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Lewis Bros. Stages, Inc. v. The Public Service Commission of Utah; Hal F. Bennett, Donald Hacking, and Donald T. Adams, Its Members and Link Trucking, Inc., Uintah Freightways, et al., v. Public Service Commission of Utah, Donald Hacking, Don T. Adams and Hal S. Bennett : Brief of Defendants, Wycoff Company, Incorporated, The Public Service Commission of Utah and Its Members

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IN THE SUPREME COURT OF THE STATE OF UTAH

LEWIS BROS. STAGES, INC., a corporation,

vs. Plaintiff,

THE PUBLIC SERVICE COMMISSION OF
UTAH; HAL F. BENNETT, DONALD HACK-
ING; and DONALD T. ADAMS, its members;
and WYCOFF COMPANY, INCORPORATED,
a Utah corporation,

Defendants,

Case No.
11081

LINK TRUCKING, INC., UINTAH FREIGHT-
WAYS, a corporation, MILNE TRUCK LINES,
INC., PALMER BROTHERS, INCORPORATED,
RIO GRANDE MOTOR WAY, INC., LAKE
SHORE MOTOR COACH LINES, INC., DEN-
VER-SALT LAKE-PACIFIC STAGES, INC.,
and CONTINENTAL BUS SYSTEM, INC.,

Plaintiffs,

vs.

PUBLIC SERVICE COMMISSION OF UTAH,
DONALD HACKING, DON T. ADAMS and
HAL S. BENNETT, Commissioners of the Pub-
lic Service Commission of Utah, and WYCOFF
COMPANY, INCORPORATED,

Defendants,

Case No.
11082

BRIEF OF DEFENDANTS, WYCOFF COMPANY, INCORPORATED, THE PUBLIC SERVICE COMMISSION OF UTAH AND ITS MEMBERS

Review of an Order of the Public Service Commission of Utah

PHIL L. HANSEN
Attorney General
Attorney for Defendant
Public Service Comm. of Utah

HARRY D. PUGSLEY
Attorney for Defendant
Wycoff Company, Incorporated

IRENE WARR
Attorney for Plaintiff
Lewis Bros. Stages, Inc.

WILLIAM S. RICHARDS
GUSTIN & RICHARDS
Attorney for Plaintiffs
Link Trucking, Inc. and
Uintah Freightways

WOOD R. WORSLEY AND STUART L. POELMAN
Attorneys for Plaintiffs:

Milne Truck Lines, Inc., Palmer Brothers, Inc., Rio Grande Motor-
way, Inc., Lake Shore Motor Coach Lines, Inc., Denver-Salt Lake-
Pacific Stages, Inc., and Continental Bus System, Inc.

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IN THE SUPREME COURT OF THE STATE OF UTAH

LEWIS BROS. STAGES, INC., a corporation,

Plaintiff,

vs.

THE PUBLIC SERVICE COMMISSION OF
UTAH; HAL F. BENNETT, DONALD HACK-
ING; and DONALD T. ADAMS, its members;
and WYCOFF COMPANY, INCORPORATED,
a Utah corporation,

Defendants,

Case No.
11081

LINK TRUCKING, INC., UINTAH FREIGHT-
WAYS, a corporation, MILNE TRUCK LINES,
INC., PALMER BROTHERS, INCORPORATED,
RIO GRANDE MOTOR WAY, INC., LAKE
SHORE MOTOR COACH LINES, INC., DEN-
VER-SALT LAKE-PACIFIC STAGES, INC.,
and CONTINENTAL BUS SYSTEM, INC.,

Plaintiff,

vs.

PUBLIC SERVICE COMMISSION OF UTAH,
DONALD HACKING, DON T. ADAMS and
HAL S. BENNETT, Commissioners of the Pub-
lic Service Commission of Utah, and WYCOFF
COMPANY, INCORPORATED,

Defendants,

Case No.
11082

BRIEF OF WYCOFF COMPANY,
INCORPORATED, THE PUBLIC SERVICE
COMMISSION OF UTAH, DEFENDANTS

STATEMENT OF THE KIND OF CASE

This is an appeal taken by a number of truck companies from the decision of the Public Service Commission of Utah extending the authority of Wycoff Company, Incorporated in the transportation of general commodities in express service (with certain weight restrictions) throughout the State of Utah.

DISPOSITION BY THE PUBLIC SERVICE COMMISSION OF UTAH

Following the filing of an application March 9, 1965, this matter first came before the Commission on November 8, 1965. Hearings were started on January 10, 1966 and completed September 9, 1966; briefs were submitted to the Hearing Examiner appointed by the Commission and to the Commission itself, and Examiner's Report and Recommended Order was filed May 10, 1967, and each party was permitted presentation of further statements of their positions to the Commission, and thereafter, on July 10, 1967, the matter was submitted to the full Commission and a Report and Order was issued September 12, 1967 (R.138-158) cancelling certain of the Wycoff Company operating authority and granting generally an authorization to transport general commodities in express service throughout the State of Utah, with the restriction that such shall be limited to the transportation of shipments not to exceed 250 pounds on a weight basis.

RELIEF SOUGHT ON APPEAL

The various plaintiffs in the two proceedings have asked the court to set aside the said order of the Public Service Commission of Utah dated September 12, 1967, and defendants seek that this court shall affirm the decision of the Public Service Commission.

STATEMENT OF FACTS

The application by Wycoff was for authority to transport "general commodities in express service" (R 1). At the time of the initial hearing, this commodity description was voluntarily amended by restricting the service to "shipments weighing less than 1,000 pounds" (R. 102). The Order of the Commission (R. 155-156) limited the expanded express service authorized to:

250 pounds generally throughout the State
of Utah, and

100 pounds between points in Salt Lake
County

A number of special requirements were imposed upon Wycoff as to the express authority:

- (a)—filing express schedules with the Commission
(no other carrier has this duty)
- (b)—rendering pickup and delivery service at *all*
points, including Salt Lake City, Ogden and
Provo

(c)—publish *special* express tariff rates to be approved by the Commission

(d)—Commission reserved continuing jurisdiction to determine whether or not the increased weights or volumes adversely affect Wycoff's ability to render express service

By its Order the Commission restated in a compact manner (R 156-157) the existing common carrier authorities of Wycoff in Utah

(newspapers, books, motion picture film, ice cream, bull semen, cut flowers, election supplies, emergency shipments of contractors supplies, etc.)

and cancelled all existing certificates. Thereby under one document and one order the Commission, the public, **the protestants and Wycoff** can see exactly what its rights and duties are in the field of intrastate transportation.

Three basic objectives for better service on express service to the public were sought and realized by this proceeding:

(1) elimination of the 500 pound per vehicle schedule maximum weight in the former certificate;

(2) increase in the permissible size of shipments above the 100 pound limit in the former certificate (the Commission refused the 1000 pound limit requested but found 250 pounds generally to be needed); and

(3) extension of the same expedited service between Salt Lake City and the Ogden, Tooele and Park City areas.

Due to the problem which arose for the plaintiffs to procure from the reporter a transcript of the testimony given at the lengthy hearing, this court has ordered that the appeal be heard upon the record as made before the Public Service Commission, including the findings and report of its Examiner, and upon the memoranda of the respective parties. The memorandum of the applicant, Wycoff Company, Incorporated, is in the file (R 298-348) and consists of some 51 pages and contains a detailed analysis of the testimony of the 200 shipper witnesses who appeared in support of the application. We shall not attempt to reprint fully that summary of testimony of the shippers, but urgently request that the Court consider such as a fair and reasonable summary of the testimony given by these various shippers in support of the application and it is proof of the competent evidence in the record to support the determination and findings, as well as the order of the Commission. We shall summarize this in capsule form hereafter, but in doing so do not wish to be found remiss in our responsibility of pointing out to the Commission the actuality of voluminous, competent evidence in support of the application, the Findings of the Commission and its Order.

To the knowledge of counsel, there has never been a more complete and thorough hearing and considera-

tion of a matter involving a prospective grant of motor carrier operating authority within the State of Utah than has been given to this particular matter. As shown by the Report and Order of the Commission, the application filed early in 1965 came on for hearing before the Commission in November of 1965, after notice was mailed to all carriers (R 11) and published (R 16). At that time the Commission determined that it would utilize its Examiner, Lorin J. Broadbent, for the purpose of receipt of evidence and the hearings were then set to commence on January 10, 1966. Such hearings started in January of 1966 and were held at Salt Lake City, Logan, Vernal, Moab, Richfield and Cedar City, Utah, and were finally completed on September 9, 1966. Following the completion of such, at the request of the Examiner and the Commission, the applicant and the several protestants submitted briefs to the Examiner and the Commission in support of their respective positions. More than six months later, after extensive and careful consideration, the Examiner issued his Report and Recommended Order on May 10, 1967 (F 101-118), and such was filed with the Commission and served on all parties. Thereafter each and all parties were afforded the opportunity to present their arguments and expressions (R 199-348) as to their positions respecting the Examiner's Recommended Report and Order, which was favorable to the grant of authority to applicant, Wycoff Company. Thereafter, on July 10, 1967, the matter was submitted to the Commission after argument, and taken under advisement. Subsequently.

on September 12, 1967, after further deliberate consideration by the Commission, its Report and Order, consisting of some 21 pages, was issued which is the subject of this appeal.

As shown by the Report and Order, over 280 witnesses were called and testified in the matter, briefs and memoranda were received, oral arguments were heard and considered and the relevancy of the case of *Lake Shore Motor Coach Lines, Inc. v. Bennett*, 8 Utah 2d 293, 333 P 2d 1061, was carefully evaluated by the Commission, as shown by Finding No. 7 on pages 5 and 6 of the Report. The Commission not only summarized the testimony of the various 200 supporting shipper witnesses, but also the operating authorities and activities of the various numerous protestants (See sheets 10 through 14 ,inclusive). The Commission then concluded that public convenience and necessity required that the application be granted, as restricted below, and said conclusions are shown at pages 16, 17 and 18.

The Order of the Commission was that Wycoff Company be issued Certificate of Convenience No. 1608 to operate as a common carrier by motor vehicle for the transportation of general commodities in express service as therein defined, between points and places in the State of Utah, limited to the transportation of shipments of not to exceed 250 pounds in weight. Shipments were defined as meaning commodities moving on a single freight bill from one consignor to one consignee,

and it is provided that such shall not be separated to avoid the restriction. Applicant was required to file its express schedules and tariffs with the Commission and to render pickup and delivery service at all points, including Salt Lake City, Ogden and Provo. Certain pre-existing authority of Wycoff Company was excluded from the weight limitation, namely newspapers, etc., shown on sheet 19. The old certificates held by Wycoff Company were superseded and cancelled so that there would be outstanding before the Commission and before the public only the authorization set forth in the Report and Order of September 12. In pursuance of said Report and Order, Wycoff Company has entered into the performance of the service, including the pickup and delivery service required by the order, and is serving the public as required by said Order.

Because of the statewide nature of the application, it is appropriate now that we condense the testimony of the various witnesses as reflected by the Summary of Testimony of Shippers shown in the Memorandum of the applicant, Wycoff Company, Incorporated. To this end, we will attempt to aid the Court in its understanding of the testimony and its relationship to the application and the relationship to the issues that were before the Commission. Naturally, the Commission had before it the benefit of the experience of the Examiner in seeing and hearing the witnesses personally at the various points of hearing in Salt Lake City, Moab, Logan, Vernal, Richfield and Cedar City. We would point out that many of the witnesses testified as to

statewide needs, whereas some of the witnesses testified only as to area requirements on certain highways or segments in counties of the State of Utah.

