

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



For the Period
JULY 1, 1940 to JUNE 30, 1941

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To His Excellency, HERBERT B. MAW,
Governor of the State of Utah.

Dear Governor Maw:

We take pleasure in submitting herewith the twenty-third annual report of the Public Service Commission of Utah covering the fiscal year ended June 30, 1941.

New members of the Public Service Commission took office on July 1, 1941, following the reorganization of the state government. The commissioners who served during the period covered by this report had vacated their offices prior to the time this report was prepared, hence it is submitted over the signatures of the present commissioners.

Respectfully submitted,

(Signed)

DONALD HACKING,
Chairman,
W. R. McENTIRE,
OSCAR W. CARLSON,
Commissioners.

(S E A L)

Attest:

(Signed) THEODORE E. THAIN,
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
 Ethel Briggs Stenographer

ACCOUNTING DEPARTMENT

Theodore E. Thain Chief Accountant
 Darel P. Bartschi Accountant
 Edwin J. Cowley Accountant
 Earl Hardy Accountant
 Glen James Accountant
 Elliot Kimball Accountant
 C. R. Walter Accountant
 Vendla Kennedy Stenographer

ENGINEERING DEPARTMENT

Eugene H. Merrill Chief Engineer
 Wilford A. Robinson Engineer
 C. Victor Smith Engineer
 Robert N. Slaughter Railroad Inspector
 Thais Dallimore Stenographer

TRANSPORTATION RATE DEPARTMENT

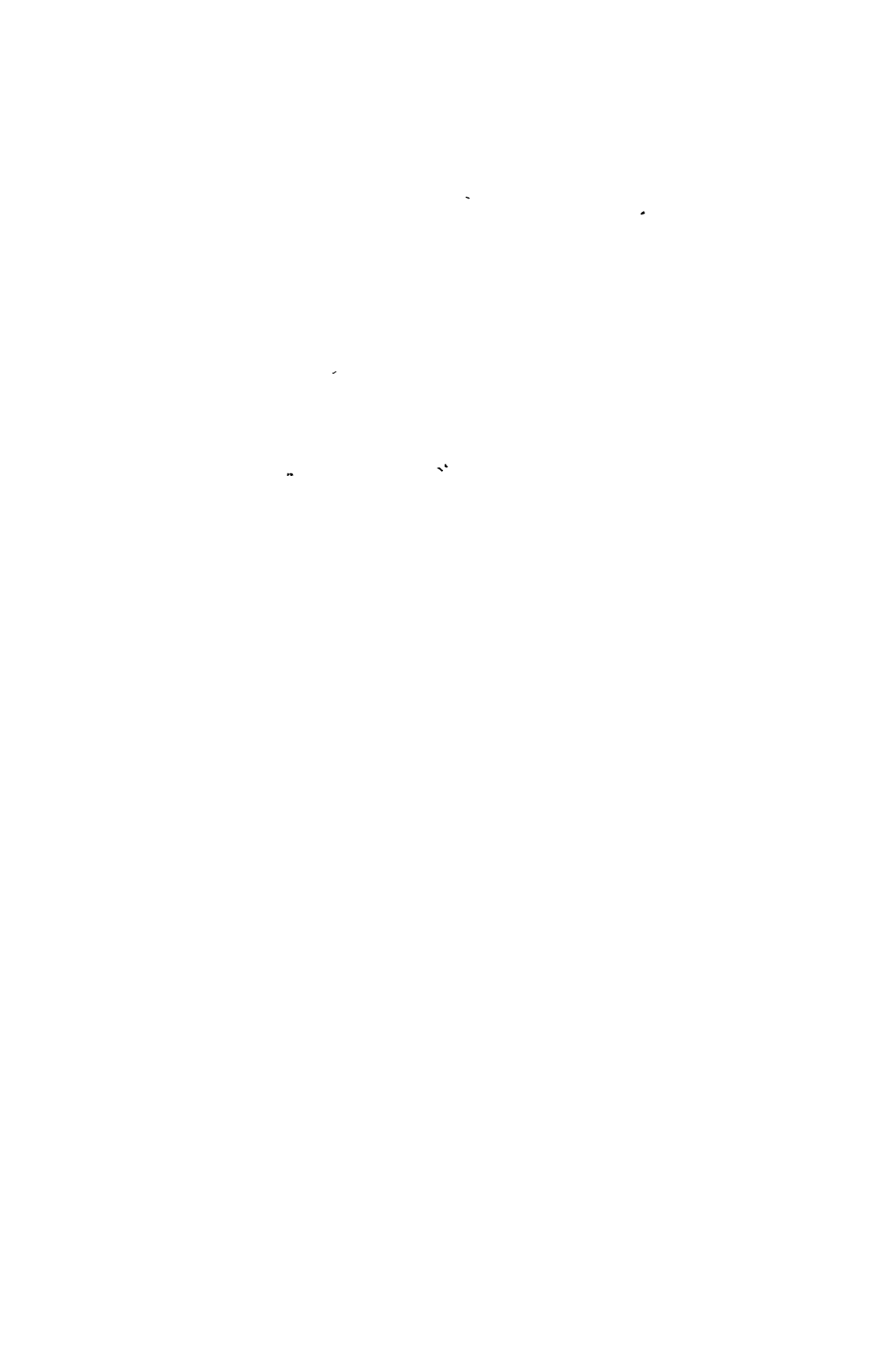
Charles A. Root Commerce Attorney
 F. P. Fisher Junior Rate Clerk
 Pauline Hogan Stenographer-File Clerk
 Maurine Gardner Stenographer

INSPECTION DEPARTMENT

Ralph P. Smith Chief Inspector
 Ed. W. Vendell Inspector
 Herschel V. Garff Inspector
 Ralph W. Streeper Inspector
 Jean Matheson Stenographer

*Commissioner Granger resigned December 31, 1940, to take a seat in the House of Representatives of the United States.

**Mr. Crockett resigned December 31, 1940, to become a judge in the Third Judicial District of Utah.



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SUMMARY OF YEAR'S ACTIVITIES**Formal Cases Before The Commission**

A summary of the formal cases handled by the commission is shown in Table No. 1 which follows below:

TABLE NO. 1

FORMAL CASES BEFORE THE COMMISSION

JULY 1, 1940 to JUNE 30, 1941

TYPE OF CASE	Cases Pending July 1, 1940	Cases Filed 7-1-40 to 6-30-41	Total	Cases Disposed Of	Cases Pending Jun. 30, 1941
Electric Power and Light Rates	1	3	4	3	1
Grade Crossing	7	18	25	20	5
Motor Transport	43	56	99	68	31
Urban Passenger Carrier		4	4	4	
Station Agency		3	3	3	
Miscellaneous	2	4	6	3	3
TOTAL	53	88	141	101	40

Summaries of the orders issued in formal cases are contained in Tables Numbers 2 to 14, Appendix I.

Investigations of Utilities

The commission issued 11 orders in investigation dockets during the fiscal year ended June 30, 1941. Generally speaking these dockets cover investigations initiated by the commission into the operations of various utilities. A summary of the orders issued in these dockets may be found in Table No. 15, Appendix II. A brief reference is made below to a few of the most important investigation dockets handled.

In Investigation Docket No. 7 Uintah Gas Company was ordered to eliminate its larger gas consumers in order to reduce its monthly gas demand from approximately 5,000,000 cubic feet to 3,000,000 cubic feet. This requirement was imposed to help preserve the fast diminishing supply of natural gas of this company.

In an order in Investigation Docket No. 28 Peoples Light & Power Company was required to set up \$63,123 on its books of account as of January 1, 1940, as the original cost of construction of its properties as determined by the commission's

staff. A similar order was issued in Investigation Docket No. 29 under which Swan Creek Electric Company was required to set up on its books of account the amount of \$69,464 as the estimated original cost of construction of its properties as of January 1, 1940. The latter named company also was ordered to install a new accounting system and to make proper annual depreciation charges on the basis of a rate of 3.2 per cent.

In Investigation Docket No. 31 the commission gave consideration to the problems of insurance policies and bonds required by law to be filed by the motor carriers operating under the commission's jurisdiction. An order was issued in which the commission adopted rules and regulations covering the filing of insurance policies, bonds, and waivers.

