele Valley Ry. Co., The Uintah Ry. Co., Union Pacific RR. Co. (including its leased lines), Utah Railway Co., and The Western Pacific RR. Co.

† Trans-state carload and L. C. L. shipments on Union Pacific RR. Co.

**TABLE NO. 21**  
**CLASS III STEAM RAILROADS**  
**OPERATIONS WITHIN STATE OF UTAH**  
**YEAR ENDED DECEMBER 31, 1939**

	Carbon County Railway Company	Deep Creek Railroad Company
<b>Operating Revenues:</b>		
Freight Revenues .....	\$ 71,549	\$ 1,043
Other Operating Revenues.....		391
Total Operating Revenues.....	\$ 71,549	\$ 1,434
<b>Operating Expenses:</b>		
Maintenance of Way Structures.....	5,294	3,049
Maintenance of Equipment .....	2,250	1,276
Traffic Expenses .....	455	243
Transportation—Rail Line .....	12,889	3,560
General .....	5,878	741
Total Operating Expenses.....	\$ 26,766	\$ 8,869
Net Revenue from Railway Operations.....	44,783	7,435R
Railway Tax Accruals .....	7,199	939
Railway Operating Income.....	\$ 37,584	\$ 8,374R
Rents Payable .....	18,333	356
Net Railway Operating Income.....	\$ 19,251	\$ 8,730R
Other Income .....	21	12
Income Available for Fixed Charges.....	\$ 19,272	\$ 8,718R
Fixed Charges .....	14,958	3,242
Net Income .....	\$ 4,314	\$ 11,960R
<b>MISCELLANEOUS STATISTICS</b>		
Average Mileage of Road Operated.....	4.72	45.67
<b>Tons of Revenue Freight Carried:</b>		
Products of Agriculture .....		98
Animals and Products .....		180
Products of Mines.....	345,326	
Products of Forests.....	143	
Manufactures and Miscellaneous.....	2,767	
All L. C. L. Freight.....	137	23
Total Tons Revenue Freight Carried	348,373	301
Revenue Passengers Carried.....		33
Train Miles .....	2,370	2,700
Locomotive Miles .....	2,370	3,060
Car Miles .....	45,746	6,030
Operating Ratio (Ratio of operating expenses to operating revenues) .....	37.41%	618.48%

R Denotes red figure.



TABLE NO. 22  
ELECTRIC INTERURBAN RAILROADS  
OPERATIONS WITHIN STATE OF UTAH, YEAR ENDED DECEMBER 31, 1939

NAME OF CARRIER	OPERATING REVENUES					MISCELLANEOUS STATISTICS				
	Freight Revenues	Passenger Revenues	Other Operating Revenues	Total Operating Revenues	Total	Road and Equipment End of Yr.	Accrued Depr. Road and Equip. End of Yr.	Total Long Term Debt End of Year	Capital Stock End of Year	
Bamberger Electric RR. Co. (1)	\$ 121,136	\$ 50,017	\$ 12,616	\$ 183,769	\$	\$ 1,027,557	\$ 21,595	\$ 703,250	\$ 725,234	
Bamberger RR. Co. (2)	158,804	56,667	13,488	228,959		632,475	51,417	401,446	209,000	
Salt Lake & Utah RR. Corp., The	358,523	70,577	30,166	459,268		1,570,150	786,199	51,000	750,000	
Salt Lake, Garfield & Western Ry. Co.	82,418	27,845	611	110,674		5,650,371	439,042	1,999,500	3,522,131	
Utah Idaho Central RR. Co., The (3)	364,611	57,114	60,017	481,742						
<b>TOTAL</b>	<b>\$1,085,494</b>	<b>\$ 262,020</b>	<b>\$ 116,898</b>	<b>\$1,464,412</b>		<b>\$8,880,553</b>	<b>\$1,243,253</b>	<b>\$3,155,196</b>	<b>\$5,206,365</b>	

NAME OF CARRIER	OPERATING EXPENSES					Total Operating Expenses
	Way and Structures	Equipment	Power	Conducting Transportation	Traffic	
Bamberger Electric RR. Co. (1)	\$ 42,452	\$ 13,058	\$ 25,114	\$ 26,981	\$ 6,320	\$ 133,936
Bamberger RR. Co. (2)	65,941	22,102	26,094	28,240	7,478	210,676
Salt Lake & Utah RR. Corp., The	50,924	44,903	55,924	91,559	15,542	368,868
Salt Lake, Garfield & Western Ry. Co.	12,514	12,658	12,963	13,565	2,510	63,137
Utah Idaho Central RR. Co., The (3)	108,800	43,351	63,524	122,144	10,561	425,542
<b>TOTAL</b>	<b>\$ 280,631</b>	<b>\$ 136,072</b>	<b>\$ 183,619</b>	<b>\$ 282,489</b>	<b>\$ 42,411</b>	<b>\$ 1,261,559</b>

(1) For six months period ended June 30, 1939.

(2) For six months period ended December 31, 1939.

(3) Covers operations under receivership both prior and subsequent to public sale of properties which sale was confirmed on November 30, 1939 by the United States District Court.

TABLE NO. 23  
ELECTRIC INTERURBAN RAILROADS—OPERATIONS WITHIN STATE OF UTAH  
MILEAGE, TRAFFIC, AND MISCELLANEOUS STATISTICS  
YEAR ENDED DECEMBER 31, 1939

NAME OF CARRIER	Miles of Road Operated		Tons Revenue Freight Transported	Revenue Passengers Carried	Average Fare Per Passenger	Total Car Mileage	Total Hours
	Entire Line	Utah					
Bamberger Electric RR. Co. (1)	{ 36.90	{ 36.90	101,434	208,837	\$ 23950	422,697	31,851
Bamberger RR. Co. (2)	{	{	129,311	241,916	23,024	459,865	37,353
Salt Lake & Utah RR. Corp., The (3)	76.12	76.12	330,621	210,514	26939	1,069,723	103,898
Salt Lake & Utah RR. Corp., The (4)	{	{	34,532	40,102	34582	1,075,708	4,829
Salt Lake, Garfield & Western Ry. Co.	16.31	16.31	54,018	443,062	.06238	1,284,238	5,733
Utah Idaho Central RR. Co., The (5)	120.67	113.89	294,789	195,408	.14822	1,370,573	69,424
Utah Idaho Central RR. Co., The (6)	{	{	907,173	215,643	.13076	214,742	10,432
TOTAL.....	250.00	243.22	907,173	1,553,482	\$ .16867	3,810,346	263,020