A large number of the witnesses testified as to the desirability and requirement for their industries of seven-day-per-week service which is provided by Wycoff Company, Incorporated, and not by most of the other carriers. Many of the witnesses testified as to the desirability of service of Wycoff Company available after the normal 3:00 o'clock P.M. five-day-per-week cutoff time for pickups by the major carriers in Salt Lake City; and many of the witnesses testified as to the desirability of the direct pickup and delivery service which could be had by Wycoff Company, as distinguished from the service which could be received by others. Most witnesses testified that the bus service was not desirable because no direct pickup was made by any of the bus lines, and that the point of delivery at a bus station, restaurant, hotel or service station in the community was not adequate to meet their needs. Further, busses will not transport many unwrapped commodities for fear of marring or dirtying the baggage of passengers.

ARGUMENT

POINT I

THE FINDINGS, CONCLUSIONS AND ORDER ARE SUPPORTED BY VOLUMI-

NOUS, COMPETENT EVIDENCE OF PUBLIC NEED FOR THE EXPANDED EXPRESS SERVICE BY WYCOFF COMPANY.

The burden of proof on the applicant is well known when an extension of operating authority is sought. Wycoff has been serving the public in "express" operations in Utah since 1958 in addition to rendering a similar type service throughout *all* of Utah for the last 15 years plus on newspapers, motion picture film, flowers, books and other commodities requiring scheduled and expedited service.

Proof of this past experience, capabilities, equipment, insurance and finances was duly made. Most of the expanded proposed transportation will be in the same vehicles and on the same or similar schedules as were already operative. Simplified billing procedures were shown to the Commission and, by direct and cross examination, the proposals of service were thoroughly aired and evaluated.

Then the proof by the shipping public was adduced. For the convenience of the parties and the witnesses, the hearing was convened first at Salt Lake City and then adjourned to Logan, Vernal, Moab, Richfield and Cedar City. Thus a statewide representative group of concerned shippers appeared to support the application. Over 200 such testified as to their own business requirements for fast, direct, express service on dependable schedules. These businessmen, both large and small, were acquainted with the bus and truck services then

available to their communities and industries, knew of the problems which confronted them in emergencies, when special orders developed, when inventories were low and when customer needs dictated prompt procurement of commodities.

Most of the shipper witnesses already use the Wycoff express service, knew of the established dependability, early-morning delivery schedules or same-day delivery. These witnesses had problems which required more than 100 pound shipments or assured delivery not frustrated by the 500 pound per day per schedule truck limitation in the then Wycoff authority. This latter problem has made it necessary for Wycoff to suspend its pickup and delivery service in Salt Lake City, Ogden and Provo to avoid infringement of the restriction. In turn, a critical problem of preference developed as to whose express shipments would get on the truck and whose must be left behind when the 500 pound limit had been reached. Evidence on this was amply developed by applicant and the public.

Appended to this brief is an Appendix which is a digest of the Summary of the testimony of the supporting shipper witnesses. We recognize the voluminous nature of the Appendix, but such is inherent in a major case of this character. These witnesses represent some of the largest volume shippers in Utah, many key industries and a cross section of users of express services. Numerous shippers serve *all* of the State of Utah.

A number had shipments for which the express

service was needed in excess of 250 pounds, but the Commission in balancing the requirements of the public and the protection of the existing truck and bus lines placed a ceiling of 250 pounds generally and a 100 pound limit within Salt Lake County. Wycoff accepts those restrictions and will serve within those limits. When the Commission cut down the requested weight limits from 1000 pounds, we feel certain that it was exercising the prerogatives granted to it under the statutes.

So likewise, when the Commission authorized the per shipment increase from 100 pounds to 250 pounds generally and expanded the areas of service, it was exercising its duty and prerogatives under the statute. We urge the Court to review the summary of testimony of supporting shippers as set forth in the Appendix. This will show that there was nothing arbitrary or capricious in the Order of the Commission.

The extreme care with which the Commission reviewed the operations of other carriers, considered the past decisions of this Court, heard arguments and evaluated memoranda of counsel for all parties proves beyond doubt that the rights of all parties, and particularly the public, had been fully weighed. Public convenience and necessity do require the expanded express service, and this was duly proven by adequate and competent evidence.

There is a need for the Court to recognize the different character of this "express" service from that

traditionally offered by the established truck and bus lines. Wycoff publishes schedules giving departure and arrival times, a valuable aid to shippers and consignees alike. Such schedules are not customarily published by truck lines. A simplified form of billing has been created which is used on its express shipments to save any delays in handling. Wherever possible, direct pickup and delivery are made on the over-the-road truck. The equipment has specially designed bodies on trucks adapted for rapid highway movement and ease in loading and unloading.

Radio dispatch and special training of drivers aids in meeting emergency calls. The operations, though statewide in character, are generally over all of the major highways. Keys are had for business premises of many shippers and consignees (or convenient locked drop boxes are provided by Wycoff) where the time of delivery or pickup is after normal working hours. Frequent schedules make possible morning pickup in Salt Lake City and delivery the same day to most areas. Seven-day-per-week service is available to most areas. All types of commodities, within the weight limits, are accepted, as distinguished from the selective handling by bus express.

Through express shipments can be handled without interline or delay from all parts of the state. Most truck lines terminate at Salt Lake City and a day or two, or more, is lost in the interchange of freight between the different truck lines. Numerous shippers desire the

through, single-line express service across the Salt Lake City gateway without the existing truckline or bus line delays.

We feel certain that the Commission recognized the key part this expanded express service can render to the businesses and industries of Utah. As we are on a threshold of greater expansion all along the Wasatch front and these areas from Brigham City to Spanish Fork service the balance of the state, modernized transportation is needed. This modernization of service, with expedited deliveries, special training, scheduling, etc. is offered by Wycoff. The truck and bus companies will continue their regular service, except for urgent or emergency circumstances; but the growth in demand on shipments under 250 pounds, the substitution of express service for private transportation in this area, the encouragement of new businesses by better available service will be possible through Wycoff's expanded express operations.

POINT II

SUMMARY OF PERTINENT LAW

The general power and duty of the Commission is set forth in Section 54-6-4, U.C.A. 1953, and particularly in Section 54-6-5, which relates to the granting of Certificates of Public Convenience and Necessity by the Commission. After the preliminary language making it unlawful to operate as a common motor carrier

in intrastate commerce without first having obtained from the Commission a certificate, and prescribing the notice relative to an application and the opportunity to present evidence, then the statute reads as follows:

“If the commission finds from the evidence that the public convenience and necessity require the proposed service or any part thereof it may issue the certificate as prayed for, or issue it for the partial exercise only of the privilege sought, and may attach to the exercise of the right granted by such certificate such terms and conditions as in its judgment the public convenience and necessity may require, otherwise such certificate shall be denied. Before granting a certificate to a common carrier, the commission shall take into consideration the financial ability of the applicant to properly perform the service sought under the certificate and also the character of the highway over which said common carrier proposes to operate and the effect thereon, and upon the traveling public using the same, and also the existing transportation facilities in the territory proposed to be served. If the commission finds that the applicant is financially unable to properly perform the service sought under the certificate, or that the highway over which he proposes to operate is already insufficiently burdened with traffic, or that the granting of the certificate applied for will be detrimental to the best interests of the people of the State of Utah, the commission shall not grant such certificate.”

A number of citations are set forth in the annotations to that statute, and there is no need to review these, as the burden of the language in these is that it

is the general responsibility, prerogative and duty of the commission to hear the evidence and determine whether or not a certificate should be granted. This is further fortified by the provisions of 54-7-16 relating to certiorari on review of orders of the commission. It is to be kept in mind that a petition for rehearing had been heard and considered by the commission prior to the time that an appeal has been taken to this court. The pertinent language of this section 54-7-16 is found in the center of page 88 of Vol. 6 of the Replacement in the Utah Code Annotated 1953, which reads:

“The review shall not be extended further than to determine whether the commission has regularly pursued its authority, including a determination of whether the order or decision under review violates any right of the petitioner under the Constitution of the United States or the State of Utah. Findings and conclusions of the commission on questions of fact shall be final and shall not be subject to review. Such questions and facts shall include ultimate facts and findings and conclusions of the commission on reasonableness and discrimination.”

We do not find any contentions by any of the plaintiffs in these proceedings that there has been a violation of any of the rights of said plaintiffs under the Constitution of the United States or of the State of Utah. Thus we must resolve whether or not the findings and conclusions of the commission are supported by competent evidence, as that element seems to have been interjected into the statute by reason of the inter-

pretations of this statute. The annotations of said section are directed to the court's attention without repeating the same at this time.

The Legislature of the State of Utah in delineating the area of review has made it very clear that the "findings and conclusions of the commission on questions of fact shall be final and shall not be subject to review. Such questions of fact shall include ultimate facts and findings and conclusions of the commission on reasonableness and discrimination." There are four Utah decisions which we feel may well aid this Court in a determination of the present case, and fully justify the affirmation of the decision of the commission. The first is a case which has been referred to by the plaintiffs, as it is the regional express application case of Wycoff Company, wherein this court set aside the grant of the commission as to the area between Salt Lake City and Ogden and the territory of Tooele and Park City, upon the ground that though the evidence was exceedingly voluminous, in that case the court did not find any substance for the findings and determination of the commission. The language is "these considerations of policy are, of course, primarily the responsibility of the commission. If the record contains support of any substance for its findings and determination, its order must stand . . . nevertheless, upon a survey of the record, we find no witness that made showing for the defendant: That he was aware of the services presently available; that he had attempted to make use of them and found the services wanting; nor did the witnesses

express actual dissatisfaction with the services presently offered. There being no such evidence, we see no basis for finding that public convenience and necessity require additional service. The finding to that effect was therefore capricious and arbitrary." (Supra p. 7).

That decision was in 1958, and it is to be recalled that that express service with a limitation of 100 pounds per shipment and a 500 pound per schedule was authorized and instituted in pursuance of the certificate issued by the commission at that time throughout the State of Utah, with the exception of the areas cancelled by the decision noted above. In 1963 this court reviewed the decision of the commission as to which one of four truck lines would have authority to take over the operations previously conducted by Fuller-Topence and its successor, Wasatch Fast Freight, Inc., between Salt Lake City and points north through Ogden, Logan and to the Utah-Idaho state line. There the commission concluded that Barton Truck Line was the appropriate carrier to be awarded the authority, and so determined, and the other carriers took an appeal. The decision is at 382 P 2d, 210, 14 Utah 2d, 261, entitled "*Carbon Motor Way, Inc. v. Barton Truck Lines, Inc. and Wycoff Company, Inc. v. Barton Truck Line, Inc.*" This language is found in this decision:

"The plaintiffs are not in an advantaged position to contend that public convenience and necessity do not require the service which they sought to render; and for which, incidentally, the record amply justifies the commission's find-

ings of need. As to whom the authority should be granted, it was the commission's prerogative to decide, so long as the carrier had the required qualifications. See Section 54-6-5 U.S.C. 1953."

In 1966 the case of *Joseph M. Lewis et al. v. Wycoff Company, Incorporated*, was decided by this court, 420 P 2d 264, 18 Utah 2d, 255. This involved the granting by the commission of authority to Wycoff Company to transport emergency shipments of contractor's supplies, equipment and parts weighing less than 1,000 pounds between all points in the State of Utah. It is noted that the positions and identity of the plaintiffs in that proceeding are very similar to the ones in this proceeding, it being the same carriers, and at page 265 the court characterized their position as follows:

"The criticisms which the protesting carriers make of this order are not unfamiliar in cases of this kind: that the evidence does not justify the finding of public convenience and necessity for the proposed service because existing services offered by them are adequate; that the granting of the new authority will hazard their continuance; and that the order is too vague and indefinite to constitute a proper grant of authority."