Informal Dockets

The commission disposed of 20 informal dockets during the period under review. The majority of these dockets involved reparation claims against the various railroads. A summary of the orders in these dockets may be found in Table No. 17, Appendix II.

Special Permissions

The commission issued 206 special permissions, 138 of which authorized the publication of reduced rates in Utah. The majority of these special permissions were issued to the railroads operating in Utah. Table No. 16, Appendix II, contains a summary of the special permissions.

General Orders

Three general orders and a supplement to one general order were issued by the commission, as shown by Table No. 18, Appendix II. The general orders covered such matters as rules and regulations for telephone utilities and new uniform systems of accounts for Class E and Class F electric utilities. The supplement mentioned provided for the adoption of a list of retirement units for Class E electric utilities.

Joint Boards

It has been pointed out in previous reports of the commission that under the Federal Motor Carrier Act the Interstate Commerce Commission has created joint boards consisting of public service commissions of various states to

conduct hearings on applications for authority to render motor carrier operations in interstate commerce. This commission is represented on numerous joint boards. During the period covered by this report a representative of this commission participated in 25 joint board hearings. These hearings were conducted at Salt Lake City, Utah; Pocatello, Idaho; Ely, Nevada; Rock Springs, Wyoming; Las Vegas, Nevada; Evanston, Wyoming; Idaho Falls, Idaho; Grand Junction, Colorado; Boise, Idaho; and Denver, Colorado.

Transportation Rates

The commission participated in several cases involving freight rates affecting Utah and its people. The following discussion covers the principal cases of this nature in which this commission took a part.

EMERGENCY REDUCTIONS IN RATES ON PEACHES FROM UTAH

For the past few years, especially during the depression in prices of farm commodities, this commission induced the railroad carriers serving this state to extend emergency reduced rates on peaches, apricots, and other deciduous fruits from Utah to states east and southeast of Utah, but west of the Mississippi River. These rates have ordinarily been published to take effect just prior to the beginning of the fruit season and have expired on December 31 of the same year.

Owing to our apparent need for lower rates of a permanent nature, the railroads, particularly the Union Pacific Railroad Company and The Denver and Rio Grande Western Railroad Company, have published on a permanent basis these reduced rates on peaches and other fruits. The average reduction in rates is about 22 cents per hundred pounds. This reduction has had the effect of helping our growers of fruits to market their products in states east and southeast of Utah in competition with other districts located nearer the large cities in those districts.

We have also secured reduced rates on fruits and vegetables from Utah to Montana destinations which will enable our shippers to make greater use of railroad transportation. The fruits and vegetables from Utah to Montana have moved largely by private trucks in the past and the tonnage has grown to large proportions. In order to recoup some of

this lost traffic, the railroads, at our request, have published substantially reduced rates on fruits and vegetables to western Montana.

REDUCTION IN RATES ON IRON AND STEEL ARTICLES TO UTAH

The distributors of iron and steel manufactured goods located in Utah have found it increasingly difficult to cover Utah's natural trade area in the sale of iron and steel manufactured goods. This has been caused largely through competition of distributors of the same goods located on the Pacific coast who secure their supplies of these goods from the Atlantic coast by means of inter-coastal boat transportation at much lower rates than those applying from the east by railroad.

In order to meet this situation, an application was filed with the railroads serving Utah seeking a reduction in our freight rates from Chicago to Utah. These rates are the basing rates upon which our Utah distributors pay transportation charges. It was necessary for a representative of this commission to appear in Denver, Colorado, and persuade interested parties there that Utah should have a reduction.

The rates to Denver are 91 cents per hundred pounds and to Salt Lake City 105 cents per hundred pounds, which we proposed to reduce to 95 cents. The Denver distributors agreed to this adjustment and the matter was taken to the railroad traffic committee at Chicago, and after oral argument before that committee by a representative of this commission, the railroads placed the reduced rate in effect in March, 1941. This reduction has resulted in savings of over \$200,000 per annum and has enabled wholesale distributors to increase their distribution territory in competition with Pacific coast distributors.

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 ship-

ments 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 showed 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 rendered a proposed report recommending that the suspended schedules were not justified and should be cancelled.

This commission was represented at oral argument held before the Interstate Commerce Commission at Washington, D. C., in November, 1940. The Interstate Commerce Commission rendered its decision June 2, 1941, ordering the suspended schedules cancelled without prejudice.

The estimated annual savings to Utah shippers of fruits and vegetables will amount to about \$47,000.00 annually.

I. & S. 4648

"ALL COMMODITY" FREIGHT RATES

In order to meet truck competition from Chicago to Utah on miscellaneous merchandise, the railroads established a rate of \$2.05 per hundred pounds on so-called "all commodities" not rated lower than \$2.05 per hundred pounds. This \$2.05 rate also excluded such articles as automobiles and other similar commodities upon which regular commodity rates have been published for many years.

Upon protests from the truck lines operating from Chicago to Salt Lake City, the Interstate Commerce Commission suspended the effectiveness of the reduced rate. The hearing was held in Chicago in December, 1940, and a representative of this commission appeared and testified in favor of the proposed rate. The Interstate Commerce Commission, after consideration of all the evidence, decided that the proposed rate was proper and allowed it to become effective.

This "all commodity" rate has had the effect of substantially reducing the cost of transportation on a great many high rated articles from Chicago to Salt Lake City and

Ogden when combined with other shipments making up a carload of not less than 30,000 pounds.

I. & S. 4844

PROPOSED RESTRICTION ON FEEDER LIVESTOCK RATES

In December, 1940, the railroads serving the western part of the United States published a provision which would make the reduced rates applicable upon feeder and stocker livestock interstate not effective on shipments accorded diversion or reconsignment privileges after having been unloaded, and on other shipments accorded other transit privileges. In those cases the higher rates applying on fat livestock would be applied.

Upon protest filed by this commission and others with the Interstate Commission, that commission suspended the effectiveness of the proposed restriction.

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 commission was represented at oral argument before three members of the Interstate Commerce Commission, May 1, 1940.

The Interstate Commerce Commission rendered decision in this case on July 26, 1940, ordering the suspended schedules cancelled on or before September 4, 1940. The effective date of the order was subsequently postponed to November 4, 1940, December 4, 1940, December 16, 1940, and January 4, 1941, on petition of respondents for reopening of the case to permit consideration by and argument before the entire commission, however, the petition was denied by the commission December 19, 1940.

It is difficult to estimate the savings accruing to the Utah potato growers as a result of the decision 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.

The hearing was held in Chicago at which this commission had a representative who testified against the proposed restriction. After consideration, the commission condemned the restriction as being unreasonable and unlawful, and the proposed rule was cancelled out.

I. C. C. Docket 28350

WOOL STORAGE INVESTIGATION

For several years the railroads serving Utah and other western wool producing states have provided by tariff that free storage of wool in their warehouses would be accorded shipments moving out-bound over their lines to market. This rule was extended largely for the benefit of shippers and to enable the rail carriers to recover a portion of the

wool tonnage which had been lost to private and public motor carriers.

The Interstate Commerce Commission entered into an investigation of this practice in 1940, and a hearing was held in Salt Lake City during January, 1941. The Utah Commission had a representative testify at the hearing before the Interstate Commerce Commission.

After considering the matter, the Interstate Commerce Commission rendered a decision wherein the practice was upheld as being legal and beneficial to both shipper and carrier, and the practice was permitted to be continued.

Cases on Review in The Supreme Court of Utah

P. H. MULCAHY, RECEIVER OF THE UTAH-IDAHO CENTRAL RAILROAD CORPORATION, ET AL, PLAINTIFFS, VS. PUBLIC SERVICE COMMISSION OF UTAH, FULLER-TOPONCE TRUCK COMPANY AND SALT LAKE-OGDEN TRANSPORTATION COMPANY, DEFENDANTS (Supreme Court No. 6282)

This case is a continuation of extensive litigation resulting from the issuance to Fuller-Toponce Truck Company of a certificate of convenience and necessity to operate as a common motor carrier in intrastate commerce between Salt Lake City and Ogden and intermediate points on the one hand, and, on the other hand, the Utah-Idaho line, serving all intermediate points north of Ogden. Following a denial by the commission of a petition for rehearing P. H. Mulcahy, receiver of The Utah Idaho Central Railroad Corporation, et al, filed a petition with the Supreme Court of Utah for a writ of review. The commission's record in the case was sent up to the Supreme Court on July 23, 1940. At the closing date of this report the case had been argued and briefs filed but the court's decision had not been handed down.