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. (1)	\$ .43475	\$ 5.76964	\$ .45738	\$ 6.07001	105.21%	{	\$ 74,061
Bamberger RR. Co. (2)	.49918	6.12959	.41220	5.06147	92.01	{	74,061
Salt Lake & Utah RR. Corp., The (3)	.41677	4.31602	.33306	3.44243	79.91	{	142
Salt Lake & Utah RR. Corp., The (4)	.09517	2.37180	.10766	3.24839	113.11	{	137
Salt Lake, Garfield & Western Ry. Co.	.85635	19.30471	.41115	11.01296	87.95	{	29
Utah Idaho Central RR. Co., The (5)	.33111	6.53674	.29079	5.74078	87.82	{	28,817
Utah Idaho Central RR. Co., The (6)	.13009	2.67782	.12570	2.58761	96.63	{	204,703
TOTAL.....	\$ .38433	\$ 5.56768	\$ .33109	\$ 4.79644	86.15%	453	\$ 557,757

(1) For six months period ended June 30, 1939.  
 (2) For six months period ended December 31, 1939.  
 (3) Rail line operations.  
 (4) Motor bus operations.  
 (5) Rail line operations in Utah and Idaho.  
 (6) Motor bus operations in Utah and Idaho (See also Note (3), Table No. 22.)

TABLE NO. 24  
 URBAN PASSENGER CARRIERS—OPERATIONS WITHIN STATE OF UTAH  
 YEAR ENDED DECEMBER 31, 1939

	Airway Motor Coach Lines Inc.*	Ogden Transit Company	Utah Idaho Central RR. Co., The†	Utah Light & Traction Co.‡	Total
Passenger Revenues.....	\$ 19,816	\$ 151,108	\$ 7,920	\$ 1,100,533	\$ 1,279,377
Other Operating Revenues.....	421	1,086		11,422	12,879
Total Operating Revenues.....	\$ 20,237	\$ 152,144	\$ 7,920	\$ 1,111,955	\$ 1,292,256
Operating Expenses.....	17,851	108,956	6,500	935,068	1,068,375
Depreciation.....	3,192	11,225	605	99,880	114,802
Taxes.....	940	14,515	747	86,858	103,060
Total Operating Deductions.....	\$ 21,983	\$ 134,696	\$ 7,852	\$ 1,106,784	\$ 1,271,315
Operating Income.....	\$ 1,746R	\$ 17,448	\$ 68	\$ 5,171	\$ 20,941
Non-Operating Income.....		3		614,291	614,294
Gross Income.....	\$ 1,746R	\$ 17,451	\$ 68	\$ 619,462	\$ 635,235
Interest and Other Income Deductions.....	467	4,386		623,352	628,205
Net Income.....	\$ 2,213R	\$ 13,065	\$ 68	\$ 3,890R	\$ 7,030
MILEAGE, TRAFFIC, AND MISCELLANEOUS STATISTICS					
One way route miles operated.....	45,70	19,26	9,55	201,52	276,03
Revenue passengers carried.....	279,993	3,185,912	164,344	15,746,163	19,376,412
Free transfer passenger carried.....		335,713		2,292,303	2,628,016
Total passengers carried.....	279,993	3,521,625	164,344	18,038,466	22,004,428
Average fare, revenue passengers.....	\$ .07077	\$ .04743	\$ .04819	\$ .06989	\$ .06803
Average fare, revenue and transfer passengers.....	\$ .07077	\$ .04291	\$ .04819	\$ .06101	\$ .05814
Revenue vehicle mileage.....	187,193	849,858	51,040	4,889,214	5,926,805
Revenue vehicle hours.....	13,384	76,311	4,892	404,039	498,576
Operating revenue per vehicle mile.....	\$ .10811	\$ .17913	\$ .15517	\$ .22978	\$ .21804
Operating revenue per vehicle hour.....	\$ 1.51770	\$ 1.99374	\$ 1.61897	\$ 2.75210	\$ 2.59189
Operating expenses and depreciation per vehicle mile.....	\$ .11241	\$ .14150	\$ .13920	\$ .21076	\$ .19711
Operating expenses and depreciation per vehicle hour.....	\$ 1.57815	\$ 1.57488	\$ 1.45237	\$ 2.52433	\$ 2.34318

\* Motor bus operation.

† Motor bus operation in Logan City.

‡ Street railway electric coach, and motor bus operation.

R Denotes red figure.

TABLE NO. 25  
**UTAH POWER & LIGHT COMPANY**  
**SYSTEM INCOME STATEMENT**  
**YEAR ENDED DECEMBER 31, 1939**

ITEM	Total Operations	Electric Operations	Steam Heat Operations
<b>Operating Income:</b>			
Operating Revenues .....	\$11,815,671	\$11,718,538	\$ 97,133
Operating Expenses .....	4,822,855	4,718,678	104,177
Depreciation .....	1,020,000	1,000,000	20,000
Taxes .....	1,994,601	1,974,029	20,572
Total Operating			
Revenue Deductions .....	\$ 7,837,456	\$ 7,692,707	\$144,749
Net Operating Revenues .....	3,978,215	4,025,831	47,616R
Rent for Lease of Utility Plant	614,291		
Utility Operating Income.....	\$ 3,363,924		
<b>Other Income:</b>			
Income from Mdse., Jobbing and Contract Work.....	2,176		
Revenue from Lease of Other Physical Property .....	4,280		
Interest Revenues .....	197,285		
Misc. Non-Operating Revenues	90		
Non-Operating Rev. Deductions	756		
Total Other Income.....	\$ 203,075		
Gross Income .....	3,566,999		
<b>Income Deductions:</b>			
Interest on Long Term Debt.....	1,977,782		
Amortization of Debt Discount and Expense .....	158,118		
Taxes Assumed on Interest.....	4,404		
Other Interest Charges.....	14,400		
Misc. Income Deductions.....	9,868		
Total Income Deductions.....	\$ 2,164,572		
Balance Transferred to Surplus....	\$ 1,402,427		

R Denotes red figure.