In affirming the order of the commission, this court then stated as follows, at page 266:

"Due to the responsibility imposed upon the Commission, and its presumed knowledge and expertise in this field, its findings and order are supported by certain well-recognized rules of review: They are endowed with a presumption of validity and correctness; and the burden is upon

the plaintiff to show that they are in error. We survey the evidence in the light most favorable to sustaining them; and we will not reverse unless there is no reasonable basis therein to support them so that it appears that the Commission's action was capricious and arbitrary. From what we have said above it should be apparent that we have found no such error in the exercise of the Commission's authority, nor any vagueness or ambiguity in the order which would justify its reversal."

The last case we would direct the court's attention to is the case of *Prichard Transfer, Inc. plaintiff, v. W. S. Hatch Co.*, No. 10761, filed May 20, 1968, 441 P 2d 135. We feel certain that the court will recall the circumstances here involved, wherein Prichard was engaged in the transportation of sulphuric acid from Mexican Hat to Moab, with the testimony of the shipper that its services were adequate and satisfactory. However, Hatch was engaged in the transportation of sulphur from the railhead at Moab down to Mexican Hat in interstate commerce, and requested authority to haul the sulphuric acid back to Moab so it could balance out its operations and give a better rate to the shipper. After first denying the application of Hatch, the commission reconsidered and granted to Hatch the authority to perform the identical service being rendered by Prichard from Mexican Hat to Moab in the transportation of sulphuric acid. After identifying that this was just a rate problem for the shipper, the court said: "Under ordinary circumstances rates are not a controlling subject of inquiry in an application for a

certificate of public convenience and necessity. However, the commission is charged with the duty of seeing that the public receives the most efficient and economical service possible." Then the two concluding paragraphs of the decision are as follows:

"We cannot conclude that the Commission acted arbitrarily in this case. Prior to its order under review, it would appear that neither Hatch nor Prichard was rendering an adequate service.

"Prichard asserts that the granting of the certificate to Hatch will result in a diversion of traffic from it and will adversely affect its ability to serve the area. This may well be. However, although the Commission should take into consideration the rights of existing carriers, that does not mean that it must maintain a monopoly."

We believe the very last sentence to be extremely significant in our present context, wherein the court said:

"However, although the commission should take into consideration the rights of existing carriers, that does not mean it must maintain a monopoly."

Certainly that application exists in these circumstances, where the existing carriers are continuing their attempt to perpetuate a monopoly by excluding Wycoff Company from extending the service to the shippers on express transportation into certain areas, to-wit, between Salt Lake and Ogden, and into the Tooele and Park City areas. Also the language of this decision and those preceding are very impressive in the fact that the

court has now resolved itself to the position that if the commission has before it any evidence to support the position of the party which has prevailed before the commission, then this court will sustain that grant of authority. This seems to be a recognition of the prerogatives and responsibilities imposed upon the commission by the Legislature of the State of Utah and a further recognition of the expertise which the commission may have developed under the period of specialized consideration of transportation matters.

In the present case the application was supported by over 200 shipper witnesses. One reason why we have delineated the testimony of the various shipper witnesses in the appendix to this brief, to which we direct the court's attention, is because there seemed to be a feeling expressed in the decision in the *Lake Shore v. Bennett* case, 33 P 2d, 1061 (supra) in 1958 that because the record was so voluminous, being 2,284 pages of transcript, with 42 witnesses testifying for the applicant, it was improper for the defendant at that proceeding to characterize the testimony of the witnesses by general assertions and mere reference to the pages in the transcript of the testimony.

We know that by reading the summary of the testimony which is set forth in the appendix that this court will find that the witnesses were: (a) familiar with the other motor carriers involved, being the plaintiffs in these proceedings, in most instances (b) use their services in the areas involved and (c) knew of the character

of services available for them, had (d) encountered problems and (e) required the specialized express service and expedited delivery and pickup which only Wycoff Company seemed capable of providing. Each and all of the elements that have been expressed by the court as being essential for the proof of a case of convenience and necessity have been established by competent witnesses, not only as to particular areas, but on a statewide basis. More than adequate and competent evidence is in the record to sustain the decision and determination of each element of the case by the commission in this proceeding.

POINT III

NO GROUNDS FOR DENIAL OF APPLICATION

A further area of special consideration should be weighed by the court. We quote again the last sentence of Section 54-6-5 supra:

“If the commission finds that the applicant is financially unable to properly perform the service sought under the certificate, or that the highway over which he proposes to operate is already sufficiently burdened with traffic, or that the granting of the certificate applied for will be detrimental to the best interests of the people of the State of Utah, the commission shall not grant such certificate.”

This sets three bases for the Commission to consider if a denial of an application is to be made. So too,

these three may well apply as guides to this Court in determining its action. Without diminishing the importance of the affirmative matters referred to in the four cited opinions of this court 1958-1968, we suggest that the plaintiffs in our present case have utterly failed in their burden to establish any of the three elements for denial set forth in the quoted sentence:

(a) that "applicant is financially unable" — the testimony, files and records of the Commission and Exhibits 3 and 4 (R 360 and 361) show a net worth of over \$300,000.00 with 9 months revenue of \$1,397,716.45. None of the protestants attack the financial ability of Wycoff to perform properly the expanded express service;

(b) are the highways over-burdened? No suggestion of a problem of this nature was raised at the hearing nor in the briefs before this court. The evidence was that the Wycoff trucks are presently operating over all of the principal highways with newspapers, U.S. Mail, motion picture film, interstate express, etc., and very few additional units will be required for the expanded express service. Thus no burden to traffic will result;

(c) will the granting of the certificate be *detrimental* to the best interest of the *people* of the State of Utah? We search in vain in plaintiffs' briefs for any expression of concern for the best interests of the *people* of the State of Utah. Certainly the protestant-plaintiffs have expressed concern for their own busi-

nesses and a desire to shield themselves from any competition.

Let's just look at the *points* in the three briefs filed by the plaintiffs:

Lewis Bros. — no convenience and necessity requirement;

Link and Uintah —

1. no convenience and necessity as to their area;
2. premium rates must be established.

Milne Truck Lines, et al.

1. evidence did not require need for removal of past territorial and weight restrictions;
2. adverse effect on operations of plaintiffs;
3. absence of transcript of testimony denies plaintiffs right of review.

One may fairly assume that none of the three criteria for denial of the application exists. None of those claims were asserted in the memoranda filed by protestants before the Commission, nor were they raised in the several petitions for rehearing and reconsideration filed by those same protestants (R. 165-188). The Commission made three basic findings which cover the capabilities of Wycoff Company to perform the specialized express service which the public witnesses testified was needed (R. 140-141):

"2. The principal office and terminal of applicant is at Salt Lake City, Utah, but it also has a terminal at Ogden, Utah, and has men and equipment stationed at Brigham City, Price, Provo, Richfield, Fillmore, Springville and St. George, Utah. Applicant has a fleet of over 140 truck vehicles which it operates under a long-term lease. These are all van-type, specially built to accommodate the type of service rendered by applicant, and are provided with side doors as well as back doors. Radio equipped pickup units are operated in Salt Lake City and Ogden. Applicant maintains its own repair facilities and builds its own truck bodies for special services.

3. The Utah intrastate service presently rendered by Wycoff is on the following authorized commodities: express up to 100 pounds, newspapers, magazines, books, motion picture film, cut flowers, U. S. Mail, bull semen, and contractors' supplies, equipment and parts in emergency service up to 1,000 pounds. It also holds somewhat similar authority for air express and other like commodities in interstate commerce, and unlimited express authority in Idaho. It is experienced in transporting commodities in an expedited service. Simplified billing procedures are used on all shipments. Wycoff operates presently with numerous schedules to most of the communities on the highways of Utah.

4. Wycoff has over 200 employees, renders door-to-door services, maintains a safety program, is financially able to perform the service proposed, and can obtain such equipment as may be required. It is presently anticipated that no additional equipment will be required to perform the extended express service proposed. Schedules

showing departure and arrival times have been published and furnished to shippers and are in evidence. Express and other tariffs are on file with this Commission."

POINT IV

ANALYSIS OF POSITIONS OF PROTESTANTS

The Link-Uintah brief raises two issues which should be answered specifically. The first is the alleged failure to establish premium rates as part of the Wycoff case. At all stages, Wycoff's position has been and is that premium rates would be established as part of its express service. The Commission met this issue head-on (R. 144 and 152-153), and said:

"12. The applicant has contended throughout the proceedings that its proposed service is unique and not in direct competition with the regular freight carriers. It contends that its "express" service at premium tariff rates if authorized will be used by the shipping public primarily for emergency shipments and that there will be no substantial diversion of regular freight shipments from the existing carriers. Many of the witnesses so testified."

"18. Numerous shippers expressed a desire for the proposed express service, regardless of premium rates. The requirement of expedited delivery on dependable schedules appears to be superior to the consideration of rates charged.

"Generally speaking rate considerations are not a proper part of a certificate hearing. There

may be exceptions. With regard to this application the Commission is confronted with the fact that the language of the application itself specifies that the proposed service is to be rendered at so-called premium rates. Much was said during the course of the hearings about rates. Efforts were made by some of the protestants in the form of oral and written motions which would require that the applicant or the Commission specify what is contemplated by premium rates. Such particularity with regard to rates in a certificate hearing would not be appropriate. It is contemplated that specialized and rapid service on small shipments will require as a matter of basic transportation economics, rates in excess of regular freight rates. This aspect of the service contemplated by the application may well require further investigation and further proceedings before the Commission in an appropriate docket."

The second issue in the Link-Uintah brief was the absence of convenience and necessity for the expanded service into and from the Uintah basin. A reading of that brief would imply that this a completely new service between Salt Lake City and Vernal. Of course such is not the case. Wycoff presently had a daily express service to and from the Basin, but subject to the 100 pound per shipment and 500 pound per schedule restriction.

So the effect of the present order as to this area is not to install a new competitor to Link and Uintah, but merely to remove the restrictions of 100 pound shipment and 500 pound load provisions. We find an absence of any concern expressed in the Link-Uintah brief on this

phase. Witnesses at the hearing in Vernal and at Salt Lake City testified as to their need for the amplified Wycoff express service.

Responsive to the testimony of the shippers, both in the Basin and those on a statewide basis of operations, the Commission has, as to the Basin area, merely raised the express weight restriction from 100 pounds to 250 pounds, and deleted the load restriction. No new area of service was added. One cannot say that there was no competent evidence to support these changes, as the general tenor of most of the 200 witnesses was that either the 100 pound per shipment restriction was too limiting in meeting their business needs, they had had shipments delayed by the 500 pound per load limit, or both.

The Commission considered these aspects carefully (R. 144) :

“11. Delays occur in express service presently rendered by applicant because of the 500 pound per schedule limitation. Express shipments when tendered in excess of 500 pounds per schedule are delayed to later schedules. Because of this problem, Wycoff has suspended its pickup service for express shippers in Salt Lake City and Ogden for intrastate shipments. It performs pickup service to the same and other shippers on interstate express, contractors' equipment and other commodities where no such weight per schedule restriction exists. A number of shippers and receivers of express shipments in various parts of the State of Utah testified as

to such weight-per-schedule delays, and of the inconveniences and hardships resulting from the same. None of the protestant carriers in Utah have such weight-per-schedule restrictions. Applicant states that pickup service will be restored by it on express intrastate in Utah if this restriction is removed."