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY, ET AL, PLAINTIFFS VS. PUBLIC SERVICE COMMISSION OF UTAH AND CARBON FREIGHT LINE, INC., DEFENDANTS. (Supreme Court No. 6325)

In an order dated February 8, 1939, the commission issued Certificate of Convenience and Necessity No. 484 to

Carbon Freight Line, Inc., authorizing it to operate as a common motor carrier of property between Salt Lake City and points in Carbon County. The Denver and Rio Grande Western Railroad Company petitioned the Supreme Court of Utah to review the commission's order following a denial by the commission of an application for rehearing. Carbon Freight Line, Inc., cross appealed. By stipulation the case was remanded to the commission for a hearing de novo on August 25, 1939. Further extensive hearings were held. The commission issued a report and order on November 7, 1940, affirming its former decision. After denial of a petition for rehearing the plaintiffs above petitioned the Supreme Court of Utah on December 27, 1941, for a review of the commission's order. The court had not handed down a decision at the closing date of this report.

UTAH LIGHT AND TRACTION COMPANY, PLAINTIFF, VS.
PUBLIC SERVICE COMMISSION OF UTAH AND AIR-
WAY MOTOR COACH LINES, INC., DEFENDANTS.

(Supreme Court No. 6255)

The circumstances leading up to this case were outlined in the last previous annual report of the commission. The court's opinion had not been handed down at the closing date of this report.

Costs of Operation of Commission

The commission expended a total of \$68,672.49 during the fiscal year covered by this report in performing the functions of its office. This figure includes all expenditures for personal services, operating expenses, travel, and capital outlay.

A total of \$54,467.88 was expended from the general fund appropriation and \$14,204.61 out of the motor transport fund. Three-fourths of the general fund appropriation is provided by an assessment against the public utilities under the commission's jurisdiction and one-fourth is appropriated from the general fund of the state. The appropriation to the motor transport fund comes from the motor vehicle registration fund.

Further details of the commission's expenditures may be found in Table No. 19, Appendix II.

APPENDIX I

SUMMARY OF ORDERS ISSUED IN FORMAL CASES

	Table No.	Page No.
Electric rates	2	19
Grade crossings	3	20
Urban passenger carrier cases	4	25
Certificate of convenience and necessity issued to motor carriers	5	28
Contract carrier permits issued	6	31
Interstate carrier licenses issued	7	33
Temporary interstate licenses issued	8	37
Common carrier certificates of convenience and necessity, contract carrier permits, and interstate carrier licenses denied or dismissed	9	39
Miscellaneous orders in motor transport cases	10	40
Certificates of convenience and necessity cancelled	11	44
Contract carrier permits cancelled	12	45
Interstate carrier licenses cancelled	13	46
Station agency	14	47
Miscellaneous cases	14	47

TABLE NO. 2
SUMMARY OF ORDERS ISSUED IN CASES INVOLVING ELECTRIC RATES
JULY 1, 1940 to JUNE 30, 1941

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
1270	4- 4-41	The Utah Idaho Central Railroad Corporation	Investigation of electric rates and method of applying same by Utah Power & Light Company to applicant.	Portion of Rule 43 of Tariff No. 3 of Utah Power & Light Company specifying method of determining demand suspended until March 31, 1942.
2442	2- 5-41	Utah Power & Light Company and Heber Light & Power Plant	Application for approval of interchange power agreement.	Interchange power agreement approved.
2459	4- 4-41	Utah Lake Distributing Company, et al., Comp'ts., vs. Utah Power & Light Company, Def't.	Application for extension of reduced pumping rates.	Reduced pumping rates previously in effect extended to October 31, 1941.
2473	5-28-41	Utah Power & Light Company and Strawberry Water Users Association	Application for approval of interchange power agreement.	Interchange power agreement approved.

TABLE NO. 3
SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
JULY 1, 1940 to JUNE 30, 1941

Case No.	Date of Order	Applicant or Parties to Complaint or Action	Authority Granted or Action Taken	Location
2240	1- 6-41	Public Service Commission of Utah	Proceeding to abolish crossing dismissed.	M. P. 649.31 in Delta on Union Pacific Railroad tracks.
2339	1- 6-41	Public Service Commission of Utah	Proceeding to abolish crossing dismissed.	M. P. 15.66 on Bamberger Railroad Company tracks (approximately 700 feet south of Bamberger station in Farmington).
2344	7-20-40	The Denver and Rio Grande Western Railroad Company	Applicant authorized to construct spur track at grade.	Simpson Avenue between Highland Drive and Eleventh East Street in Sugarhouse.
2374	1-22-41	Board of County Commissioners of Salt Lake County	Applicant authorized to construct grade crossing.	Over tracks of The Denver and Rio Grande Western Railroad Company at 10200 South and approximately 6600 West Salt Lake County.
2377	5-27-41	Board of Trustees of the Town of Clearfield (Supplemental application of Bamberger Railroad Company)	Order of May 24, 1940 authorizing applicant to construct grade crossing vacated and set aside.	Bamberger Railroad right-of-way in northeast quarter of Sec. 1, Township 4 North, Range 2 West in Davis County.

TABLE NO. 3
SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
JULY 1, 1940 to JUNE 30, 1941
 (Continued)

Case No.	Date of Order	Applicant or Parties to Complaint or Action	Authority Granted or Action Taken	Location
2396	7-17-40	Board of County Commissioners of Salt Lake County	Applicant authorized to relocate grade crossing.	M. P. 922.15 and 922.25 at approximately Seventh South Street and 4810 West Street in Salt Lake County over tracks of Western Pacific Railroad Company.
2398	7-26-40	Board of County Commissioners of Utah County	Applicant authorized to construct grade crossing.	M. P. 29.74 near mouth of Hamansville Canyon on Tintic Branch of The Denver and Rio Grande Western Railroad Company.
2404	8-15-40	Salt Lake City Corporation	Construction of spur track authorized.	U. S. Highway 40 at approximately 2100 West North Temple Street from main line tracks of Salt Lake-Garfield and Western Railway Company.

TABLE NO. 3
SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
JULY 1, 1940 to JUNE 30, 1941
(Continued)

Case No.	Date of Order	Applicant or Parties to Complaint or Action	Authority Granted or Action Taken	Location
2408	9-19-40	State Road Commission of Utah	Applicant authorized to relocate grade crossing.	Crossing at M. P. 21.85 over tracks of the Salt Lake and Utah Railroad Corp. to be abolished and relocated over said tracks at M. P. 22.04 approximately 1.3 miles south of Bluffdale.
2409	9- 4-40	The Denver and Rio Grande Western Railroad Company and William McCarthy and Henry Swan, Trustees.	Construction of spur track authorized.	Over grade near the intersection of Fourth West Street and Sixth South Street, Salt Lake City.
2410	9-13-40	The Denver and Rio Grande Western Railroad Company and William McCarthy and Henry Swan, Trustees.	Applicant authorized to remove crossing bell.	M. P. 31.97 The Denver and Rio Grande Western Railroad Company tracks, Seventh Street crossing, Fairview.
2423	9-28-40	The Denver and Rio Grande Western Railroad Company and William McCarthy and Henry Swan, Trustees.	Construction of spur track authorized.	Over and upon a county road in the southeast quarter of the northwest quarter of Section 16, near Venice.