TABLE NO. 26  
ELECTRIC UTILITIES—CLASSES B, C, D, E, AND F—OPERATIONS IN STATE OF UTAH  
INCOME STATEMENTS, YEAR ENDED DECEMBER 31, 1939

ITEM	Big Springs Power Company	Escalante Light & Power Company	Goshen Electric Company	Leland Electric Light & Telephone Company	No. Logan Telephone & Electric Light Company	Orderville Power & Light Co.	Peoples Light & Power Company
Sales of Electricity.....	\$ 25,703	\$ 2,035	\$ 4,095	\$ 2,303	\$ 2,295	\$ 3,226	\$ 9,634
Other Operating Revenues.....	82				780*		397
Total Operating Revenues.....	\$ 25,785	\$ 2,035	\$ 4,095	\$ 2,303	\$ 3,075	\$ 3,226	\$ 10,035
Operating Expenses.....	8,296	3,599	3,789	2,056	2,290	3,281	9,734
Depreciation.....	4,588						
Taxes.....	3,756	89	223	199	283	235	784
Total Revenue Deductions.....	\$ 16,640	\$ 3,688	\$ 4,012	\$ 2,255	\$ 2,573	\$ 3,516	\$ 10,518
Operating Income.....	\$ 9,145	\$ 1,653R	\$ 83	\$ 48	\$ 502	\$ 290R	\$ 483R
Miscellaneous Income.....	68				62		
Gross Income.....	\$ 9,213	\$ 1,653R	\$ 83	\$ 48	\$ 564	\$ 290R	\$ 483R
Interest on Long Term Debt.....	4,924						
Misc. Interest Deductions.....	294						
Amortization of Debt Disc. and Expense.....							
Miscellaneous Deductions.....							
Total Deductions from Gross Income.....	\$ 5,218	\$	\$	\$	\$	\$ 448	\$
Net Income.....	\$ 3,995	\$ 1,653R	\$ 83	\$ 48	\$ 564	\$ 738R	\$ 483R

\* Includes telephone revenues of \$737.

R Denotes red figure.

TABLE NO. 26  
ELECTRIC UTILITIES—CLASSES B, C, D, E, AND F—OPERATIONS IN STATE OF UTAH  
INCOME STATEMENTS, YEAR ENDED DECEMBER 31, 1939  
(Continued)

ITEM	Southern Utah Power Company	Swan Creek Power Company	Telluride Power Company	Utah Power & Light Company	Western States Utilities Company	Total
Sales of Electricity.....	\$ 256,645	\$ 14,834	\$ 250,707	\$ 56,155	\$ 6,072	\$ 733,708
Other Operating Revenues.....	2,799	.....	8,338	765	17	13,178
Total Operating Revenues.....	\$ 259,444	\$ 14,834	\$ 359,045	\$ 56,920	\$ 6,089	\$ 746,886
Operating Expenses.....	119,034	10,873	172,075	18,229	5,057	358,313
Depreciation.....	33,944	.....	36,073	11,100	876	86,381
Taxes.....	37,923	1,431	56,156	10,406	593	112,083
Total Revenue Deductions.....	\$ 190,906	\$ 12,304	\$ 264,304	\$ 39,735	\$ 6,326	\$ 556,777
Operating Income.....	\$ 68,538	\$ 2,530	\$ 94,741	\$ 17,185	\$ 237R	\$ 190,109
Miscellaneous Income.....	136	.....	8,823	3,171	52,299*	64,559
Gross Income.....	\$ 68,674	\$ 2,530	\$ 103,564	\$ 20,356	\$ 52,062*	\$ 254,668
Interest Long Term Debt.....	37,399	.....	39,780	6,720	20,080*	108,903
Misc. Interest Debts.....	1,102	.....	886	2,599	3,373*	8,702
Amortization of Debt Disc. and Expense.....	4,204	.....	210	.....	.....	4,414
Miscellaneous Deductions.....	355	.....	1,632	.....	279*	2,266
Total Deductions from Gross Income.....	\$ 43,060	\$ .....	\$ 42,508	\$ 9,319	\$ 23,732*	\$ 124,285
Net Income.....	\$ 25,614	\$ 2,530	\$ 61,056	\$ 11,087	\$ 28,330*	\$ 130,383

\* System figures.  
R Denotes red figure.

TABLE NO. 27  
ELECTRIC UTILITIES—KILOWATT-HOUR STATISTICS  
YEAR ENDED DECEMBER 31, 1939

NAME OF COMPANY	ENERGY GENERATED, PURCHASED, AND INTERCHANGED						Total (KW-Hrs.)
	Steam (KW-Hrs.)	Hydro (KW-Hrs.)	Internal Combustion (KW-Hrs.)	Total Generation (KW-Hrs.)	Purchases (KW-Hrs.)	Interchanges In (Gross) (KW-Hrs.)	
Big Springs Power Company.....		1,048,020	10,000	1,048,020		118,100	1,166,120
Escalante Light & Power Company.....		15,000		25,000			25,000
Leland Electric Light & Tel. Co.....					39,410		39,410
North Logan Tel. and Electric Light Co.....					53,074		53,074
Southern Utah Power Company.....		8,433,880	2,260,167	10,694,047	1,150,800	478,920	12,323,767
Swan Creek Electric Company.....		564,600		564,600			564,600
Telluride Power Company.....		13,066,962	46,130	13,113,092	1,692,000	1,710,220	16,515,312
Utah Power & Light Company.....	147,789,450	1,719,345		1,719,345			1,719,345
Utah Power & Light Company*.....		357,970,637	337,903	506,097,990	9,980,109	434,567,700	950,645,799
Western States Utilities Company.....					103,156		103,156
TOTAL.....	147,789,450	382,818,444	2,664,200	533,262,094	13,018,549	436,874,940	983,155,583

NAME OF COMPANY	DISPOSITION OF ENERGY				Total (KW-Hrs.)
	Sales (KW-Hrs.)	Interchanges Out (Gross) (KW-Hrs.)	Furnished Without Charge (KW-Hrs.)	Used by Company (KW-Hrs.)	
Big Springs Power Company.....	650,310	406,900	17,320	9,200	1,166,120
Escalante Light & Power Company.....	20,000				25,000
Leland Electric Light & Tel. Co.....	31,200				39,410
North Logan Tel. and Electric Light Co.....	39,700				53,074
Southern Utah Power Company.....	8,463,166	1,009,000	392,100	110,982	12,323,767
Swan Creek Electric Company.....	396,620		36,560		564,600
Telluride Power Company.....	11,987,143	597,020	5,087	220,406	16,515,312
Utah Power & Light Company.....	1,055,339				1,719,345
Utah Power & Light Company*.....	779,563,995	10,148,100	1,906,555	4,760,511	950,645,799
Western States Utilities Company.....	84,171				103,156
TOTAL.....	802,291,644	12,161,020	2,357,622	5,101,099	983,155,583

\* System figures.

Note: Goshel Electric Co., Orderville Power & Light Co., and Peoples Light & Power Co. or omitted from above table due to lack of necessary data.