"15. A substantial number of shippers who utilize Wycoff express service on shipments under 100 pounds testified to their need for the same service on shipments over 100 pounds. Examples of such shippers and receivers requiring service over 100 pounds are:

Wheeler Machinery Company, Rocky Mountain Machinery Company and Foulger Equipment Company, when shipping equipment, diesel, replacement and repair parts for mines, municipalities, private companies, etc., other than contractors, throughout the state;

Motor Merc and other automotive and truck supply companies on shipments throughout the state, consisting of urgent movements of cylinder heads, motor blocks, crank shafts, transmissions, sets of tires, tractor tires, etc.

Farm equipment dealers and suppliers need repair parts . . . accessories and equipment ,particularly in the summer and fall seasons.

Commercial and industrial users, such as American Paper, General Electric—Major Appliance Division, Brunswick Drug, Eveo House of Hose, Van Waters-Rogers, W. H. Bintz Co., Sweet Candy Company, etc.

“In addition to the shippers, numerous receivers testified as to the need for service on shipments over 100 pounds. However, it does not appear that sufficient volume of such shipments over 250 pounds in weight exist upon which to base a finding of need for the proposed service. It further appears that the handling of shipments over 250 pounds in weight by a single driver, such as applicant uses in its service, may impair the integrity of the schedules and quality of the service.

“16. In summary, evidence of varying amounts and degrees was given as to business requirements for express service in many areas and as to individual communities. This evidence, when viewed as a whole, shows a need for a single carrier with state-wide express authority to reach the communities and serve the farmers, mines, automotive users, industries, stores and businesses, regardless of origin or destination. Weight-per schedule limitation of such authority results in unreasonable operating problems and delays and is inconsistent with a utility obligation to serve all the public.”

These specific and definite findings by the Commission of the factual evidence of need for statewide express service and the removal of the 100 pound shipment and 500 pound load restrictions are all supported by competent and substantial testimony from the public shipper witnesses.

The Lewis Bros. brief is directed to one point only, that there is no need for service in the areas served by Lewis Bros. Stages (Tooele, Grantsville and Park City

territories). Here the Commission has weighed the possible impact on the bus lines as against the public's need. Wycoff is presently serving in all of these particular areas in transporting newspapers, motion picture film, cut flowers, U. S. Mail, etc., so its vehicles are daily available for direct service to and from the shippers. In addition to the numerous general area shippers (some of whom were identified by the Commission in its finding No. 15 (R. 145-146), supra, specific witnesses such as A & G Garage & Service at Grantsville, and others described problems of using bus transportation. The busses have weight restrictions, may not handle black tires, unwrapped or uncrated auto parts, long tail pipes and fenders, etc. Many witnesses objected to the need for going to bus depots for delivery or pickup of commodities, as they need to use their personnel at their own places of business, and desired to have Wycoff perform a direct pickup and delivery service on their shipments and for their customers.

The remaining brief is by Milne Truck Lines, et al., being three truck lines operating south and east from Salt Lake City and three bus lines. Their brief objects to the "removal of past territory and weight restrictions." We note that Wycoff already has the exact same territorial scope as the three truck lines combined, and thus the only effect of this new order as to those areas is to increase the permissive express weights to 250 pounds from 100 pounds and to delete the daily truck weight limitation. Insofar as the bus lines are concerned, the same is true also, except in the

Salt Lake to Ogden area, where new express authority has been granted.

The Court will recall the 1958 Wycoff express appeal, *supra*, and the fact that the Commission in this very Report and Order (R 142-143) quotes extensively from it. This matter was argued before the Examiner, Mr. Broadbent, and before the Commission. In the 1958 decision, Wycoff was excluded from services between Salt Lake City and Ogden, and between Salt Lake City and Tooele and intermediate points, primarily because of the opposition of Barton Truck Lines, the only general commodity motor common carrier serving both Ogden and Tooele.

It is extremely significant that in our present case no appeal has been taken to this Court by Barton Truck Lines as to the grant of authority to Wycoff into Ogden and Tooele and the intermediate points. This is not mere oversight, as Barton is one of the largest carriers, but its General Manager, Mr. Hal Tate, testified that he would be happy to have Wycoff take all of their freight on shipments up to 500 pounds. He said that the reason for that position was that they had made an extensive and careful cost analysis and determined that they lose money on shipments under 500 because of the expense of handling, pickup and delivery on the smaller shipments.

So on the new authorization of Wycoff into Ogden and into Tooele, the only truck line, Barton, no longer opposes the grant of authority and the upward exten-

sion of the weight limits from 100 pounds to 250 pounds. As shown by the files (R 139) the application as heard by the Commission was for express shipments weighing less than 1000 pounds. When the final determination of the Commission cut the weight limit from 1000 pounds down to 250 pounds per shipment, apparently Barton concluded that the needed express service of Wycoff would not adversely affect its operations.

The Milne, et al brief avers that the Commission did not properly consider any adverse effect of the expanded Wycoff express authority. The only financial summaries presented were by Milne, wherein an arbitrary allocation of expenses to Utah intrastate service had been made. The carrier and the other plaintiff truck lines in that brief do extensive interstate business and make no separate cost accounting. The same driver and vehicle carries frequently both interstate and intrastate traffic. The Commission heard the evidence and was not insensitive to the position of Milne and the other truck lines. It cut down Wycoff's request for authority from 1000 pounds to 250 pounds generally and to 100 pounds in Salt Lake County, so there would not be a diversion of traffic which would be meaningful and profitable to the truck lines. Finding No. 17 (R 147-152) makes a careful analysis of the operations of all of the truck and bus protestants and then determines the need for the Wycoff express service within the limits imposed by the Order. Without prolonged discussions, we call to the Court's attention the different type service of the truck lines, use of large and cumbersome equip-

ment, delays, expensive minimum charges, cut-off times on pickups, etc.

The inadequacies of the bus service have been indicated above. The Commission has summarized the impact of the testimony from the many supporting shipper witnesses, as well as the truck and bus lines, as follows: (R 1153.)

“The general commodity truck lines seem to satisfy their shippers’ demands on heavier movements of freight. The buses are so restricted in many phases of their operations that their express service does not adequately meet the present and developing business requirements in the areas for which they hold authority. Particularly, lack of pickup and delivery service is a disadvantage to many shippers and receivers.

“There exists in Utah a need for an expanded, efficient express service to reach all areas of the state. Single-line responsibility to serve all points in the growing Wasatch front industrial and commercial areas, with radiating service to the other highway points in Utah, is in the public interest, and is needed on express shipments not over 250 pounds in weight. The grant of this express service limited to not over 250 per shipment will not result in an unreasonable diversion of traffic from the bus or truck lines.”

Milne, as a final shot, claims that the absence of a transcript of the testimony has prejudiced their rights. This matter has been carefully canvassed by the Court heretofore. We would remind the Court of the estab-

lished practices before the Commission that those appealing an order of the Commission have the burden of arranging with the reporter for and paying for the transcript of the testimony to be certified to this court.

SUMMARY

Many factors sustain the validity of the Commission's Report, Findings and Order in this case. We shall list a number of the more obvious, none of which has been attacked with any persuasiveness and all of which are supported by competent evidence:

(a) The then existing 500 pound per schedule limitation "is contrary to good operating practices and results in improper discrimination in services rendered." (R. 154);

(b) Numerous shippers require express services on shipments over 100 pounds and up to 250 pounds;

(c) No need for service over 250 pounds was proven;

(d) The areas not previously served on express by Wycoff, such as Ogden, Tooele and intermediate points, require express service and the common motor carrier serving said points did not appeal when the Commission limited service to not over 250 pounds;

(e) Wycoff, as applicant, proved that it is financially able, possessed of proper equipment, has

established proven capability in handling express on a statewide basis, and has proper insurance;

(f) No burden on the highways will result, as the same Wycoff units generally are already on the highway with newspapers, U.S. Mail, etc.;

(g) The business community of Utah, by over 200 witnesses from all areas, has proclaimed a need for the expanded express services;

(h) All of the shipper witnesses used other available transportation, were familiar with the services available to them, yet required also the special express service provided by Wycoff;

(i) Express service, with pickup and delivery, is an improved and different form of service from that provided by both the regular general commodity truck operations and the bus service now available;

(j) The Commission saw witnesses, heard testimony from all parties, as well as the public, and had ample, valid, competent evidence to support its findings, conclusions and order;

(k) Business requirements of many shippers for express services to all points in the state by a single carrier have been proven (**R 146**);

(l) The Commission imposed rigid restrictions to protect not only the competing truck and bus lines, but also to guide the public;

(m) Public convenience and necessity require the statewide expanded express service;

(n) Eight years of experience on the previously restricted express operations provided the Commission with a meaningful background and experience for judging the need for the expanded express service;

(o) No diversion of traffic will result from existing carriers sufficient to prejudice their continued successful service to the public, as much business will come from private carriage sources;

(p) The shipping public needs and supports this express service;

(q) The reservation of determination of premium rates was proper procedure and there is presently pending a proceeding before the Commission (Investigation and Suspension Docket 145) by Wycoff for an increase in its intrastate express rates;

(r) This most thorough hearing, briefing, argument and study before the Commission is entitled to the statutory presumption that the findings and conclusions are "final and shall not be subject to review"; and

(s) Rapid, expedited express service will aid in the business and industrial growth of Utah.

Respectfully submitted:

**WYCOFF COMPANY,
INCORPORATED**

**By HARRY D. PUGSLEY
ZAR E. HAYES,**

Attorneys

**PUBLIC SERVICE COMMISSION
OF UTAH**
(and its Commissioners)

By PHIL L. HANSEN
Attorney General

APPENDIX

TESTIMONY OF SHIPPERS

Brunswick Drug Company, Salt Lake City

A full service wholesaler on both prescription and other drug store merchandise, and represent over 2,000 manufacturers. They ship to drug stores throughout the entire State of Utah, and have 150 to 200 shipments per day. They presently utilize Wycoff Company every day on small express shipments. They would use the Wycoff service on additional shipments, both as to size and number, if the 500 pound per schedule were removed, as well as the 100 pound restriction. Shipper uses both the bus service in Utah and all the motor carriers, and is generally satisfied with such service, except that it does not meet the shippers' needs in supplying the drug stores, both as to prescription and other items, on the urgent movements. Sometimes they have shipments every day of the week, and they have had requests from their suppliers in various parts of the state and they are anxious to provide an adequate service for their suppliers. The trucks operated by them in the areas from Logan to Payson do not meet all of the shipping requirements, and they would use Wycoff to

supplement this private transportation already provided by them. They have split shipments to meet weight restrictions, by sending drugs via Wycoff and sundries on another carrier, but such is expensive and causes delays.

Wheeler Machinery Company, Salt Lake City

Handles Caterpillar equipment and parts throughout the State of Utah. They utilized the Wycoff service in conjunction with contractors, but because of the fact that they serve a number of other very large users of Caterpillar equipment, besides contractors, they need the same type service on express movements of parts throughout the State of Utah. Some of these users are, Kennecott Copper Company here in Salt Lake County, United States Steel at Geneva as well as at the Iron Mountain location, San Francisco Processing Company, lumber mills at Kiabab and Kanab areas, farm operations and mines throughout the entire State of Utah. At present time they ship 65% of their parts by common carriers, 10% by bus and 25% by Wycoff, and average over 4,000,000 pounds per year of parts which they must move out of their place of business here in Salt Lake to points throughout the State of Utah. When they desire to ship to a mine, a mill, a lumber operation, a farm or other user, they are willing to pay a premium rate on this. They require service seven days per week, including Saturdays and Sundays, though their normal operation is only five days per week. Same-day delivery is of vital importance to them. This company operates around the clock and around the year.