TABLE NO. 3
SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
JULY 1, 1940 to JUNE 30, 1941
 (Continued)

Case No.	Date of Order	Applicant or Parties to Complaint or Action	Authority Granted or Action Taken	Location
2424	11-1-40	The Denver and Rio Grande Western Railroad Company and William McCarthy and Henry Swan, Trustees.	Application to close two crossings denied.	Main Line M. P. 781.061 and M. P. 780.928 Ogden.
2430	11-14-40	Board of County Commissioners of Sevier County.	Applicant authorized to construct grade crossing.	M. P. 8.2 Salina Canyon Branch of The Denver and Rio Grande Western Railroad Co. approximately 8 miles south-east of Salina.
2434	1-2-41	The Denver and Rio Grande Western Railroad Company and William McCarthy and Henry Swan, Trustees.	Construction of spur track authorized.	Near intersection Fourth West St., and Fourth South Street, Salt Lake City.
2440	1-10-41	Bamberger Railroad Company	Construction of spur track authorized.	Sunset crossing.
2446	2-18-41	State Road Commission of Utah	Applicant authorized to construct an underpass and abandon grade crossing on U. S. 40.	M. P. 19.281 Park City Branch of The Denver and Rio Grande Railroad Company one mile east of Altus.
2463	6-25-41	Bamberger Railroad Company	Applicant authorized to close Udy crossing.	Approximately one-half mile north of the State Highway overpass near Lagoon.

TABLE NO. 3
SUMMARY OF ORDERS ISSUED IN GRADE CROSSING CASES
JULY 1, 1940 to JUNE 30, 1941
(Continued)

Case No.	Date of Order	Applicant or Parties to Complaint or Action	Authority Granted or Action Taken	Location
2464	6-2-41	Bamberger Railroad Company	Applicant authorized to close Bingham crossing.	Approximately one-half mile north of the State Highway overpass in south part of Weber County.
2465	5-28-41	Bamberger Railroad Company	Applicant authorized to close Fife crossing.	Approximately one and one-half miles north of the State Highway overpass in south part of Weber County.
2470	5-28-41	State Road Commission	Applicant authorized to re-place grade crossing with underpass.	On Hill Field state highway 1200 feet north of junction with U. S. 91 at the north limits of Layton under tracks of Bamberger Railroad Company.
2471	5-28-41	State Road Commission	Reconstruction of underpass authorized.	940 feet east of northwest Corner Sec. 7 Township 4 North Range 1 West Salt Lake Base Meridian on state highway extending east from U. S. 91 to Hill Field in Davis County under tracks of Bamberger Railroad Company.

TABLE NO. 4

**SUMMARY OF ORDERS ISSUED IN URBAN PASSENGER CARRIER CASES
JULY 1, 1940 to JUNE 30, 1941**

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
1171	3-20-41	Utah Light and Traction Company.	Application to operate electric bus system and discontinue street car service on certain streets.	Authority previously granted on September 15, 1930, consolidated in order issued in Case No. 2149.
1298	9-10-40	Utah Light and Traction Company.	Application to amend certificate No. 100 to change routings of Routes 18 and 19.	Application granted.
2085	3-1-41	Airway Motor Coach Lines, Inc.	Application to amend certificate No. 494 to permit applicant to divide present route.	Applicant authorized to institute trial service for ninety days over two routes in Salt Lake City. Protest and application of Utah Light and Traction Company denied.
2085	3-1-41	Airway Motor Coach Lines, Inc.	Application to amend certificate No. 494 to permit applicant to divide present route.	Applicant ordered to discontinue trial service and resume its former operation.
2085	3-21-41	Airway Motor Coach Lines, Inc.	Application to amend certificate No. 494 to permit applicant to divide present route.	Application for rehearing denied.

TABLE NO. 4
SUMMARY OF ORDERS ISSUED IN URBAN PASSENGER CARRIER CASES
JULY 1, 1940 to JUNE 30, 1941
(Continued)

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
2363	7-10-40	Utah Light and Traction Company.	Application to remove street railway tracks, poles, and overhead facilities on Seventh East from Twenty-Seventh South to Twenty-First South in Salt Lake City.	Application granted.
2416	10-22-40	Ogden Transit Company	Application for certificate or permit to operate charter passenger tours in Utah.	Application denied.
2419	10-28-40	Ogden Transit Company	Application for certificate to operate as a common motor carrier of passenger, baggage, and express in Ogden City.	Application granted under Certificate of Convenience and Necessity No. 551.
2426	10-29-40	Airway Motor Coach Lines, Inc., Compt., vs. Utah Light and Traction Company, Def't.	Complaint against defendant concerning extensions of service into or adjacent to territory served by complainant without notice or hearing.	Complaint dismissed.

TABLE NO. 4
SUMMARY OF ORDERS ISSUED IN URBAN PASSENGER CARRIER CASES
JULY 1, 1940 to JUNE 30, 1941

(Continued)

Case No.	Date of Order	Applicant or Parties to Complaint	Nature of Case	Nature of Order
2449	3-20-41	Utah Light and Traction Company.	Application to institute motor bus service on First South and Thirteenth East Streets and to discontinue street car service on said streets; to remove tracks, poles, and overhead on Seventh East and Third South; and to consolidate various certificates heretofore issued into one certificate.	Application granted under Certificate of Convenience and Necessity No. 554.

TABLE NO. 5
CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS
JULY 1, 1940 to JUNE 30, 1941

Certificate No.	Case No.	Date of Order	Type of Service*	To Whom Issued	Between	Route	And	Via Highways
541	2394	8-23-40	GC	Arnold O. Bolinder, d/b/a Grantsville Trucking Co.	Salt Lake City	Grantsville, Burmester, Dolomite.		US 40-50, Unnumbered county highway.
542	2414	10-22-40	P	The Salt Lake & Utah Railroad Corporation.	Charter round trips originating on routes served by applicant as regular carrier.			Not specified.
543	2421	10-22-40	P	Union Pacific Stages, Inc.	Charter round trips originating on routes served by applicant as regular carrier.			Not specified.
544	2415	10-22-40	P	The Utah Idaho Central Railroad Corporation.	Charter round trips originating on routes served by applicant as regular carrier.			Not specified.

TABLE NO. 5
CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS
JULY 1, 1940 to JUNE 30, 1941
(Continued)

Certificate No.	Case No.	Date of Order	Type of Service*	To Whom Issued	Between	Route	And	Via Highways
545	2418	10-22-40	P	Bamberger Transportation Co.	Charter round trips originating on routes served by applicant as regular carrier.			Not specified.
516	2413	10-22-40	P	Burlington Transportation Co.	Charter round trips originating on routes served by applicant as regular carrier.			Not specified.
517	2405	10-22-40	P	Rio Grande Motor Way, Inc.	Charter round trips originating on routes served by applicant as regular carrier.			Not specified.
518	2406	10-22-40	P	Denver-Salt Lake-Pacific Stages, Inc.	Charter round trips originating on routes served by applicant as regular carrier.			Not specified.

TABLE NO. 5
CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO MOTOR CARRIERS
JULY 1, 1940 to JUNE 30, 1941

(Continued)

Certif- cate No.	Case No.	Date of Order	Type of Service*	To Whom Issued	Between	Route	And	Via Highways
549	2397	10-22-40	P	Interstate Transit Lines. Lines.	Charter round trips originating on routes served by applicant as regular carrier.	Santa Clara	Kanab, Panguitch.	Not specified.
550	2316	10-23-40	GC	Stucki-Wittwer ing Co.	Truck-	Santa Clara	Kanab, Panguitch.	US 91, U 17, 15 US 89.
553	2448	3-11-41	P	Ogden Cab and Trans- fer Co.	Ogden		35 mile radius.	Not specified.
555	2432	4-22-41	P	Tooele-International Bus Company.	Tooele		International Elton Tunnel.	U 178
556	2461	4-19-41	GC	M. Norton, d/b/a Norton Truck Line.	Salt Lake City		Kanab.	US 91, U 28, US 89, U 22, 23, 12.
557	2462	5-14-41	GC	Salt Lake-Kanab Freight Line.	Salt Lake City		Kanab.	US 91, U 28, US 89, U 22, 23, 12.

*P denotes passengers. GC denotes general commodities.