TABLE NO. 28  
ELECTRIC UTILITIES—CUSTOMERS AND KILOWATT HOUR CONSUMPTION  
YEAR ENDED DECEMBER 31, 1939

NAME OF COMPANY	Number of Customers at December 31, 1939				Kilowatt Hour Consumption During Year			
	Residen- tial or Domestic	Commerc'l and Industrial	Municipal and Others	Total Number of Customers	Residen- tial or Domestic	Commerc'l and Industrial	Municipal and Others	Total Kilowatt Hr. Con- sumption
Big Springs Power Company.....	553	38	6	597	143,080	168,530	338,700	650,310
Escalante Light & Power Company.....	120	.....	.....	120	20,000	.....	.....	20,000
Goshen Electric Company.....	149	11	1	161	.....	.....	.....	.....
Leland Electric Light & Tel. Co.....	66	.....	.....	66	31,200	.....	.....	31,200
North Logan Tel. and Electric Light Co.....	78	.....	.....	78	39,700	.....	.....	39,700
Orderville Power & Light Co.....	76	4	1	81	.....	.....	.....	.....
Peoples Light & Power Company.....	495	30	8	533	2,714,709	5,489,592	258,865	8,463,166
Southern Utah Power Company.....	3,038*	644*	12*	3,694*	( 232,520	.....	.....	232,520
Swain Creek Electric Company.....	384	25	1	410	2,822,017	4,456,735	4,708,391	11,987,143
Telluride Power Company.....	5,077*	819*	102*	5,998*	312,000	488,000	255,339	1,055,339
Utah Power & Light Company.....	96,716*	319*	14*	1,105*	109,548,890	626,155,643	43,859,462	779,563,995
Western States Utilities Company.....	133	12,032*	284*	109,032*	52,796	31,375	.....	84,171
TOTAL.....	107,658	13,929	429	122,016	115,916,912	636,789,875	49,420,757	802,127,544

† Not available.  
\* Average number of customers per month.  
‡ System figures.



**TABLE NO. 29**  
**GAS UTILITIES**  
**OPERATIONS IN STATE OF UTAH**  
**YEAR ENDED DECEMBER 31, 1939**

	Mountain Fuel Supply Company*	Utah Gas Company
Sale of Gas.....	\$ 2,996,657	\$ 21,246
Other Operating Revenues .....	111,059	16R
Total Operating Revenue .....	\$ 3,107,716	\$ 21,230
Operating Expenses .....	996,147	11,141
Depreciation and Depletion.....	765,659	5,203
Taxes .....	469,408	2,387
Total Revenue Deductions.....	\$ 2,231,214	\$ 18,731
Operating Income .....	876,502	2,499
Total Miscellaneous Income (Net).....	29,887	235
Gross Corporate Income.....	\$ 906,389	\$ 2,734
Interest and Other Deductions.....	4,334	
Net Income .....	\$ 902,055	\$ 2,734

**MISCELLANEOUS STATISTICS**

Number of Customers, End of Year:		
Domestic and Commercial.....	27,043	221
Industrial .....	831	1
Others .....	1	15
Total .....	27,875	237
M Cubic Feet of Gas Sold:		
Domestic and Commercial.....	2,500,211	36,087
Industrial .....	11,268,732	4,575
Others .....	4,167	5,148
Total .....	13,773,110	45,810
Average B.T.U. per Cubic Foot:		
Natural Gas .....	1,010	890
Manufactured Gas.....	586	
Transmission Mains, End of Year (Miles)....	531.10	11.15
Distribution Mains, End of Year (Miles).....	741.90	6.97

\* System operations in Utah, Wyoming, and Colorado.  
R Denotes red figure.

TABLE NO. 30  
**THE MOUNTAIN STATES TELEPHONE AND  
 TELEGRAPH COMPANY**  
**OPERATIONS IN STATE OF UTAH**  
**YEAR ENDED DECEMBER 31, 1939**

<b>Operating Revenues:</b>	
Local Service Revenues .....	\$ 2,668,870
Toll Service Revenues .....	1,030,791
Miscellaneous Revenues .....	129,049
Uncollectible Revenues—Dr. ....	8,376
Total Operating Revenue.....	\$ 3,820,334
<b>Operating Expenses and Deductions:</b>	
Maintenance Expenses .....	624,767
Depreciation and Amortization Expenses.....	510,267
Traffic Expenses .....	832,417
Commercial Expenses .....	341,148
General Office Salaries and Expenses.....	179,389
Other Operating Expenses .....	152,883
Operating Taxes .....	510,019
Total Operating Expenses and Deductions.....	\$ 3,150,890
Net Operating Income.....	\$ 669,444

**PLANT AND OPERATING STATISTICS**

<b>Stations as of December 31, 1939:</b>	
Main Telephones .....	58,192
Private Branch Exchange Telephones.....	11,750
Extension Telephones .....	7,447
Total Company Stations .....	77,389
<b>Average Number of Calls Originating on Company's Lines:</b>	
Local calls per month.....	14,144,418
Toll calls per month.....	301,836
Local calls per telephone per month.....	181.81
Toll Calls per telephone per month.....	3.88
<b>Number of Central Offices:</b>	
Magneto—manual .....	12
Common battery—manual .....	34
Dial (automatic) system.....	9
Total Number of Central Offices.....	55
<b>Plant Mileage (Owned Mileage):</b>	
Miles of Pole line.....	4,066
Miles of wire in cable.....	252,808
Miles of aerial wire.....	27,514
Miles of underground conduit (single duct).....	314
Miles of carrier channel .....	3,001
Miles of phantom circuit.....	2,937

TABLE NO. 31  
**INDEPENDENT TELEPHONE UTILITIES—OPERATIONS IN STATE OF UTAH**  
**YEAR ENDED DECEMBER 31, 1939**

NAME OF COMPANY	Total Operating Revenues	Total Operating Deductions	Operating Income	Miscellaneous Income	Interest and Other Deductions	Net Income	Subscribers at End of Year
Bear River Valley Telephone Co.....	\$ 13,724	\$ 12,845	879	\$ .....	\$ 1,282	\$ 403R	487
Big Springs Power Company.....	875	1,012	137R	.....	176	313R	40
Eastern San Juan Telephone Co.....	115	54	65	.....	77	12R	8
Fairview Telephone Company.....	1,828	1,828	.....	.....	.....	.....	108
Gunnison Telephone Company.....	5,073	5,196	123R	196	.....	73	232
Kamas-Woodland Telephone Co.....	3,818	3,815	3	.....	.....	3	101
Manti Telephone Company.....	7,683	5,622	2,061	.....	.....	2,061	379
Millard County Telegraph and Telephone Company.....	15,686	13,262	2,424	.....	2,530	106R	191
Moroni Telephone Company.....	22,850	22,361	489	1,882	.....	2,371	364
North Logan Telephone & Electric Light Co.*	1,865	1,818	47	.....	.....	47	69
Park Valley-Rosette Telephone Co.....	151	126	25	.....	.....	25	28
Utah-Wyoming Ind. Telephone Co.....	2,845	3,192	347R	.....	.....	347R	51
<b>TOTAL.....</b>	<b>\$ 76,513</b>	<b>\$ 71,127</b>	<b>\$ 5,386</b>	<b>\$ 2,078</b>	<b>\$ 4,065</b>	<b>\$ 3,399</b>	<b>2,078</b>

\* Operating figures included with electric utilities.