Foulger Equipment Company, Salt Lake City

This company competes with the Wheeler Equipment Company, as they have similar type competitive heavy equipment and diesel units operating throughout the State of Utah. They require service seven days per week, 24 hours per day. They, too, require a similar type service on parts going to mines, mills, farms and lumber operations. Wycoff provides pickup service if it is a contractor part, but has not done so in conjunction with general express shipments and this shipper desires the same type service on its contractor supplies and equipment movement. 25% of their shipments exceed 100 pounds and go up to 700 or 800 pounds.

Clearfield Auto Parts, Clearfield, Utah

Principal source of supply in Salt Lake City, and at the present time it utilizes Barton on its stocks items and has a problem with the bus service. The bus depot does not open until 9:30 in the morning, and they frequently need their parts earlier in the day. Lake Shore makes an extra charge for its pickup service in Salt Lake, and does not handle any shipments over 100 pounds for it. They have car tie-ups and truck tie-ups which require same-day and early morning delivery, and they would welcome and use the Wycoff Express service for their business.

Linder & Wood, Salt Lake City

Handles White trucks, Auto-cars and Fleetliner trucks and tractors, and has service available to the truck owners and operators throughout the state on a 24 hour basis. They frequently have calls at night and must get out four to five

emergency shipments each week. Items such as transmissions, etc., run from 50 to 500 pounds and they would use the Wycoff Express service for this type operation. They have no complaint against the existing truck lines, but they do want additional schedules such Wycoff could provide, and they find that the present truck service is not adequate for emergency shipments. The buses will not carry items over 100 pounds, and they need shipments of this type service available for them.

Evco House of Hose, Salt Lake City

Does business in hydraulic and other type hoses throughout the entire State of Utah, shipments run from 25 to 200 pounds and they have an average of 10 per week of an emergency type. They have used Wycoff on emergencies and taken shipments to Wycoff over 100 pounds, which have been refused. One of their large users is the American Mining Company at Milford, and they require service to it and other similar type mining and industrial users of their hoses and hose assemblies. They state that where no speed is involved they will continue to utilize the common carriers for the handling of their products, but they urge the authorization of Wycoff Company for handling their emergency shipments.

*Rocky Mountain Wholesale Drug Service,
Salt Lake City, Utah*

They sell pharmaceutical items throughout the entire State of Utah. They have their own truck which operates between Ogden and Payson, but need to supplement the services of their

private transportation within this area with the Wycoff express service. This is not available to them at the present time between Salt Lake and Ogden, and they would use it if it were made available as such is critical with the prescription and drug items which they handle. They desire pickup service, and are willing to pay the premium on emergency shipments. They, along with other shippers, have letters from Wycoff advising them that part of their particular shipments for particular days have been held up because of the 500 pound weight limitation. This shipper uses all of the truck lines and the buses, and hence is familiar with their service and availability, and yet testified that the Wycoff service would supplement and facilitate the movement of their commodities throughout the entire State of Utah.

Western Supply Company, Salt Lake City

General appliances and squipment, color TV, freezers, compressors, water heaters, etc. They use all of the common carriers. Three percent of their commodities go by bus and 10% by Wycoff at the present time. Service is their primary concern in emergencies and in occasions of customer buying pressures, where an item has been sold but not ordered until late and the customer requires immediate delivery. They would pay premium rates, and frequently have deliveries that must be made on Saturday. Many of their dealers specify Wycoff, and they are anxious to have the expedited service available. They have had experience with all of the buses and the truck lines, and are next door to Barton Truck Lines. Their business is increasing, and they anticipate a continued rise in demand for expedited service.

Missile Supply Company, Salt Lake City

Handles instruments, instrumentation for the Military and other industries, and its movements are primarily to Provo and points north of Salt Lake. Emergencies run from one pound to over 100 pounds, and all shipments are on a priority basis. They require quick movement of their materials directly to their destination, without any delay. In addition to the area shown above, they serve Thiokol, Hill Field, Tooele Ordnance, Dugway, Hercules Powder and Green River sites. They are familiar with the other truck service, and states that the *destination time* is critical, regardless of when the particular truck line may pick up at their place of business they need Wycoff to *guarantee* destination delivery time. Same date delivery by an express carrier is critical to their operations, including Saturday and Sunday operations.

Utah Valley Industrial Supply and Utah Service, Inc., Springville

The two companies operate together in many ways, and carry a wide scope of automotive and industrial supplies, as well as supplies for contractors and other users and finds the buses not convenient to their operations. In Springville there are some 200 businesses. In addition to designating the routing, he pays the freight, and would not divert the heavier shipments from the regular carriers. Needs same-day service into Springville, which he does not find available by other means. He is familiar with the operations of Palmer Brothers and Rio Grande Motorways, which serve the community. In addition to movements from the Salt Lake area to Springville.

he also has shipments *out of* Springville to other parts of the state, and supports the application in that respect. They operate from 6:00 A.M. to 9:00 P.M. six days per week, and also have shipments that move on Sundays and cannot procure that type of service from any other carrier.

Johnstone Supply, Salt Lake City

Sell electrical appliance parts for refrigeration, gas, etc. Shipments are generally under 100 pounds, and in November they had 48 by Greyhound, 11 by Continental Bus, 32 by Wycoff and 5 to 10 per week with the general common carriers, and 30 to 50 per day via parcel post. Many of the shipments that he would turn to Wycoff are presently moving by parcel post or bus, and he does need a package delivery service within Salt Lake County, on a door-to-door basis. He requires same-day service wherever possible, and would like a single carrier to provide that service and have it available to them in their business.

Motor Merc.,

a division of Strevell-Patterson Hardware

Principal place of business is here in Salt Lake, but they also have places in Murray and in Ogden to which shipments are made. He testified that during the past year they had over 13,000,000 pounds of freight, and 45 to 50% of that was within the State of Utah. They average some 40 shipments per day, and they need a state-wide package and express service for their business. There are certain restrictions on the commodities which the bus will and will not handle, and this company uses all the bus lines

and all the truck lines throughout the State of Utah. Many of their shipments are on an emergency basis, in the automotive, refrigeration and other lines, and they desire to have Wycoff provide a pickup service, along with its express service. They find it desirable to have a statewide single-carrier express authorization to meet the widespread service they have in all parts of the State of Utah. In many areas they only have one motor carrier which they can turn to, and they are dependent upon such service as that carrier may provide. Ninety percent of their shipments are over 100 pounds. There would be very little diversion from the general carrier operation. They have an average of three to four emergencies per day going to varying parts of the State of Utah, and they are willing to pay premiums on these.

Givan Ford, Provo

Most of their shipments come from the Ford depot in Salt Lake and they have a direct telephone line for making special orders. Their stock orders come once each week and they would continue on the truck service. They use both Rio Grande and Palmer Brothers, which are all right on regular orders, but not on emergencies. They have used Wycoff on emergencies, 50% of which they could not move because they were over 100 pounds. Many times they would require same-day service, and they received direct delivery from the line truck of Wycoff, rather than the delay of going to the terminal of one of the other carriers or waiting for it to be transferred to a pickup unit for delivery to their place of business in Provo. It has been their practice that on their shipments under 100 pounds they use

Wycoff and those over 100 pounds they use Rio Grande Motorways. They also have requirement of service going south to Spanish Fork out of Provo. As its shipments are under 100 pounds on which it has been using Wycoff, there have been some occasions when they may have been delayed because of the 500 pound weight restriction on a particular schedule.

Owen-Wright Pontiac and Cadillac Agency,
Layton

Need for service on special shipments which may run up to 200 pounds, as well as many small ones. They operate from 8:00 A.M. to 5:30 P.M. six days per week. It would be an advantage to them to have same-day service, so that they could order items and receive early afternoon delivery directly from the linehaul truck of Wycoff, moving through Leatham. The bus depot is six blocks away and very inconvenient for them to go to pick up things. Because of past experience they do not use Barton on any of their emergency shipments, and support the application to meet this type need.

Gilmore Auto, Layton

Their shipments have averaged 25 to 30 pounds, but they do have occasions where they have cylinder heads and others which weigh in excess of 100 pounds. At one time they used U.P. Motor Freight, but that has been embargoed now, and they do not find the Barton service adequate for any same-day service. The Barton deliveries are made at noon on items picked up the prior day from Salt Lake or Ogden, and there would be an advantage if

Wycoff Company could provide a pickup in Salt Lake so as to enable them to have service from their suppliers via Wycoff into Layton.

Proudfit Sporting Goods, Ogden

This is a wholesale sporting goods operation and they handle arms and ammunition, bicycles and parts, etc. One of their big problems is their movement of commodities beyond Salt Lake City. A substantial volume of their business (500 shipments per year) is done with dealers south, east and west of Salt Lake City, and hence they are alarmed by the continued delays which occur at the Salt Lake City gateway on the interline between carriers. Five or six days delay occur on movements from Ogden to southern Utah. He serves dealers in the Vernal area, as well as Tooele and all points down Highways 89 and 91. Even points such as Carlson's at Murray suffer substantial delays. On Tooele there have been three-day delays, even though the movements are entirely on the Barton Truck Line out of Ogden. Some of the shipments are of an emergency or urgent basis, and the buses will not handle bicycles and explosives, such as ammunition. A single-line service via Wycoff from Ogden to all points in the state would be of distinct advantage to this shipper.

Carter Supply Company, Ogden

They wholesale electronic parts throughout the State of Utah, and have used all of the truck lines, bus lines, parcel post and Wycoff service. The truck lines afford three to four day service into Southern Utah and points beyond Salt Lake City. Due to the fact that their major competi-

tors are in the Salt Lake City area, they need a more expedited service so as to meet this competition out of Ogden without the delay which they presently incur on the interline at the Salt Lake City gateway. They are getting better service from Wycoff than they are from any other source, and this is true even without pickup, but they wish they could get the pickup service of Wycoff in Ogden on the express shipments. It would be a tremendous advantage to them to have the Wycoff service, and they would be willing to pay premium rates, even into Salt Lake City. At the present time Wycoff is providing pickup for them on the interstate movements going into Idaho, but cannot do so on the Utah intrastate because of their 500 pound limitation. Thirty-five percent of their shipments go into Salt Lake County, 15% into Davis County and 50% throughout the state generally, and on occasion they have shipments over 100 pounds.

VanWaters & Rogers, Salt Lake City, Utah

They serve scientific needs, hospitals, agricultural users, chemicals, etc. The majority of their shipments have a net weight of 100 pounds, and there would be no diversion from the major trucklines. They presently utilize their own trucks in Salt Lake County, and would utilize Wycoff on emergencies in this area, as well as other parts in the State of Utah. Some of their emergency shipments exceed 100 pounds in weight, and they are often called upon to make deliveries into hospitals and other users on a same-day service basis. Some of the commodities which they handle, such as chemicals and glass, etc., will not be taken by the buses. Witness

testified that their shipments often average 150 pounds, including scientific equipment. Instead of next-day service, they often get second-day service via the truck lines out of Salt Lake City. A number of examples were given by the witness as to delays that it had had as a result of the present truck services available to it.