TABLE NO. 6
CONTRACT CARRIER PERMITS ISSUED DURING PERIOD
JULY 1, 1940 to JUNE 30, 1941

Permit No.	Case No.	Date of Order	Type of Service*	To Whom Issued	Between	Route	And	Via Highways
256	2350	12-12-40	SC	Alma F. Milner	Salt Lake City	Peoa		US 40, U 530, 35
259	2390	8-21-40	SC	Hill Bros. & Fauscitt	Fort Douglas	Various	C.C.C. Camps	Various highways
260	2395	7-17-40	SC	Mullin Hill	Ogden, Cedar City	Various	C.C.C. Camps	U 39, 37, 14
261	2383	7-29-40	SC	Leo Frandsen	Helper Provo	Provo	All points within a 120 mile radius	Not specified Not specified
262	2403	9-28-40	GC	Earl Batchelor	Salt Lake City	Vernal		US 40
263	2433	12-26-40	SC	Hill Bros.	Fort Douglas	Various	C.C.C. Camps	Various highways
264	2429	1-16-41	SC	Edgar S. Best	Sigurd, Nephi, Lake City	Provo		US 89, 91
265	2437	1-16-41	SC	Harris & Shipp Truck- ing Co.	Devils Slide	Hill Field		US 30S, 89, 91

TABLE NO. 6
CONTRACT CARRIER PERMITS ISSUED DURING PERIOD
JULY 1, 1940 to JUNE 30, 1941
(Continued)

Permit No.	Case No.	Date of Order	Type of Service*	To Whom Issued	Between	Route	And	Via Highways
266	2427	1-31-41	SC	Mrs. Ray Seamons	Salt Lake City	Logan, Smithfield, Lewiston, Richmond, Brigham City, Ogden, and Hyrum		US 91, U 101, 61
267	2452	4-11-41	SC	Jones Motor Line	Garland	Utah-Idaho State Line		US 191
268	2456	4-23-41	SC	G. Kendall	Gypsum	All points in Utah		All highways
269	2455	4-29-41	SC	Carbon Freight Lines, Inc.	Salt Lake City	Price		US 91, 50
270	2458	5- 1-41	P	George Robert Moss	All points in Weber County	All points in Weber County		All highways
271	2468	5-28-41	SC	James G. Olsen	Ephraim, Cedar City	Seley Creek, Duck Creek		U 29, 14

* P denotes passengers. SC denotes specified commodities. GC denotes general commodities.

TABLE NO. 7
**INTERSTATE CARRIER LICENSES ISSUED DURING PERIOD
 JULY 1, 1940 to JUNE 30, 1941**

License No.	Case No.	Date of Order	Type of Service*	To Whom Issued	Between	Route	And	Via Highways
168	2399	7-20-40	SC	Overland Moving Company.	All points in Utah.	All state lines.		All highways.
169	2084	7-29-40	SC	James L. Dallas and Paul A. Mavis, d/b/a Dallas and Mavis Forwarding Company.	All state lines.	All state lines.		Irregular routes.
170	2401	8- 5-40	P	Dave Wolzinger, d/b/a Pony Express Stages.	Salt Lake City.	Utah-Nevada state line.		US 40, 50.
171	2407	8-23-40	SC	Inland Freight Lines.	Salt Lake City.	Utah-Nevada state line.		US 40.
172	2391	9-13-40	SC	Kendall D. Garff, d/b/a Ken Garff.	All state lines.	All state lines and Utah points.		All highways.
173	2388	9-26-40	SC	H. M. Boren.	Utah-Idaho line.	Various Utah points.		US 305, 40, 50, 89, 91.
174	2422	9-26-40	SC	Foster and Sigglekow.	Utah-Idaho line.	Various Utah points.		US 305, 40, 50, 91, U 48.

TABLE NO. 7
INTERSTATE CARRIER LICENSES ISSUED DURING PERIOD
JULY 1, 1940 to JUNE 30, 1941
 (Continued)

License No.	Certif- cate No.	Date of Order	Type of Service*	To Whom Issued	Between	Route	And	Via Highways
175	2296	10-11-40	SC	Albert Leslie Webb.	Laketown.	Utah-Idaho line.		U 3.
176	2411	10-18-40	GC	Peter McKeller.	Wendover.	Ibapah, Gold Hill.		US 50.
177	2412	10-18-40	SC	Henry Novak.	Clay Basin.	Utah-Wyoming line.		Unnumbered high- ways.
178	2118	11-19-40	SC	Aero Mayflower Company.	All state lines.	All state lines.		All highways.
179	2242	11-19-40	SC	Oliver G. Roche, d/h/a O. G. Roche Transfer & Storage.	All state lines.	All state lines.		All highways.
180	2431	11-30-40	GC	Garrett Freightlines, Inc.	Utah-Idaho line.	Utah-Arizona, Utah Nevada, lines.		US 91, 30S, 191, 40. 50.
181	2365	12-2-40	**GC	W. C. Burnett.	Utah-Colorado line.	Utah-Colorado line		US 50, 160.
182	2389	12-17-40	SC	Combes Gas and Oil Company.	Utah-Wyoming line.	Ogden.		US 30S.

TABLE NO. 7
INTERSTATE CARRIER LICENSES ISSUED DURING PERIOD
JULY 1, 1940 to JUNE 30, 1941
 (Continued)

License No.	Case No.	Date of Order	Type of Service*	To Whom Issued	Between	Route	And	Via Highways
183	2438	1- 3-41	SC	Hovace W. Allred.	Grand and San Juan County points.	Utah-Juan	Utah-Colorado line.	Regular and irregular routes.
184	2439	1- 8-41	SC	C. G. Parry.	Points in Kane, Iron, Washington, Garfield, Beaver, and Piute Counties.	Utah-Arizona line.	Utah-Arizona line.	Irregular routes.
185	2447	2- 3-41	SC	Lang Transportation Corp.	Utah-Arizona line.	Utah-Arizona line.	Sevier and intermediate points.	US 91, 89, U 15, 17.
186	2451	3-13-41	GC	Ringsby Truck Lines Inc.	Utah-Colorado state line.	Utah-Colorado state line.	Utah-Arizona line.	US 50, 91.
187	2457	4- 4-41	SC	Thomas C. Syrett, d/b/a Syrett Commission Company.	Cedar City.	Utah-Arizona line.	Utah-Arizona line.	US 56.
188	2486	4-26-41	SC	Clayton J. Barnhisel.	Clay Basin.	Utah-Wyoming line.	Utah-Wyoming line.	Irregular routes.

TABLE NO. 7
INTERSTATE CARRIER LICENSES ISSUED DURING PERIOD
JULY 1, 1940 to JUNE 30, 1941
 (Continued)

License Case No.	Date of Order	Type of Service*	To Whom Issued	Between	Route	And	Via Highways
189 2472	5-21-41	P	George Robert Moss.	Brigham and Weber County Points.	Utah-Arizona, Utah Nevada, Utah-Colo-rado, Utah-Wyoming, Utah-Idaho lines.		Irregular routes.
190 2475	6-23-41	SC	Ernest Caldwell.	Uintah, Duchesne, and Daggett Counties.	Utah-Colorado, Utah-Wyoming lines.		Irregular routes.

*P denotes passengers; GC denotes general commodities; SC denotes specified commodities.

** General commodities with specified exceptions.

TABLE NO. 8

**TEMPORARY INTERSTATE LICENSES AUTHORIZING USE OF UTAH HIGHWAYS IN INTERSTATE
COMMERCE ISSUED DURING PERIOD JULY 1, 1940 to JUNE 30, 1941**

License No.	Case No.	Date of Order	Type of Service*	To Whom Issued	Between	Route	And	Via Highways
XXXXVI	2393	7-11-40	SC	Fred Rose.	Utah-Idaho line.	Ogden, Saltair, Salt Lake City		US 191, 30S, 91
XXXXVII	2428	10- 8-40	SC	Weicker Transfer & Storage Co.	All state lines.	All state lines		All highways
XXXXVIII	2382	12-31-40	SC	Bekins Van Lines Company.	All state lines	All state lines.		All highways
XXXXIX	2435	1- 3-41	GC	Pacific Intermountain Express Company.	Utah-Nevada line Utah-Arizona line	Utah-Wyoming line Utah-Idaho line		US 40, 50, 91, 91A, U 49 US 91, U 15, US 89, 189, 30S, U 41
XL	2443	1-18-41	SC	William L. Carpenter, d/b/a Argonne Van and Storage Co. and Argonne Van Lines.	All state lines.	All state lines		Irregular routes

TABLE NO. 8

**TEMPORARY INTERSTATE LICENSES AUTHORIZING USE OF UTAH HIGHWAYS IN INTERSTATE
COMMERCE ISSUED DURING PERIOD JULY 1, 1940 to JUNE 30, 1941**

(Continued)