TABLE NO. 32  
 WATER UTILITIES—OPERATIONS WITHIN THE STATE OF UTAH  
 YEAR ENDED DECEMBER 31, 1939

NAME OF COMPANY	Total Operating Revenues	Total Operating Deductions	Operating Income	Miscellaneous Income	Interest and Other Deductions	Net Income	No. of Customers End of Year
Birch Creek Canyon Water Co.....	\$ 1,212	\$ 1,272	\$ 60R	\$ .....	\$ 77	\$ 137R	150
Echo Water System Co.....	539	338	201	.....	24	177	29
Hendee Pipe Line Co.....	269	549	280R	.....	.....	280R	70
Mannah Mining Company.....	2,279	3,415	1,136R	.....	.....	1,136R	119
Miller Ditch Company.....	2,100	1,321	779	.....	220	559	114
Ogden Water Company.....	1,278	1,833	555R	.....	341	896R	68
Pleasant Green Water Company.....	14,133	10,947	3,186	421	112	3,495	840
Riverton Pipe Line Company.....	8,116	6,231	1,885	515	831	1,519	270
St. Joseph Water & Irrigation Co.....	1,440	1,587	147R	.....	.....	147R	34
Union & Jordan Irrigation Co.....	12,098	8,325	3,773	.....	.....	3,773	338
<b>Total.....</b>	<b>\$ 43,464</b>	<b>\$ 35,868</b>	<b>\$ 7,596</b>	<b>\$ 936</b>	<b>\$ 1,605</b>	<b>\$ 6,327</b>	<b>2,032</b>

R Denotes red figure.

TABLE NO. 33  
**CLASS I MOTOR CARRIERS OPERATING IN UTAH—ENTIRE LINE OPERATIONS**  
**YEAR ENDED DECEMBER 31, 1939**

NAME OF CARRIER	Total Operating Revenues	Total Operating Deductions	Carrier Operating Income	Other Income	Interest and Other Deductions	Net Income	Tons Freight Carried	Passengers Carried	Total Miles Operated
Arrowhead Freight Lines, Ltd.	\$ 183,428	\$ 183,392	\$ 36	\$ .....	\$ .....	\$ 36	6,286	.....	904,800
Burlington Transportation Co.	2,549,440	2,716,436	166,996R	158,283	722	9,435R	93,971	396,514	15,163,533
Colorado Western Express	161,542	151,300	10,242	.....	3,838	6,404	9,742	.....	787,520
Convey Freight Lines	798,782	785,172	13,610	30	6,204	7,416	43,599	.....	2,591,651
Denver-Salt Lake Pac. Stages, Inc.	91,923	91,454	469	.....	114	355	.....	33,719	613,514
Garrett Freightways, Inc.	817,572	720,116	97,456	16,927	27,635	86,748	50,084	.....	2,690,042
Interstate Motor Lines, Inc.	388,350	339,430	48,920	4,557	12,298	37,188	25,086	.....	1,046,920
Interstate Transit Lines	3,526,927	2,926,252	600,675	21,214	125,508	496,339	.....	2,257,331	13,137,143
Orange Transportation Co., Inc.	218,065	209,123	6,942	113	2,489	4,556	21,320	.....	591,367
Pacific Greyhound Lines	10,287,173	7,880,349	2,406,824	69,247	601,885	1,874,186	.....	10,163,598	37,343,813
Pac. Intermountain Express, Inc.	189,565	165,370	4,195	.....	1,822	2,373	8,651	.....	597,186
Pac. Inter. Express of Colo., Inc.	188,293	129,618	18,675	319	3,364	15,630	7,708	.....	440,573
Pio Grande Motorway, Inc.	717,613	741,716	24,103R	174	2,624	26,553R	33,693	167,569	4,118,853
Salt Lake Transfer Company	187,421	165,587	21,834	2,061	8,291	15,604	7,216	.....	281,044
Santa Fe Trail Transp. Co.	4,103,037	4,268,241	165,204R	13,846	111,210	262,868R	106,236	1,872,525	21,928,598
Stanton, J. J.	174,669	138,929	35,740	4,636	9,977	30,399	23,736	.....	594,070
Taylor, I. A.	51,789	52,470	35,681R	.....	264	945R	2,088	.....	269,720
Truckaway Corporation	481,468	451,099	30,889	10,646	7,610	33,416	.....	.....	.....
Union Pacific Stages, Inc.	1,416,789	1,175,471	241,328	4,205	244,059	1,474	.....	885,776	5,479,438
Utah Parks Company	178,087	100,323	77,764	77,533R	.....	69R	.....	9,180	286,081
Western Auto Transportation, Inc.	297,320	290,310	7,010	3,208	2,298	7,920	.....	.....	.....
<b>TOTAL</b>	<b>\$ 26,947,272</b>	<b>\$ 23,682,158</b>	<b>\$ 3,265,114</b>	<b>\$227,333</b>	<b>\$1,172,223</b>	<b>\$2,320,224</b>	<b>439,336</b>	<b>16,826,207</b>	<b>108,610,872</b>

\* Not available.

R Denotes red figure.