Ballard Supply Company,
Salt Lake City and Ogden

They utilize their own trucks on many of their deliveries within the state, but they have had a serious problem with the Wycoff weight limitation. Ninety percent of their commodities go by general truck carrier, and their average shipments are 50 pounds in weight. On emergency shipments they have 95% by Wycoff and 5% by bus. These amount to about 30 per week. It will be a real convenience to them if Wycoff could provide pickup service in Salt Lake City and Ogden for this firm. Mr. Ballard stated that the service from the truck lines in Ogden had been very poor and they ship from Ogden to Logan and Tremonton, as well as exchange commodities between their businesses at Salt Lake and Ogden. The Lake Shore service is very inconvenient, as no pickup and delivery is provided generally for them.

W. H. Bintz Company, Salt Lake City

They have a business of over \$3,000,000 per year, and it is quite diversified, going from supplies for dairies, hospitals, surgical, bakery, etc., as well as equipment for refrigeration and other businesses. They would be willing to pay the premium rate on emergency shipments. They

have over 200 shipments per day, most of which go on the truck lines at the present time. He specifically stated that they support the need for this special type of express service, as they consider that there is a need for a "package carrier" within Utah. Generally speaking, they are in a very competitive business, and first-day service is sufficient for them, except in emergencies. The bus operation is very inconvenient for their business.

Johnson Motor Company, Salt Lake City

They ship automotive parts into all sections of the State of Utah, particularly in Lincoln, Mercury and Comet vehicles. They need pickup service by Wycoff on it, and have found problems with the limitations of the buses on fenders, hoods and items of that nature. They are supporting the application. Sixty-five percent of their shipments go into Ogden and Provo, and they are willing to pay premium rates on the rush shipments.

J. G. Read & Bros., Cedar City

They make shipments throughout the entire State of Utah. He stated they average about 75 parcel post shipments per day and about 50 to 75 truck shipments. The average weight of the shipments by truck would be 200 pounds. He stated that practically all of the shipments are "emergency" shipments because in most instances the customers request one-day service. He had used Garrett, Milne, Wycoff and Barton.

Koch Distributing Company, Salt Lake City

Wholesaler of carpeting, etc. The pickup and delivery service is particularly important to

them. They had difficulty in getting proper service through Lakeshore Motor Lines and Barton and they have three to four very urgent shipments each day, so that the expedited service offered would be helpful. On the shipments handled through the Lakeshore they had had two damaged during the previous six-month period.

Salt Lake Print & Supply Co., Salt Lake City

The company handles retail and wholesale sales of engineering, architectural and artistry supplies and photo engraving equipment and supplies.

J. B. Tile Company, Salt Lake City

Wholesale distributing business, handling building materials, including acrylite, metal moulding, floor tiling, power tools, etc. They ship to all parts of Utah. He has used Wycoff in the past, but has found the weight limitations, both as to individual items and to shipment limitations, have been a problem. He stated that he has used Lakeshore, but a lot of their items are in 12½ foot lengths, and hence this was a problem with that shipper. He has used Link into the Basin and Barton to Ogden, but he has had complaints with regard to the service. He states they make from 30 to 50 shipments per day.

Hayes Bros. Buick, Salt Lake City

Stocks a large number of Buick and Jeep parts for sale to dealers and garage repairmen. Hayes Bros. Buick is the distributor in the area for Jeep parts. He stated that they handled 25 shipments per day averaging 40 to 50 pounds.

That five of such shipments would exceed 100 pounds. He stated that most of these shipments are emergency shipments which are required in connection with vehicles which are out of use and which the owners require to be repaired rapidly. He stated that he had had some trouble recently with a transmission which he sent to a customer at Fillmore. He stated this was delivered to Milne or Palmer's dock at 5:30 P.M. one night; that the customer called the next morning and wanted to know where the transmission was located. It had not been received at 10:00 A.M. the next day.

United Electric Supply Company,
Salt Lake City

Engaged in the wholesaling of electrical supplies and electrical materials. 75% of their customers are electrical contractors. The shipments would average about 300 pounds. Sixty percent would be about 100 pounds. All are under 1,000 pounds. They handle approximately 20 shipments per day, all of which he classified as emergency shipments. He stated that they would be willing to pay premium rates on 20 to 30% of these shipments. Approximately 10% would be handled by Wycoff and about 2% by bus. Ten percent to 20% would be by parcel post. They recently had a shipment refused by the bus company.

Rocky Mountain Machinery Company
Salt Lake City

The company sells and services heavy construction and mining equipment throughout the entire State of Utah. They carry about 30,000

items, primarily repair parts for machinery used in construction, both by private construction companies, the State, the counties, and municipal governments. Last year they had 3,143 shipments, at least 85% of which were in the State of Utah. The average weight of the shipments was 175 and 225 pounds. Seventy-five percent of the shipments were under 1,000 pounds. Very few of their customers stock many parts and hence need them immediately when there is a breakdown in their machinery or equipment. Hence, a great portion of their shipments are so-called emergency shipments. They have used Wycoff and found its services very good. He stated that he has had problems both with individuals and with mining company and governmental agencies which have requested Wycoff when he has had to advise them that Wycoff could not handle the shipments. Last year he sent 1,093 shipments by Wycoff, 80% of which were to contractors. They were primarily emergency shipments sent to contractors on the job. The company is open from 8:00 A.M. to 6:00 P.M. five days per week, and from 8:00 A.M. to 2:00 P.M. on Saturdays. They render 24 hour emergency service 365 days a year. They have used Garrett, Rio Grande and I.M.L.

Sweet Candy Company, Salt Lake City

Company makes 15 to 20 shipments per day from 35 to 400 pounds. The shipments average 250 pounds. They use their own truck south as far as Santaquin. They use Wycoff and state the service is good, but they want the restrictions removed. They have found it impractical to use Wycoff because of the 500 pound restriction on any one schedule. They would use the pickup

and delivery service. They make shipments seven days per week. They stated the bus is satisfactory except many customers tell them not to use the bus because there is no delivery service. Presently they send about 1% of their shipments by bus. He stated that approximately 10% of their shipments are under 100 pounds. He indicated that Wycoff handles only about 1% of their shipments, which are under 100 pounds, and the balance are sent by other carriers. In the Wendover area he said they have only 4 or 5 good accounts where they send 2 to 3 shipments per week.

Gustin Hydraulic Jack Repair, Salt Lake City

Principal items which the company handles are hydraulic jacks, which are shipped into the company for repair. They also handle tire machines, etc. The company has about 45 to 50 shipments per week. About 60% of their shipments would be in the 45 pound range. On the tire machines this was over 100 pounds, the total shipments per week which would be over 100 pounds would be 4 or 5. Some of these shipments would contain items 8 feet long and would weigh 300 to 400 pounds. They would have about 25 shipments per week total to Ogden, and 10 to 15 per week total to Provo. They have occasion to make shipments on Sundays. The company guarantees 24 hour repair service, and hence considers practically all of its shipment as being of the emergency nature. They do use Greyhound, but mostly on incoming items. Mr. Burke stated that they would use the Wycoff service as much as they possibly could, particularly to the Ogden area, even if at premium rates. They state the seven-day-per-week delivery service is

particularly important to them in connection with shipments to service stations and automotive dealers.

Barratt's GMC Trucks, Incorporated,
Salt Lake City

Ship to all points in the State of Utah from Salt Lake City, and furnish parts for GMC trucks wherever the same may be located within the State of Utah. Many shipments are over 100 pounds, averaging eight to ten pr day. They use all motor carriers and have a shift that goes until 1:00 A.M. each night, so that late service is vital in order to provide emergency shipments throughout the state. They are advised that truck lines generally will not pick up after 3:00 P.M., and they have on-call service available 24 hours per day on weekends for GMC truck parts. Shipper testified that it needs a different type service from that provided by the regular truck lines, all of which they use throughout the State, and that most of their material is of an emergency nature for their users. They have had experience in missing shipments because of the Wycoff limitations and it hampers them in their operations.

American Paper and Supply Company,
Salt Lake City

They have a place of business here in Salt Lake City and in Ogden, and ship from both. Their shipments are mostly over 100 pounds, and they have had trouble on the Wycoff weight limitations. They need same-day delivery out of Ogden, as well as out of Salt Lake City, to many parts of the State of Utah, and "need such urgently". Emergencies over 100 pounds are more frequent than otherwise.

Automotive Manufacturers' Warehouse,

They ship to all parts of the State of Utah and have averaged six to eight truck shipments per day, ten to twelve parcel post, six to eight Wycoff and four to six bus shipments per day. They also have a requirement for special shipments to their customers on weekends and Sundays. The truck operators have advised them that they must call for pickups prior to 3:00 P.M. They have small as well as large shipments, and many 95 to 125 pounds. On some occasions in the past they have divided shipments in order to present to Wycoff for handling, and it is very inconvenient for them to do that. They are against any delays which may come from the weight limitations presently imposed upon Wycoff Company. Problems with the bus operations example of bypassing Green River on some pistons and parts were given.

Federal Mogul Service, Salt Lake City

Distribution of parts for the Federal Mogul truck units and motor units throughout the State of Utah. For instance, all of the Bradshaw Auto Parts companies are customers. They have had problems with the weight restrictions on Wycoff Company, and gave examples of delays that they have experienced. As these are truck parts, frequently shipments exceed 100 pounds in weight. The main problem has been that there has been no pickup available from most truck lines after 3:00 P.M. On their shipments their customers need the items at once, and they prefer same-day delivery wherever possible. They desire to have the weight limitation lifted, particularly as to Price, where they have shipments exceeding 100

pounds, and also have been hampered by the 500 pound weight restriction on schedules.

Paramount Beauty Supply Company,
Salt Lake City

State-wide service out of Salt Lake and the problems which they have had with the 500 pound restriction. They have some delivery service themselves, but they can get faster and cheaper service via Wycoff, and desire to have Wycoff perform a pickup service for them. They object to the service by the busses because their customers, who are mainly women, object to going down to pick it up from the bus terminals. They have 6,000 to 7,000 different items which they ship out, and hence need a flexible service.

Silver State Suppliers, Salt Lake City

In the upholstery business throughout the entire State of Utah. Their primary interest is in the area north of Salt Lake into Ogden, and they have used all the various means of transportation, including the bus lines. Wycoff has not been able to take their shipments going north into Ogden, but they do have a need and they support and use the Wycoff express service in other areas of the state at the present time. Their average weight is between 30 to 60 pounds, and hence their desire is to open up the Ogden area from Salt Lake for the Wycoff service and also have removal of the 500 pound restriction.

Quality Oil Company, Murray, Utah

They ship to Wendover, Utah, as well as Vernal and other points of the State of Utah, tires, batteries, heavy duty equipment and sup-

plies. Many of these are large tires and cannot use the busses. They have used the truck lines throughout and need a dependable same-day service on their rush shipments. Some of the tires are over 100 pounds and five to six feet high, and when needed there is usually an emergency.

Wilson Motor Company, Logan

Ford dealer and secure most of their parts from Salt Lake City. They utilize the bus, Barton and Wycoff at the present time and often a few hours in time of delivery is very important to them. Same-day delivery would be very helpful, and they can only procure next-day service by Barton. They call into the Ford motor depot in Salt Lake City at least once a day for a rush shipment. They will continue to use Barton on their stock shipments, but desire the Wycoff express service on their shipments of emergencies, some of which are over 100 pounds. They would be willing to pay premium rates on these rush shipments. At the present time they use Barton and Wycoff each and every day.

Somers Music, Logan

Their suppliers are at Ogden and Salt Lake and they handle T.V. repair, records, coin equipment and similar items. The Union Pacific Express has discontinued its service under 4,000 pounds and hence they are dependent only on truck transportation in the commodities which they have. They would pay premium rates on emergency shipments, such as picture tubes, if the Wycoff express service could handle them on shipments over 100 pounds. Often they have to

ship items to Salt Lake City and have them returned back on emergency repairs for the television, coin equipment and other types of equipment which they handle. They use the bus, Wycoff and Barton and are familiar with the available services.