License No.	Case No.	Date of Order	Type of Service*	To Whom Issued	Between	Route	And	Via Highways
XLI	2445	1-30-41	SC	Compton Storage Company.	All state lines	All state lines		Irregular routes
XLII	2469	5-16-41	SC	G. H. Mickelson & J. M. Mickelson, d/b/a Mickelson Truck Line	Utah-Colorado line.	Woods Cross		Not specified
XLIII	2453	6-2-41	SC	Max Fauscitt, d/b/a Fauscitt's Truck Lines.	Utah-Idaho line.	Price		Not specified
XLIV	2467	6-2-41	SC	Belmont Richards and George Sanford, d/b/a Richards and Sanford.	Carbon County points.	Price, Utah-Arizona line		Irregular routes
XLV	2476	6-19-41	SC	Jesse Johnson and Anthon Black.	San Juan County points.	Utah-Colorado line		US. 160
XLVII	2479	6-24-41	SC	Dealers Transport Company.	All state lines	All state lines		Irregular routes

*SC denotes specified commodities; GC denotes general commodities

TABLE NO. 9

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

JULY 1, 1940 to JUNE 30, 1941

Case No.	Date of Order	Name of Applicant	Nature of Application	Disposition
2292	11- 1-40	George W. Martin	Certificate of Convenience and Necessity	Dismissed
2368	9-19-40	Rex F. Moss and Charles Fox	Contract Carrier Permit	Dismissed
2372	9-10-40	Joe Ford	Contract Carrier Permit	Denied
2400	9- 5-40	Joseph J. Milne Truck Line, Inc.	Certificate of Convenience and Necessity	Dismissed
2420	2- 6-41	Harry S. Michael	Certificate of Convenience and Necessity	Denied
2441	2- 4-41	S. A. Markley, d/h/a M & M Truck Company	Contract Carrier Permit	Denied
2450	4-10-41	Riley Stephenson	Certificate of Convenience and Necessity	Dismissed
2460	4-25-41	Alden N. Hodges	Contract Carrier Permit	Dismissed
2466	5-19-41	Richards & Sanford	Certificate of Convenience and Necessity	Dismissed
2474	6-24-41	J. E. Tietjen	Certificate of Convenience and Necessity	Denied

TABLE NO. 10
SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES
JULY 1, 1940 to JUNE 30, 1941

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
825	9-24-40	Howard J. Spencer	To change route under certificate No. 72.	Application granted
1033	8-28-40	The Barton Truck Line, Inc.	To include additional points under certificate No. 313	Application granted
1033	11-26-40	The Barton Truck Line, Inc.	To clarify authority under certificate No. 313	Application granted
1194	6-26-41	Rio Grande Motorway, Inc.	To add alternate route under certificate No. 384	Application granted
1293	4-25-41	Railway Express Agency, Inc.	To haul to additional points under certificate No. 413	Application granted
1342	6-26-41	Jesse Ehmer Tietjen	To haul for additional party under permit No. 12	Application granted
1384	3-10-41	Rex Shepherd, d/b/a Motor Express Company of Wyoming	To amend license No. 24 to include rights originally held by Redline Transport, Inc., under license No. 112	Application granted
1734	6-25-41	Rapid Express, Inc.	To vacate cancellation order of June 24, 1941	Application granted
1781	6-25-41	Rio Grande Motorway, Inc.	To add an alternate route under certificate No. 444	Application granted
1797	11- 7-40	Denver-Salt Lake Pacific Stages, Inc.	To amend certificate No. 447 to include authority to transport passengers and mail as originally held by Comet Motor Express Company under certificate No. 424	Application granted

TABLE NO. 10
SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES
JULY 1, 1940 to JUNE 30, 1941
 (Continued)

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
1844	7-22-40	Osmond C. Hansen, d/b/a Wasatch Trucking Company.	To haul for two additional parties under Permit No. 131	Application granted in part and denied in part
1847	7-31-40	W. J. Smith	To vacate cancellation order of June 18, 1940.	Application granted
1896	7-6-40	Salt Lake Transportation Company	To consolidate certificates 185, 236, 238, 240, 415, 431 under certificate 538 and to cancel permit No. 134	Application granted
1911	2-27-41	R. A. Gould	To haul for an additional party to specified points under permit No. 138	Application granted
1912	9-19-40	Leland Hair	To discontinue hauling for certain parties under permit No. 144	Application granted
1924	9-5-40	Oneonta Transfer & Storage	To vacate cancellation order of June 4, 1940	Application granted
1954	11-7-40	Carbon Freight Line, Inc.	Application for certificate of convenience and necessity to operate as a common motor carrier of freight and express between Salt Lake City and Price and Helper, Utah. (Hearing de novo by stipulation of all parties concerned)	Application granted under certificate of convenience and necessity No. 484
1954	11-28-40	Carbon Freight Line, Inc.	Application by Protestants, The Denver and Rio Grande Western Railroad Company and Rio Grande Motor Way, Inc., for rehearing	Application denied

TABLE NO. 10
SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES
JULY 1, 1940 to JUNE 30, 1941
(Continued)

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
1979	9-19-40	Naples Store and Service Station	To haul for additional parties under permit No. 171	Application granted
1986	4-14-41	Riley Stephenson	To amend certificate No. 482 to include an alternate route and an additional party	Application granted
2019	6-25-41	H. C. Norton and A. L. Bruno	To vacate cancellation order of June 21, 1941	Application granted
2029	9-19-40	J. M. Mickelson	To haul to additional parties under permit No. 175	Application granted
2078	8-27-40	The Salt Lake and Utah Railroad Corp.	To amend certificate No. 507 to include an alternate route	Application granted
2095	9-19-40	Charles R. Lunt	To vacate cancellation order of September 10, 1940	Application granted
2107	5-14-41	George R. Adair	To amend contract carrier permit No. 197 to haul for additional parties to specified points, and to discontinue hauling for specified parties	Application granted in part and denied in part
2149	10-28-40	Royal Allred	To vacate cancellation order of October 11, 1940	Application granted
2152	3-18-41	Max Fausett	To vacate cancellation order of March 1, 1941	Application granted
2177	6-23-41	A. T. Farnsworth	To transport stove oil and dieselene for Shell Oil Company	Application granted by a reissue of permit No. 207

TABLE NO. 10
SUMMARY OF MISCELLANEOUS ORDERS ISSUED IN MOTOR TRANSPORT CASES
JULY 1, 1940 to JUNE 30, 1941
 (Continued)

Case No.	Date of Order	Applicant	Nature of Case	Nature of Order
2285	5-12-41	Cloy B. Wilde	To change name in Case No. 2285 to Cloy B. Wilde, d/b/a Salt Lake-Coalville Stage Line	Application granted
2289	10-14-40	Roy J. and G. A. McDonald Van Lines	To vacate cancellation order of January 17, 1940	Application granted
2289	4-1-41	Roy J. and G. A. McDonald Van Lines	To vacate cancellation order of January 22, 1941	Application granted
2300	3-13-41	Max Fausett	To vacate cancellation order of March 1, 1941	Application granted
2325	8-12-40	H. Leslie Hansen	To haul cement for an additional party under permit No. 243	Application granted
2383	8-27-40	Leo Frandsen	To amend permit No. 261 to correctly state the point from which carrier operates	Application granted
2383	6-25-41	Leo Frandsen	To transport for an additional party under permit No. 261	Application granted
2403	6-23-41	Earl Batchelor	To transport for additional parties and to additional points under permit No. 262.	Application denied