TABLE NO. 34  
**CLASS II MOTOR CARRIERS OPERATING IN UTAH—ENTIRE LINE OPERATIONS**  
**YEAR ENDED DECEMBER 31, 1939**

NAME OF CARRIER	Total Operating Revenues	Total Operating Deductions	Carrier Operating Income	Other Income	Interest and Other Deductions	Net Income	Tons Freight Carried	Passengers Carried	Total Miles Operated
Ashworth, R. C.	\$ 28,565	30,631	2,068R	\$	137	2,203R	4,066	.....	193,315
Carbon Freight Line, Inc.	30,985	27,819	3,166	.....	.....	3,166	2,711	.....	38,230
Caine Motor Express Company	34,676	31,912	2,764	.....	.....	2,764	3,843	484	249,904
Fuller-Toppone Truck Co.	63,968	63,344	624	238	172	690	11,621	.....	218,074
Hadley Transfer & Stge. Co.	87,393	87,365	28	160	55	133	3,664*	.....	139,892*
Lewis Brothers Stages	87,941	31,010	6,931	.....	267	6,664	.....	12,233	226,550
Milne, Jos. J., Truck Line, Inc.	63,737	60,890	2,847	.....	326	2,521	6,502	.....	314,380
Molter's Moving & Stge. Co.	99,927	84,285	5,642	.....	.....	5,642	4,25*	.....	134,138*
Motor Express Co. of Wyo.	55,484	58,302	2,818R	.....	.....	2,818R	4,135	.....	272,960
Rapid Express, Inc.	36,358	36,833	475R	.....	61	536R	2,800	.....	345,440
Redman Van & Storage Co.	87,478	88,839	1,361R	2,247	.....	886	603*	.....	125,772*
Salt Lake-Ogden Transp. Co.	39,732	39,820	712	.....	.....	712	6,098	.....	70,012
Salt Lake Transportation Co.	147,021	131,620	15,401	897	.....	16,298	.....	66,501	193,789
Stearns Transportation Co.	60,245	60,297	52R	.....	1,748	1,800R	7,347	.....	211,763
Tri-State Motor Ways	32,699	34,335	1,636R	.....	.....	1,636R	3,763	.....	376,320
Utah-Arizona Freight Lines	15,225	15,974	749R	.....	320	1,069R	1,053	.....	98,700
Utah Central Truck Line	36,802	30,807	5,995	.....	144	5,851	4,866	876	140,244
Utah Transportation Co.	101,274	81,911	19,363	.....	267	19,096	5,237	.....	273,228
Wells, Inc.	164,901	139,539	5,362	10,337	2,216	13,483	127,239	.....	421,511
<b>TOTAL</b>	<b>\$1,164,415</b>	<b>\$ 1,104,733</b>	<b>\$ 59,682</b>	<b>\$ 13,879</b>	<b>\$ 5,713</b>	<b>\$ 67,848</b>	<b>195,973</b>	<b>80,094</b>	<b>4,134,222</b>

\* Exclusive of local drayage.

† Not available.

R Denotes red figure.

TABLE NO. 35  
**CLASS III COMMON MOTOR CARRIERS OPERATING IN UTAH IN INTRASTATE COMMERCE  
 YEAR ENDED DECEMBER 31, 1939**

NAME OF CARRIER	Total Operating Revenues	Total Operating Deductions	Carrier Operating Income	Interest and Other Deductions	Net Income	Tons Freight Carried	Passengers Carried	Total Miles Operated
Arrow Auto Line	\$ 9,239	\$ 8,918	\$ 321	\$ .....	\$ 321	1,900	280	47,300
Adult, J. W. and Son	638	190	448	.....	448	55	.....	2,350
Bamberger Transportation Co.	16,509	11,629	4,880	.....	4,880	.....	51,786	75,241
Barton, Alma Ross	7,895	3,763	3,832	160	3,672	96	.....	100,750
Barton Truck Line, Inc., The.	6,276	6,129	147	3	144	803	.....	27,928
Bear Lake Stages	897	695	202	.....	202	1	.....	20,720
Bingham Stage Lines Co.	10,819	10,680	139	.....	139	53	14,448	88,164
Black, Martin I.	234	154	80	.....	80	68	.....	4,568
B and O Transportation Co.	606	578	28	.....	28	511	.....	7,392
Brinkerhoff, J. D., Truck Line	1,472	1,214	258	.....	258	272	.....	16,200
Bronson, Guy E.	531	154	377	.....	377	81	.....	4,150
Camerson Truck Line	13,898	13,579	219	.....	219	733	.....	199,680
Campbell's Transfer & Storage	4,524	2,653	1,871	.....	1,871	400	.....	15,500
Carter and Olague	4,383	3,978	405	.....	405	704	.....	41,474
Chamberlain, John	2,603	2,035	568	.....	568	540	.....	24,252
Colby Truck Line	22,000	17,775	4,225	.....	4,225	1,824	.....	196,000
Cole Transfer & Storage Co.	17,620	15,567	2,053	.....	2,053	.....	.....	60,530
Coon's Truck Line	3,742	2,091	1,651	.....	1,651	415	.....	37,000
Davison, Heber C.	2,087	1,512	575	.....	575	19	.....	307
Duke, E. J.	1,070	916	154	.....	154	.....	150	5,947
Eastern Utah Transp. Co.	11,628	12,523	895R	.....	895R	1,571	.....	41,689
Forsey, George	3,036	2,479	557	.....	557	294	1,053	15,600
George, Owen V.	2,228	1,265	963	.....	963	45	415	30,660
Grantsville-S. L. Truck Line	1,218	1,183	35	.....	35	209	.....	7,350
Greenstides, James H.	2,922	1,805	1,117	.....	1,117	1,000	.....	5,992

R Denotes red figure.

TABLE NO. 35

CLASS III COMMON MOTOR CARRIERS OPERATING IN UTAH IN INTRASTATE COMMERCE  
YEAR ENDED DECEMBER 31, 1939  
(Continued)