Ellis Equipment Company, Logan

It handles farm equipment and has 48 dealers throughout Utah. Their shipments to and from these dealers are many small parts, some of which run from 100 to 300 pounds. At the present time they utilize Wycoff on small shipments each day, and have found that Wycoff delivers earlier in the mornings and picks up in the afternoons for them, and gives a service which is very desirable, as they need an expedited service in their business, because frequent calls come from ranchers and farmers whose equipment is broken. In the summer time they have an average of 25 shipments per day, and in the winter time 11 or 12 per day. They have testified that Barton's service was slow and that they have trouble with the bus because there is no pickup provided, either at their place of business or at their destination points. In the summer time they are swamped with calls on their farm equipment, and this breaks down to about 40% new and 60% repair items or exchange items. They stated that they have an average of two shipments per day on which they would be willing to pay premium charges, if the Wycoff services were available over 100 pounds.

Axtel Chevrolet, Logan

This company procures General Motors parts from North Salt Lake, and they phone in each

day for special shipments in addition to their stock orders which they receive weekly. Sometimes transmissions or engines exceed 100 pounds in weight, and it would be an advantage to them to have the Wycoff service on this type movement. They are eleven blocks from the bus depot and it is inconvenient to use that service. There would be no diversion on their stock orders. Barton gives them next-day service, but not any same-day service out of Salt Lake.

Harris Truck and Equipment Company
Tremonton

Dealer for International Harvester. They purchase parts and supplies from International Harvester Company, Wilson and Hafer's in Salt Lake, and service truck operations for farm and commercial users. They presently utilize the bus, Wycoff and Barton, and have numerous shipments over 100 pounds. They are open 5½ days a week and require express service over 100 pounds one to two times each week, for which they would pay a premium rate.

Anderson Ford, Inc., Brigham City

It procures parts from the Ford depot in Salt Lake, as well as from suppliers in Ogden and Salt Lake. They stated that the Wycoff service had been excellent and had met their emergency requirements on small shipments and makes deliveries to them in the morning as well as the afternoon on same-day deliveries out of Salt Lake and Ogden. On Saturdays Wycoff is the only service available and they are open and have a need for such service six days a week. Barton delivers to them between 10:00 and 11:00 A.M.

and this delays them in their supplying their requirements for their repair shop.

Stylish Fabrics Corporation, Providence

This company deals with heavy fabrics and notions of various types, as well as sewing machines, etc. They need same-day service out of Salt Lake and Ogden and cannot procure such from Barton. Also they are anxious to have a service which will provide a pickup in Salt Lake City on express movements. Wycoff has not been providing that for them and they would seek that service from Wycoff. The bus service is inconvenient, as they need to have delivery to their place of business.

Utah Mobile Homes, Logan

They are engaged in the manufacturing of mobile homes and have a need for shipments in excess of 100 pounds on an express service out of Salt Lake and Ogden. Any delays cause losses to them by reason of the production line on which they operate, and if there is a shortage developing they must immediately supply that shortage or else suffer the delays in their production line. They have such urgent shipments at least two times per week, and they have had to wait for Barton to deliver. They would use the Wycoff noon schedule out of Salt Lake, which would provide same-day delivery to them.

Hamilton Drug Cenetrs, Brigham City

They have two stores and handle a general drug store merchandise and use at the present time Barton, Wycoff and the busses. Wycoff has rendered excellent service for them, and

they have operations seven days per week and desire to use Wycoff for same-day service, some of which will exceed 100 pounds in weight. Wycoff delivers to them on Saturdays and it is most important that they have same-day delivery, as they can phone in by 10:00 o'clock and get it by Wycoff that same day.

Inland Gas Company, Logan

They handle propane cylinders and similar items and parts related to the same. These run 20 to 500 pounds in weight, and they receive shipments from Salt Lake, Ogden and Garland. They also handle ranges and dryers for their customers. The busses will not carry the propane cylinders, and they have had problems with damage by Barton, which makes this service unsatisfactory. They support the need for an express service to enable them to meet urgent calls by various customers for the type merchandise which they handle. They would use the Wycoff service on shipments in excess of 100 pounds.

*Cache Valley Dairy Association, Service
Department, Logan*

They procure New Idea tanks from Coalville, Utah, and many truck parts and supplies from Salt Lake City. At the present time they utilize the Wycoff service, bus lines and Barton, and have emergency shipments over 100 pounds on which they would utilize the Wycoff service.

Logan Motor Company, Logan

They handle both automobiles and trucks and must procure parts, not only from the Dodge suppliers, but Hafer's and others in Salt Lake

City for the truck equipment. They seek an express service from Salt Lake City to Logan which can handle parts and supplies in excess of 100 pounds, so that they can call in at 10:00 in the morning and get same-day delivery. At the present time they utilize all types of transportation from Salt Lake, and they have knowledge of their problems usually by 10:00 A.M., so that they can phone in and have the same on the noon schedule of Wycoff into Logan. They take care of a number of milk haulers' trucks and have emergencies of this type over 160 towns, three to four times per month.

Cache Tractor Company, Logan

International Harvester dealer and they have parts coming from Salt Lake City, as well as needing parts for Caterpillar tractors and farm implements. Same-day service out of Salt Lake is critical to their operations. At the present time they go after much of their equipment because Wycoff cannot handle the shipments over 100 pounds and the availability of the service would eliminate that private transportation.

Hansen Motor Sales, Logan

They are dealers for Oldsmobile, Cadillac, GMC trucks and Ramblers. Most of their parts come out of Salt Lake City and they need same-day service. At the present time they utilize all means of transportation and have shipments over 100 pounds.

*Bullen's Inc., represented by Joe L. Wixon
at Logan*

Ford as well as farm equipment of various types and Allis Chalmers equipment, parts from

both Salt Lake City and Ogden and have had many parts come by way of Wycoff under 100 pounds. They seldom have anything over 100 pounds, but they do need a pickup in Salt Lake by Wycoff in order to provide a complete service for them, and they want to avoid any delays by reason of the 500 pound weight restriction on the schedules. Due to the seasonal nature of the farm equipment service, they often have rush shipments during the summer months.

Precision Parts Company, at Logan,
Represented by Tony Haynie

They deal with the Collier Warehouse in Salt Lake and other suppliers, and frequently have crankshafts over 100 pounds and are anxious to have a pickup in Salt Lake City for their service. At the present 5% goes by bus, 60% Barton and 25% Wycoff. The Barton delivery is late and they need a delivery by 8:00 A.M. and on some occasions same-day service out of Salt Lake.

Cache Valley Builders, Logan

Wycoff has given them early morning service and Barton delivers around noon. They buy primarily from Salt Lake City sources and 10% of their business is of a rush character, on which they would use Wycoff Express service. This company has a large number of their own trucks upon which service is maintained at Logan and daily deliveries of milk and dairy products require all equipment to be in operating condition. Emergency shipments frequently arise with the large fleet that they maintain.

Low Cost Drug, Logan

They are in the general prescription drug store operation and buy from McKesson-Robbins, Brunswick, Souvall and other suppliers in Salt Lake primarily. They use the bus, Barton and Wycoff at the present time, and want same-day service into Logan out of Salt Lake, with a pickup. There are occasions when they require Saturday delivery and are open seven days a week, and on Sundays they also need service. Barton does not deliver on Saturdays and they would be willing to pay premium rates for the Wycoff service.

Anderson Logan Seed and Feed Company, Logan

They have potted plants, pet supplies, as well as feed and seed and perishables that come out of Salt Lake, Ogden and Farmington. Railroad express which they formerly used is no longer available and they support the application. At the present time they use Barton on shipments over 100 pounds and need a dependable express service.

Golden Spike Equipment, Tremonton, Utah

International Harvester Company, New Ideal and Farm Hand dealers and buy out of Salt Lake and Ogden. On occasions they have had to drive to Salt Lake in order to get things on a same-day basis, and they need six-day service, whereas Barton only provides five-day service to them. They use Barton, Wycoff and bus, and would utilize the express service on parts, equipment and attachments. Frequently they have parts over 100 pounds for the crawler tractors

and heavy trucks. They would be satisfied if they could have Wycoff service to deliver early the next morning, which is not available to them at the present time.

Firestone, Logan

Purchases from Salt Lake and Ogden tires, wheels and various accessories and appliances. This very day of the hearing he is driving to Salt Lake City to pick up parts. He has a need for same-day service and needs such both out of Salt Lake and Ogden. The stock deliveries would not be diverted, but would utilize Wycoff on emergencies. They use bus, and it is not satisfactory for their needs.

Al's Sporting Goods, Logan

Buy and sell in Salt Lake, Ogden and Orem and have found the bus service very inconvenient and certain items will not be handled by the busses. They have shipments over 100 pounds and would be willing to pay premium rates on the rush shipments at that time. Same-day service would be very valuable to them in their operations, particularly during the very seasonal period.

Cook Transportation Company, Logan

They have 12 busses operating here in the Logan area and require parts for the repair and maintenance of these. Also they do repairs on the Chrysler agency, which they represent, and for tourists. Wycoff delivers to them at 8:00 in the morning, and Barton not until about noon, and they would desire an express service so they can have same-day service or the early morning over-

night service by Wycoff, as most of their shipments are over 100 pounds.

Modern Rexall Drug Company, Logan

Buys from suppliers in Salt Lake, Brunswick and Rocky Mountain. They have had some delays and would welcome an express service for their transportation into Logan, with same-day or early morning delivery. They are open seven days a week.

Butters Truck & Implement Company, Logan

They are J. I. Case dealers and situated about 2½ miles out of town. Bus service provides no pickup and delivery, and is very inconvenient, due to their location. On their express shipments 90% would be under 100 pounds and 10% over 100 pounds. It has been their experience that Barton does not deliver to their place of business until the afternoon, and that hampers them in servicing the farmers and other customers which they have.

Whitney Appliance, Logan

Handles major and small appliances and used the railroad, the bus, the truck and Wycoff. The railroad and the bus make no deliveries, and the railroad has an embargo now on shipments under 4,000 pounds. They buy from both Salt Lake and Ogden and are open six days a week, and need the same-day service as well as Saturday, which is not available by Barton.

Anderson Lumber Company, Logan

They have seven other places of business in Utah, Smithfield, Tremonton, Brigham City.

Ogden, Salt Lake and Provo, and buy from a number of suppliers, Strevell-Paterson, Boise-Cascade, Salt Lake Hardware, Porter-Walton, etc. They are open six days a week and would utilize the service of Wycoff. They have hardware items in shipments, most of which are over 100 pounds, and would continue Barton on the stock orders, but use Wycoff on express, rush shipments.

Ace Mill and Fixture, Logan

Engaged in architectural finish mill work. They buy from lumber companies of various types in Salt Lake City. The bus depot is over six blocks away and it is inconvenient for them to use that. They have a number of shipments over 100 pounds and would support the application for express service on this.

*Huppi and Yates Plumbing and Heating,
Logan*

They have a retail store, as well as doing contracting service, and procure their supplies for this business from both Salt Lake and Ogden. Wycoff delivers at the present time at 8:00 A.M. and also in the afternoon, thus enabling them to call and get same-day service or early next morning service, which is not available by Barton. At the present time their freight shipments go 25% Barton, 25% Wycoff, 45% private and 5% bus. The availability of this service would enable them to eliminate a lot of the private transportation on 75 to 400 pounds, which they procure from Crane Company.