TABLE NO. 11

CERTIFICATES OF CONVENIENCE AND NECESSITY

CANCELLED

DURING PERIOD JULY 1, 1940 to JUNE 30, 1941

Certificate No.	Case No.	Date of Cancellation	Name of Carrier
295	749	12- 5-40	A. R. Barton and L. R. Lund
301	960	10-29-40	The Utah Idaho Central Railroad Company
305	983	3-20-41	Utah Light and Traction Company
306	981	3-20-41	Utah Light and Traction Company
310	996	5- 8-41	E. J. Duke
321	1038	3-20-41	Utah Light and Traction Company
324	1049	11- 9-40	Utah Rapid Transit Company
327	966	3-20-41	Utah Light and Traction Company
338	1112	3-20-41	Utah Light and Traction Company
354	1144	12- 5-40	A. R. Barton and L. R. Lund
390	1254	3-20-41	Utah Light and Traction Company
398	1281	11- 9-40	Utah Rapid Transit Company
400	1298	3-20-41	Utah Light and Traction Company
404	1359	3-20-41	Utah Light and Traction Company
409	1432	3-20-41	Utah Light and Traction Company
424	1603	11- 7-40	Comet Motor Express Company
433	1620	6-21-41	John Chamberlain
443	1783	3-20-41	Utah Light and Traction Company
445	1779	10-28-40	Utah Rapid Transit Company
451	1838	4-19-41	M. R. Cameron and Garth Cameron
458	1883	3-20-41	Utah Light and Traction Company
458-A	1974	3-20-41	Utah Light and Traction Company
466	1930	4-19-41	M. R. Cameron and Garth Cameron
467	1931	8-23-40	Elmer Bates
487	2047	10-29-40	The Utah Idaho Central Railroad Company
511	2193	10-29-40	The Utah Idaho Central Railroad Company
536	2363	3-20-41	Utah Light and Traction Company
556	2461	5-14-41	M. R. Cameron and Garth Cameron

TABLE NO. 12
CONTRACT CARRIER PERMITS CANCELLED
DURING PERIOD
JULY 1, 1940 to JUNE 30, 1941

Permit No.	Case No.	Date of Cancellation	Name of Carrier
3	1120	12- 5-40	L. R. Lund and A. H. Barton
4	1121	12- 5-40	E. O. Hamblin
29	1313	1-31-41	Ray Seamons
69	1389	4- 4-41	Stephen G. Skillhorn
70	1568	5-16-41	I. A. Miles
146	1964	5- 6-41	George Carlos Smith
171	1979	6-24-41	Naples Store & Service Station
174	2019	6-21-41	H. C. Norton and A. L. Bruno
191	2103	7-16-40	Stanley Roberts
192	2095	6-13-41	Charles R. Lunt
200	2149	10-11-40	Royal Allred
204	(2152	3- 1-41	Max Fausett
	(2300	3- 1-41	Max Fausett
209	2108	1-22-41	Elmo Sorenson
220	2219	12-26-40	Fausett & Hill
222	2233	9-13-40	Victor Wilkins
223	2232	6-13-41	E. L. Gillespie
232	2267	7-30-40	Alfred J. Baker
234	2268	11-19-40	Wallace Roundy
241	2308	6-21-41	Northwestern Express, Inc.
244	2326	11-28-40	George Sanford and Orrin Snow
245	2328	11-28-40	George Sanford
253	2354	8-27-40	C. E. Whiting

TABLE NO. 13
INTERSTATE CARRIER LICENSES CANCELLED DURING
PERIOD
JULY 1, 1940 to JUNE 30, 1941

License No.	Case No.	Date of Cancellation	Name of Carrier
LICENSES			
16	1411	11-30-40	Garrett Transfer and Storage Company
70	1717	11-30-40	Garrett Transfer and Storage Company
75	1734	6-24-41	Rapid Express, Inc.
77	1744	3- 1-41	W. S. Herbert, d/b/a Herbert Truck Line
91	1793	8- 5-40	E. H. Curry and Earl Nash, d/b/a Overland Stages
102	1750	11-30-40	Garrett Transfer and Storage Company
112	1884	3-10-41	Redline Transport, Inc.
114	1887	2- 3-41	Bray Truck Line, Inc.
119	1874	1- 3-41	Pacific Intermountain Express
127	1932	3-13-41	Clarence E. Roper, d/b/a Roper Freight Service
129	1969	8-23-40	C. J. Parkinson
133	1999	7-20-40	Redman Van and Storage Company and Overland Moving Company
146	2237	6-24-41	Northwestern Express, Inc.
164	2364	10-11-40	Ensign C. Griffiths, d/b/a E. C. Griffiths Truck Line
165	2371	4- 9-41	Claud H. Eaton
177	2412	4-26-41	Henry Novak
182	2389	6-21-41	Combes Gas and Oil Company
TEMPORARY LICENSES			
IV	2022	2-17-41	Frank L. Apgood
VI	2021	1- 3-41	Pacific Intermountain Express of Colorado, Inc.
IX	2053	1- 3-41	Conyes Freight Lines
XIV	2067	8-23-40	Sig Rydman and Don Major, d/b/a Seagull Motor Lines
XVI	2084	7-29-40	James L. Dallas and Paul A. Mavis, d/b/a Dallas and Mavis Forwarding Company
XVII	2118	11-19-40	Aero Mayflower Transit Company
XXIV	2225	12-31-40	Bekins Moving and Storage Company
XXV	2236	12-31-40	Bekins Van Lines, Inc.
XXVI	2242	11-19-10	Oliver G. Roche, d/b/a O. G. Roche Transfer & Storage
XXX	2289	1-22-41	Roy J. and G. A. McArthur
XXXI	2296	10-11-40	Albert Leslie Webb
XXXV	2389	12-17-40	Combes Gas and Oil Company

TABLE NO. 14
**SUMMARY OF ORDERS ISSUED IN STATION AGENCY
 AND MISCELLANEOUS CASES
 JULY 1, 1940 to JUNE 30, 1941**

Case No.	Order Date of	Applicant or Parties to Complain	Nature of Case	Nature of Order
STATION AGENCY CASES				
2425	10-29-40	The Denver and Rio Grande Western Railroad Company	Application to discontinue agency station at Goshen, Utah.	Application granted
2454	6-10-41	The Denver and Rio Grande Western Railroad Company	Application to discontinue agency station at Fairview, Utah.	Application granted
2478	6-28-41	Union Pacific Railroad Company	Application to discontinue agency station at Hyrum, Utah.	Application granted
MISCELLANEOUS CASES				
2321	1-22-41	Tooele Valley Railway Company	Application to discontinue passenger service between Tooele, and International, Utah.	Application dismissed
2402	9- 3-40	John B. Hunter	Application to practice before the commission	Application granted
2417	10-29-40	The Utah Idaho Central Railroad Corporation	Application for certificate of convenience and necessity to operate the same railroad formerly operated by the Utah Idaho Central Railroad Company	Certificate of convenience and necessity No. 552 issued granting application

APPENDIX II

MISCELLANEOUS ORDERS AND COMMISSION FINANCES

	Table No.	Page No.
Investigation dockets	15	49
Special permissions	16	51
Informal dockets	17	52
General orders and supplements	18	55
Commission finances	19	56

TABLE NO. 15
INVESTIGATION DOCKETS
JULY 1, 1940 to JUNE 30, 1941

Investigation Docket No.	Date of Order	Description	Nature of Order
7	9-11-40	Investigation of the rates and practices of the Uintah Gas Company.	Uintah Gas Company ordered to eliminate larger users to curtail monthly gas demand from approximately five million feet to approximately three million cubic feet. Request to increase gas rates denied.
12	1-22-41	Investigation of undercharges of Emma Walker, a contract carrier, and B. H. Hyde, Steve Dimenti, and Glen O. Allred, shippers.	Proceedings dismissed.
27	7-30-40	Investigation of Riverton Pipe Line Company relative to purity of water.	Riverton Pipe Line Company ordered to install by August 31, 1940, facilities to insure purity of water.
28	1-6-41	Investigation of original cost of construction of properties of Peoples Light and Power Company.	Peoples Light and Power Company ordered to set up on its books as of January 1, 1940, \$63,123 as original cost of construction of its properties.
29	8-24-40	Investigation of rates and practices of Swan Creek Electric Company.	Swan Creek Electric Company ordered to file new rate schedules; to set up on its books as of January 1, 1940, \$63,464 as original cost of construction of properties with a depreciation reserve of \$29,000; to install a new book-keeping system; and to use a depreciation rate of 3.2 per cent.