NAME OF CARRIER	Total Operating Revenues	Total Operating Deductions	Carrier Operating Income	Interest and Other Deductions	Net Income	Tons Freight Carried	Passengers Carried	Total Miles Operated
Hicken Truck Line	\$ 5,545	\$ 5,219	\$ 326	\$	\$ 326	692	.....	46,970
Hunt Truck Line	4,194	2,869	2,355	.....	2,265	218	.....	16,748
Hurricane Truck Line	8,955	2,477	2,378	120	2,258	1,213	.....	30,000
Johnson, B. E.	9,469	6,420	3,049	.....	3,049	2,416	7,560	35,973
Johnson Cab and Transfer	849	771	78	.....	78	34	.....	1,097
Little L. J.	1,947	459	1,488	.....	1,488	320	.....	5,740
Lyman, M. F.	7,171	3,873	3,298	.....	3,298	413	.....	49,660
Magna Garfield Truck Line	3,411	3,765	3,554R	2	3,568	439	.....	22,763
Marysvale-Kanab Freight Line	4,540	3,556	884	.....	884	581	.....	38,330
Ogden Transfer & Steg. Co.	16,868	14,844	2,024	.....	2,024	1,101	.....	30,000
Petty & Riddle, Inc.	4,772	5,108	336R	.....	336R	645	.....	22,440
Price-Emery Stage	2,621	2,026	595	.....	595	20	.....	49,660
Salt Lake-Bingham Frt. Lines, Inc.	6,555	6,826	271R	.....	271R	840	212	24,698
Salt Lake-Coalville Stage	3,920	2,511	1,409	81	1,328	351	274	19,008
Salt Lake & Tooele Stage Lines	17,543	16,922	621	.....	621	164	21,434	40,040
Salt Lake & Utah RR. Corp., The	13,868	14,373	505R	.....	505R	.....	40,655	145,637
Slade Transfer	7,119	3,612	3,507	.....	3,507	218	.....	15,381
Stephenson, Riley	3,624	3,649	25R	218	2,433	439	.....	35,500
Ungrecht, W. F.	8,437	6,671	1,766	.....	1,766	436	.....	66,560
Utah-Idaho Central RR. Co., The	20,016	22,702	2,686R	.....	2,686R	.....	49,299	163,703
Warner, Newell	8,042	4,499	3,543	162	3,381	982	.....	25,740
Williams, Edward G.	2,770	2,623	147	79	68	.....	700	12,000
Yellow Cab Company (Provo)	10,070	10,490	420R	.....	420R	1,700	18,250	60,200
<b>TOTAL</b>	<b>\$315,921</b>	<b>\$268,830</b>	<b>\$ 47,091</b>	<b>\$ 835</b>	<b>\$ 46,266</b>	<b>27,294</b>	<b>207,159</b>	<b>2,202,832</b>

R Denotes red figure.



TABLE NO. 36  
 CLASS III INTRASTATE CONTRACT MOTOR CARRIERS OPERATING IN UTAH  
 YEAR ENDED DECEMBER 31, 1939

NAME OF CARRIER	Total Operating Revenues	Total Operating Deductions	Carrier Operating Income	Other Income	Interest and Other Deductions	Net Income	Tons Freight Carried	Passengers Carried	Total Miles Operated
Adair, George R.	\$ 3,962	3,378	\$ 584	.....	\$ 54	530	165	.....	35,616
Alexander, M. E.	2,336	1,776	560	.....	10	550	234	.....	9,268
Allred, Royal	2,489	2,406	83	.....	.....	83	253	.....	12,637
Anderson, W. C.	7,861	4,988	2,873	.....	.....	2,873	1,108	.....	20,950
Ashton's	5,200	4,705	495	.....	.....	495	875	.....	40,000
Bethers, Lyman H.	256	158	98	.....	.....	98	64	.....	1,512
Broughton, Richard B.	2,370	1,816	554	.....	.....	554	.....	18,000	24,009
Cambell, Martin L.	4,853	2,467	2,386	.....	.....	2,386	437	.....	26,715
Carter Transfer Co.	2,754	2,754	.....	.....	.....	.....	461	.....	4,782
Cox, Paul J.	771	332	439	.....	.....	439	102	.....	4,410
Dustrup, Walter K.	1,513	1,668	155R	.....	.....	155R	607	.....	4,928
Davis, Lorenzo R.	1,684	794	890	.....	.....	890	107	.....	21,940
Despain, Elbert G.	8,778	8,729	49	.....	.....	49	2,063	.....	35,960
Dunn, Leslie S.	1,775	1,070	705	.....	.....	705	725	.....	19,550
Edwards, Oliver	1,601	1,474	127	.....	.....	127	390	.....	19,710
Farrer, William	2,403	1,331	1,072	.....	.....	1,072	191	.....	23,400
Fausett, Max	3,861	3,757	104	.....	76	28	1,528	.....	32,000
Ford, Joe	1,028	892	136	.....	.....	136	150	.....	3,480
Gillespie, E. L.	559	181	378	.....	4	374	170	.....	3,430
Green, Parnell	5,880	3,680	2,200	.....	.....	2,200	4,109	.....	41,090
Gross, F. L.	1,270	1,061	209	.....	.....	209	332	.....	7,238
Hair, Ireland	2,497	1,519	978	.....	.....	978	250	.....	31,616
Harris, J. Dee	387	387	.....	.....	.....	.....	144	.....	3,575
Harwood, Homer	8,950	6,146	2,804	.....	.....	2,804	1,345	.....	106,950
Hemmingsen and Reed	21,492	12,306	9,186	.....	.....	9,186	19,490	.....	67,150
Hill Brothers	2,929	2,774	155	.....	.....	155	935	.....	27,100
Houston, J.	1,200	649	551	.....	.....	551	114	.....	14,872
James A. L. and G. E. Sandstrom	2,367	2,250	117	.....	72	45	1,071	.....	12,722
Jeperson, Dan	6,424	5,535	889	.....	.....	889	7,155	.....	50,312
Knight, Alonzo	451	446	5	.....	.....	5	263	.....	3,990

TABLE NO. 36  
 CLASS III INTRASTATE CONTRACT MOTOR CARRIERS OPERATING IN UTAH  
 YEAR ENDED DECEMBER 31, 1939  
 (Continued)

NAME OF CARRIER	Total Operating Revenues	Total Operating Deductions	Carrier Operating Income	Other Income	Interest and Other Deductions	Net Income	Tons Freight Carried	Passengers Carried	Total Miles Operated
Knight, Leo J.....	\$ 2,829	\$ 2,038	\$ 791	\$ .....	\$ .....	\$ 791	300	.....	15,512
Lunt, Charles Rodger.....	3,382	1,184	2,198	.....	.....	2,198	513	.....	28,692
Marchant, A. M.....	607	365	242	.....	.....	242	180	.....	2,860
McHale, James A.....	12,130	6,614	5,516	.....	.....	5,516	2,099	.....	45,561
Mickelson, J. M.....	7,235	3,383	3,852	.....	.....	3,852	732	.....	53,872
Miles, I. A.....	2,501	2,501	.....	.....	.....	.....	500	.....	50,005
Naples Store and Service Station.....	3,769	4,461	508	.....	.....	508	640	.....	28,400
Nelson, Leonard H.....	3,794	3,393	311	.....	.....	311	1,450	.....	43,000
Nelson, Paul E.....	3,532	1,358	674	.....	.....	674	253	.....	16,794
Norton, H. C.....	3,090	1,435	1,655	.....	.....	1,655	777	.....	11,685
Olsen, James H.....	955	838	117	.....	60	57	498	.....	5,727
Partington, J. W.....	3,762	3,007	665	.....	3	662	60	.....	28,000
Peterson, Donald.....	3,145	1,267	1,878	.....	11	1,867	68	.....	3,660
Pickering Transfer Co.....	282	132	150	.....	.....	150	26	.....	410
Rees, W. J. and Dudley.....	1,215	1,146	69	.....	17	52	392	.....	7,900
Riddle, I. E. Company.....	5,955	5,836	119	.....	.....	119	776	.....	39,200
Roberts, Stanley H.....	5,237	774	219	.....	.....	219	207	.....	2,460
Robinson, A. B.....	263	1,682	3,555	.....	862	2,693	771	.....	23,866
Roundy, Wallace.....	268	263	.....	.....	.....	.....	105	.....	3,600
Seamons, Ray T.....	4,920	1,953	2,967	.....	.....	2,967	140	.....	46,660
Skillhorn, Stephen G.....	518	230	288	.....	.....	288	30	.....	4,000
Smith, G. Carlos.....	810	806	.....	.....	.....	.....	135	.....	2,392
Sorenson, Elmo.....	1,448	1,038	414	.....	.....	414	1,952	.....	6,224
Stohl, Ervin H.....	461	242	219	.....	.....	219	74	.....	3,010
Talbot, James O.....	579	390	189	.....	.....	189	114	.....	7,250

TABLE NO. 36  
**CLASS III INTRASTATE CONTRACT MOTOR CARRIERS OPERATING IN UTAH**  
**YEAR ENDED DECEMBER 31, 1939**  
 (Continued)

NAME OF CARRIER	Total Operating Revenues	Total Operating Deductions	Carrier Operating Income	Other Income	Interest and Other Deductions	Net Income	Tons Freight Carried	Passengers Carried	Total Miles Operated
Tjietien, J. E.	\$ 4,418	\$ 4,343	\$ 75	.....	.....	75	184	.....	60,000
Tuckett, Ellis	2,692	1,424	1,268	.....	.....	1,268	317	.....	11,600
Tuft, Leland	7,178	6,783	395	.....	.....	395	6,860	.....	28,000
Wade, Earl C.	4,083	2,495	1,588	.....	.....	1,588	3,703	.....	15,921
Walker, Emma	422	206	216	.....	.....	216	58	.....	4,305
Wasatch Trucking Co.	3,598	3,599	1R	9,697	9,468	228	800	.....	26,600
Watson, Jesse A.	7,006	6,905	101	.....	42	59	1,325	.....	25,682
Wells, R. D. and Son	13,686	6,654	7,032	.....	.....	7,032	3,394	.....	80,006
Western Operating Co.	32,562	31,274	1,288	427	.....	1,715	512	.....	15,700
Wilkins, Victor	4,120	3,638	482	.....	90	392	696	.....	37,500
Wilson, Cora G.	387	248	139	.....	.....	139	100	.....	1,382
Wycoff, M. S.	9,368	6,506	2,862	.....	.....	2,862	715	.....	144,600
Young, Harry L.	16,929	15,527	1,402	.....	91	1,311	1,328	.....	72,824
Zobell, Alice A.	201	208	7R	.....	.....	7R	.....	498	1,328
<b>TOTAL</b>	<b>\$290,078</b>	<b>\$ 218,072</b>	<b>\$ 72,006</b>	<b>\$ 10,124</b>	<b>\$ 10,860</b>	<b>\$ 71,270</b>	<b>77,622</b>	<b>18,498</b>	<b>1,702,671</b>

R Denotes red figure.

TABLE NO. 37  
 CLASS III INTERSTATE MOTOR CARRIERS OPERATING IN UTAH  
 ENTIRE LINE OPERATIONS  
 YEAR ENDED DECEMBER 31, 1939

NAME OF CARRIER	Total Operating Revenues	Total Operating Deductions	Carrier Operating Income	Other Income	Interest and Other Deductions	Net Income	Tons Freight Carried	Total Miles Operated
Ames Truck Line.....	\$ 8,500	\$ 7,346	\$ 1,154	.....	\$ 217	\$ 937	885	45,000
Aprood, F. L.....	3,231	2,017	1,214	.....	.....	1,214	1,574	34,534
Blazer, Robert A.....	4,507	3,383	1,124	.....	17	1,107	1,127	19,080
Cumball, Marion.....	2,414	2,262	152	.....	.....	152	1,371	18,160
Coswell Freight Lines, Inc.....	7,564	9,463	1,899R	12	.....	1,887R	589	74,176
Cox, Lynn.....	987	902	85	.....	.....	211	328	15,000
Fedon, George, Jr.....	17,080	15,443	1,637	126	26,012	2,949	650	76,674
Gould, E. A.....	12,437	14,452	2,015R	.....	584	2,699R	16,270	64,808
Hart, H. W.....	3,090	3,031	59	.....	.....	59	211	24,960
Hawkes, Lee M.....	6,118	5,058	1,060	.....	.....	1,060	202	27,530
Klottenburg, L. W.....	9,837	9,009	828	.....	818	10	1,000	24,768
Larsen, David.....	4,873	4,741	132	.....	.....	132	676	42,000
Leatham, Brothers.....	17,084	15,268	1,816	.....	.....	1,816	1,372	126,000
Lindburg Truck Line.....	4,663	2,208	2,455	.....	.....	2,455	338	23,470
Marsden, R. J.....	7,904	7,821	83	.....	9	74	1,325	28,858
Marshall, William E.....	3,004	2,430	574	.....	.....	574	75	27,419
Maxfield, J. F.....	911	852	59	.....	.....	59	125	14,080
Messinger, Truck Line.....	15,679	12,494	3,185	.....	.....	3,185	1,384	85,272
Patterson, William B.....	3,123	2,366	757	.....	.....	757	412	9,504
Penman Trucking Co.....	3,258	3,401	143R	.....	.....	143R	570	38,640
Reed, Levi R.....	2,716	2,098	618	.....	.....	618	438	32,884
Roche, Oliver G.....	14,586	12,821	1,765	1,189	183	2,741	364*	32,480
Royer, Clarence E.....	20,163	18,666	1,502	.....	.....	1,502	362	94,300
Searull Motor Lines.....	5,533	4,100	1,433	.....	.....	1,433	507	38,950
Slawowski, John E.....	2,201	2,201	.....	.....	.....	.....	261	13,312
Smith, Charles and David W.....	14,370	14,098	272	.....	30	242	590	122,530
Tapper, Lyle G.....	5,303	5,542	239E	.....	.....	239R	735	55,590
TOTAL.....	\$201,111	\$183,473	\$ 17,638	\$ 28,651	\$ 27,870	\$18,419	32,041	1,208,979

\* Local drayage excluded.  
 R Denotes red figure



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