TABLE NO. 15
INVESTIGATION DOCKETS
JULY 1, 1940 to JUNE 30, 1941
 (Continued)

Investigation Docket No.	Date of Order	Description	Nature of Order
30	11-16-40	Investigation of records and reports of Cameron Truck Line.	Cameron Truck Line ordered to show cause for failure to keep a correct system of accounts and file a correct report for 1939.
30	4-21-41	Investigation of records and reports of Cameron Truck Line.	Show cause order of November 16, 1940 declared satisfied.
31	11-28-40	Investigation of insurance policies and bonds required by law to be filed by motor carriers with the Public Service Commission of Utah.	Commission adopted rules and regulations covering insurance, bonds, and waivers filed with the Commission.
32	6-21-41	Reclassification of utility plant of Mountain Fuel Supply Company.	Commission ordered the submission of additional statements in connection with the information called for in Utility Plant Instruction 2-D of the Uniform System of Accounts for Gas Utilities.
34	5- 8-41	Investigation of original cost studies and reclassification of accounts of Telluride Power Company.	Telluride Power Company ordered to restate its "Original Cost of Properties" as of December 31, 1938, to comply with the uniform system of accounts adopted by General Order No. 34.
35	5-24-41	Investigation of accounts, records, and reports of the Bear River Valley Telephone Company.	Bear River Valley Telephone Company ordered to show cause for its failure to comply with the Commission's prescribed accounting requirements.

TABLE NO. 16
SPECIAL PERMISSIONS ISSUED JULY 1, 1940 to
JUNE 30, 1941

Purpose for Which Issued	No. Issued
To reduce railroad freight rates	111
To reduce motor carrier freight rates	12
To reduce express rates	1
To reduce railroad passenger fares	4
To reduce motor carrier passenger fares	2
To publish special one day street car passenger fares	4
To extend expiration dates on railroad reduced freight rates	11
To publish transit charges for rail freight	1
To extend expiration date on rail passenger fares	1
To publish changes in rail freight tariffs resulting in no increase or reductions	9
To publish changes in motor carrier freight tariffs resulting in no increases or reductions	6
To publish change in routing in railroad freight tariff	1
To publish change in time schedule of motor carrier	4
To publish change in motor carrier passenger tariff resulting in no increases or reductions	1
To publish change in rules and regulations applying to industrial rates for natural gas	1
To reduce electric power rates	7
To reduce telephone rates	1
To establish motor carrier rates	1
To correct errors in railroad freight tariffs	17
To correct errors in motor carrier freight tariffs	5
To establish through railroad freight rates	4
To resume normal rail freight rates	1
To increase rail freight rates	1
Total	206

TABLE NO. 17
INFORMAL DOCKETS
JULY 1, 1940 to JUNE 30, 1941

No.	Date of Order	Description	Disposition
478	7-19-40	Chipman Mercantile Co., Comp't. vs. The Salt Lake & Utah Railroad Corporation, Def't.	Def't. ordered to refund \$3.23 on shipment of petroleum coke.
479	7-19-40	The Utah Idaho Sugar Co., Comp't. vs. The Salt Lake & Utah Railroad Corporation, and the Western Pacific Railroad Company, Def'ts.	Def'ts. authorized to refund \$48.00 on eight carloads of limerock.
480	7-19-40	Various Persons, Comp't. vs. Bamberger Railroad Company, Def't.	Def't. authorized to waive under-charge collection of 5 cents each on 298 shipments aggregating \$14.90.
481	8-13-40	Layton Sugar Co., Comp't. vs. The Denver and Rio Grande Western Railroad Company, Def't.	Def't. authorized to waive collection of \$205.35 on carload shipment of limerock.
482	8-16-40	Fairview Telephone Co., Applicant.	Applicant authorized to file Tariff No. 11 increasing rates on lines more than three miles outside of Fairview.
483	9-13-40	Golden Rule Store, Comp't. vs. The Denver and Rio Grande Western Railroad Company, and Bamberger Railroad Railroad Company, Def't.	Def'ts. authorized to waive collection of freight charges higher than \$1.70 per ton on two carloads of coal.
484	9-21-40	Midland Telephone Co., Applicant.	Applicant authorized to increase rates in Monticello exchange.
485	9-23-40	The Western Union Telegraph Company, Applicant.	Applicant authorized to increase rates on intrastate press service.
486	11- 1-40	Madsen & Wintch, Comp't. vs. Union Pacific Railroad Company, Def't.	Def't. authorized to refund \$81.65 on shipments of cattle.

TABLE NO. 17
INFORMAL DOCKETS
JULY 1, 1940 to JUNE 30, 1941
 (Continued)

No.	Date of Order	Description	Disposition
487	11-27-40	Portland Cement Company of Utah, Comp't., vs. The Denver and Rio Grande Western Railroad Company, Def't.	Def't. authorized to waive \$30.40 undercharge on shipment of cement.
488	11-28-40	Rocky Mountain Packing Corp., Comp't. vs. The Denver and Rio Grande Western Railroad Company Def't.	Def't. authorized to refund \$49.03 on shipments of tin cans.
490	1- 8-41	Utah Ice & Storage Co., and Union Pacific Railroad Company, Applicants.	Applicants authorized to construct an ice chute with an impaired clearance on a track of Union Pacific Railroad Company.
491	4-10-41	Utah Idaho Sugar Co., Comp't. vs. The Denver and Rio Grande Western Railroad Company, Def't.	Def't. authorized to refund \$114.08 on shipments of molasses.
492	4-10-41	H. D. Olson, Comp't. vs. Union Pacific Railroad Company, and The Utah Idaho Central Railroad Corporation, Def'ts.	Def'ts. authorized to waive the collection of \$215.20 on shipments of canned tomatoes.
493	4-10-41	Rocky Mountain Packing Corp., Comp't. vs. The Denver and Rio Grande Western Railroad Company, Def't.	Def't. authorized to refund \$164.45 and waive collection of \$9.92 on shipments of tin cans and bracing.
494	5- 2-41	I. W. Allen, Comp't., vs. The Utah Idaho Central Railroad Corporation, and The Denver and Rio Grande Western Railroad Company, Def'ts.	Def'ts. authorized to refund \$129.88 on shipments of cattle.

TABLE NO. 17
INFORMAL DOCKETS
JULY 1, 1940 to JUNE 30, 1941
 (Continued)

No.	Date of Order	Description	Disposition
495	5-1-41	United States Smelting, Refining and Mining Companies, Comp't. vs. The Denver and Rio Grande Western Railroad Company, Def't.	Def'ts. authorized to waive collection of \$62.65 undercharge on shipment of scrap iron.
496	5-1-41	Monsey Iron and Metal Company, Comp't. vs. The Salt Lake & Utah Railroad Corporation, Def't.	Def't. authorized to waive collection of \$21.60 undercharge on shipment of scrap iron.
497	5-31-41	Merle G. Hyer, Comp't. vs. The Utah Idaho Central Railroad Corporation, and Union Pacific Railroad Company, Def'ts.	Def'ts. authorized to refund \$112.90 on shipments of sheep.
498	5-31-41	Merle G. Hyer, Comp't. vs. The Utah Idaho Central Railroad Corporation, and Union Pacific Railroad Company, Def'ts.	Def'ts. authorized to waive collection of \$67.74 undercharge on shipments of sheep.

TABLE NO. 18
GENERAL ORDERS AND SUPPLEMENT TO GENERAL
ORDERS ISSUED DURING THE PERIOD
JULY 1, 1940 to JUNE 30, 1941

General Order No.	Supplement No.	Subject Matter	Date Issued
39	1	Adoption of "List of Retirement Units for Election Utilities" for use of Class E electric utilities.	Feb. 5, 1941
49		Rules and regulations for telephone utilities operating in Utah.	Aug. 6, 1940
50		Uniform system of accounts for electric utilities, Class E.	Dec. 26, 1940
51		Uniform system of accounts for electric utilities, Class F.	Jan. 2, 1941

TABLE NO. 19
STATEMENT OF COMMISSION'S FINANCES
JULY 1, 1940 to JUNE 30, 1941

Accounts	General Fund	Motor Transport Fund	Total
Total available for expenditure	\$ 73,123.23	\$ 28,681.81	\$101,805.04
Expenditures:	47,169.19	10,695.48	57,864.67
Personal Services	47,169.19	10,695.48	57,864.67
Operating Expenses	4,352.94	222.95	4,575.89
Travel	2,647.27	3,286.18	5,933.45
Capital Outlay	298.48	298.48
Total Expenditures	51,467.88	14,204.61	68,672.49
Unexpended balance June 30, 1941	\$ 18,655.35	\$ 14,477.20	\$ 33,132.55

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