Auto Parts Company, Logan

They utilize Wycoff two times per day. They have rushes and some of their shipments exceed 100 pounds in weight. Their main suppliers are at Salt Lake City. They have experienced some delays by Wycoff by reason of the 500 pounds per schedule limitation which exists.

Glenn Electric Motor Supply, Inc., Logan

Buys supplies from suppliers in Salt Lake primarily. Barton handles their heavier shipments, but almost every day they have a need for same-day service from Salt Lake on motors, electrical supplies and parts. Most of their shipments weigh just over 100 pounds, and they do not use the bus on any shipments over 60 pounds in weight. They desire pickup express service out of Salt Lake.

Central Auto Parts Company, Logan

Their suppliers are primarily in Salt Lake, and they have shipments of 100 pounds to 500 pounds, such as crank shafts, etc. There would be no diversion from Barton on their stock orders. They have had some delays by Wycoff by reason of the 500 pound restriction and they wish to have that eliminated.

Taylor Farm Service, Tremonton

They handle the Moline and John Deere farm equipment and implement lines. They support the application on express shipments from 80 to 175 pounds. At the present time they use bus, Barton and Wycoff, and have emergencies frequently in the season from May until September.

Barton only provides five-day service, and they are open six days per week, are located 1½ miles west of Tremonton, and hence not readily available to bus service.

Gephart's Stores, Smithfield

They buy dry goods from Salt Lake, as well as have a cooperative warehouse at Lehi. At the present time their shipments from the cooperative warehouse at Lehi take three to four days because of the delay in interline at Salt Lake City. They ship 100 to 300 pound shipments six days per week and desire Saturday service. They have used the Union Pacific Motor Freight, but the 4,000 pound embargo recently imposed has eliminated that source of transportation service for them.

The Stuki Building Specialties and Stuki-Miller, Inc., Logan

They buy from Salt Lake primarily, and also from Ogden, and would use the expanded express service in their business. They have emergency shipments of 15 to 20 per month, one-half of which are over 100 pounds. Same-day delivery is needed by them, and they have had a problem with Barton's 3:00 o'clock pickup close-off time in Salt Lake City, as their suppliers cannot call after that hour and get their pickup from Barton.

Wasatch Auto Supply Company, Heber City

They handle both wholesale and retail operations and have shipments from Salt Lake City three shipments per day from 10 to 500 pounds in weight. In addition, they also ship from Heber City into the Uintah Basin shipments of 50 to

100 pounds, some of which exceed 100 pounds, and have utilized the Wycoff service on that, as well as out of Salt Lake. Saturday delivery is very important to them, and that is not available by the Park City Truck Line. They need the Wycoff service out of Heber City into the Uintah Basin, so that their suppliers in that area can phone before noon and Wycoff can pick up and take the same out there, whether it is over or under 100 pounds in weight.

*Uintah Packing Company and Grizzly Ridge,
Inc., Vernal*

They procure parts and such out of Salt Lake, many of which are over 100 pounds, in the maintenance of their packing plant and facilities there. He characterized the service of Wycoff as "lightning fast" when asked to compare that with the services of the other available truck operators into the Vernal area. There are cases when he would also desire the Wycoff service on emergency shipments of meat into the area.

Perry's Pontiac, Vernal

Handle Pontiacs and Cadillacs as well as some truck repair and servicing, and would utilize the Wycoff operation for same-day delivery into their place of business. They have used both Link and Uintah and yet supports this application because of the superior service rendered by Wycoff. He needs to have Wycoff provide a pickup service in Salt Lake, so as to get same-day delivery to their place of business, and would welcome an authorization which would eliminate the weight restriction so as to enable Wycoff to make his pickups in Salt Lake.

Turner Building Supply Company,
Vernal, Heber City, Roosevelt and Salt Lake
City

They buy much of their supplies from Salt Lake City, including machinery parts. Link and Uintah were typified as "generally satisfactory" and Mr. Turner stated that he would not divert business from them. However, they have urgent requirements for items which require express service, such as drilled steel, etc. Both Uintah and Link deliver the next day, whereas they require from Wycoff same-day service, and would need that on shipments even over 100 pounds on their emergency movement.

Anderson's Upholstery, Vernal, represented by
Clyde Anderson

They procure rolls of materials and glass from Salt Lake City. By Wycoff they can place orders in the morning and get same-day delivery by 5:00 o'clock P.M. there in Vernal. He is open six days per week and would utilize the service six days a week.

R. W. (Bob) Jones Trucking, Vernal

They have eight trucks and trailers and are located 1½ miles south of Vernal. In order to maintain their equipment as a common carrier in interstate and intrastate commerce, they must have a rapid and dependable service. His experience has been that they cannot depend on the delivery time from the two truck lines there, and desire to use the Wycoff service. When they were notified of the 500 pound restriction of the schedules of Wycoff they quit using the Wycoff service for fear that their shipments would be delayed

in the event that over 500 pounds was on a particular schedule and they could not risk having their maintenance and repair parts so delayed. They supported the application for the removal of their restriction.

Firestone Store, Duchene, and Duchesne Motors

They operate a garage and they frequently have blocks and such over 100 pounds and would use largely Wycoff's service on that. They are very anxious for one-day service, as they do not procure it at the present time by the present truck lines. They stated that Link delays them because of the fact that they go to Myton first and then back to Duchesne, and that Uintah has such poor service that it is poor business to do business with them. In cross examination he said that he would have at least five to eight shipments per month of over 150 pounds on which they would use express service by Wycoff.

Field Service, Duchesne

They have a fleet of trucks, a service station and ready mix operation, and utilize and need Wycoff's service for parts and service units. A number of these are over 100 pounds in weight. The bus does not provide pickup for them and they operate 7 days per week, and hence do need a daily same-day express service. Rates are not important when balanced out against the time savings. They do not use Uintah or Link because of their delay delivery in Duchesne. They have had 35 to 40 emergency shipments over 150 pounds in the past three months that they would have used Wycoff on.

Ashton Oil and Transportation Company,
Vernal

Conoco station and require batteries, tires and accessories. At the present time they use all three truck lines and even the bus, but the busses will not handle their unwrapped tires or the batteries. They have had no solicitation from or knowledge concerning the purported express service of Link and Uintah. They have had delays on their tires because Wycoff was filled on its 500 pound per schedule limitation.

George C. Kohl's Market, Duchesne

Have had delays by way of Uintah and Link and Wycoff has even delayed some of this because of the 500 pound restriction. They are open six days per week and stated that Uintah had never made any express shipments to them and that they have had delays by other service except Wycoff, and need same-day service out of Salt Lake by Wycoff. The busses get there too late at night for their needs.

General Electric, Vernal

They ship the radio, T.V., and jukebox units and supplies and parts from Salt Lake and Ogden. The Link service provides two to four days out of Ogden because of the delay up there and thus arrives too late to supply their needs. They have urgent shipments out of the Carter Supply Company in Ogden on two transformers as well as T.V. parts. Some of their shipments are over 100 pounds and they desire the same-day service out of Salt Lake with pickup to be provided by Wycoff.

Billings Feed and Farm Supply Company,
Vernal

Handle implements, farm equipment such as John Deere, etc., and have suppliers in Salt Lake City, Midvale, Ogden, Logan and Kaysville. Many of the shipments are over 100 pounds and they have returned parts that must go both ways for repair and replacement. They particularly support the application for service from Ogden and Salt Lake by way of Wycoff so as to avoid the delay on the interline at Salt Lake City.

Grant's Market, Roosevelt

They require shipments out of Ogden, Salt Lake and Heber City and particularly they are concerned with the shipments out of Ogden, which take three to four days and they have no direct service out of Heber City. They use Link on the heavy shipments and will continue to do so and desire and need the Wycoff service on the rush shipments and particularly on shipments out of Ogden and Heber City .

A & L Home Furnishings, Vernal

They have shipments out of Salt Lake and Ogden and T.V. parts and electrical supplies from Carter Supply Company, particularly they urge the service by Wycoff from Ogden so as to avoid the delay which presently exists at the interline and would utilize such service on shipments over 100 pounds, and also wants the elimination of the 500 pound restriction.

Prichard Transfer, Inc., Price

They operate in eight counties in Utah and have shops at both and Moab, with 25 diesel units and 50 trailers which they must maintain. Half of the parts that they require weigh over 100 pounds. They have had delays by Wycoff by reason of the 500 pound weight restriction on the schedules. Their service is required seven days per week and they are open 24 hours a day. They have shipments on emergency basis at least two per week over 150 pounds. Rio Grande makes no Saturday deliveries and the bus is 1½ miles from their place of business. They also have shipments from Price to Moab and in reverse direction, over 100 pounds in which they would use the Wycoff service, as no other is available to them.

Price Auto Parts, Price

They operate 6 days per week and desire the Wycoff service on the same day basis out of Salt Lake into Price. Rio Grande does not provide that service for them and they want the elimination of the 500 pound schedule restriction. They have very few shipments over 100 pounds.

Commercial Tire Service, Price

They serve mines and trucking industry and have shipments going to and from a recapping plant in Provo. They buy new tires also from Provo and Salt Lake and require a rapid service in order to supply the needs of their customers and the buses have turned down some of their truck itres they desired to have moved rapidly. The delays presently existing between Price and Provo suggest that they support the application also.

Atlas Minerals, Moab

Large mill at Moab and also an acid plant at Mexican Hat. They have used all types of truck transportation and have many of their shipments from Salt Lake and Price, some of which are over 100 pounds. They operate seven days per week and have 200 employees at the mill and 30 employees at the mine. Most of their shipments will go over 100 pounds and particularly on emergencies. On their shipments Garrett does not deliver until around noon each day, whereas their maintenance department starts at 7:30 in the morning, they need the parts then. They do not use the bus for several reasons which he stated. They operate three shifts on production, two shifts on maintenance, and one shift on clerical and support the need for the emergency service and the elimination of the 500 pound restriction.

Scarty's Sales and Paint, Price

They handle Volkswagons as well as paints and have found the Wycoff service "real good". They purchase both out of Salt Lake and Ogden and require new and used parts as well as the ordinary accessories and supplies. They have occasion to ship into Moab from Price and desire the Wycoff service on that. They are $2\frac{1}{2}$ miles from the bus terminal and hence do not desire that service or find it convenient. Wycoff is the only direct carrier from Price to Moab and hence they desire the 100 pound limitation be removed and the 500 pound restriction terminated.

Pioneer Welding and Machine Company, Price

Automotive truck and steel items, many of their shipments being over 100 pounds, such as

transmissions, etc. Most of their shipments are from Salt Lake. In the summer time they are busier than any other. The bus is very inconvenient and they require the early service that Wycoff provides to them. He has an average of six to ten occasions per month in which they require delivery out of Salt Lake and would use the Wycoff express service for that purpose.

Kilfoyle Krafts and Camping Co., Price

Lumber and hardware of various types and ship primarily out of Salt Lake. The same day service by Wycoff will be a real advantage to them and they would use Wycoff in shipments over 100 pounds on express movements. They have only had two bus shipments in the last year because they are located 1½ miles South of Price. The 500 pound restriction on the Wycoff schedules affected them and they would like to have that eliminated. They have two to three emergency shipments per week.

Gaither Chevrolet, Moab

General Motors trucks and Chevrolet agency there. The Wycoff service presently provides delivery to them by 8:30 in the morning, six days per week, and this is a great advantage to them. They have three to four special orders per week and would be willing to pay premium rates on these. Sometimes they have four to five per week exceeding 100 pounds. Garrett does not deliver there until later in the morning, or up to 2:00 P.M. For servicing their customers they need earlier delivery, and have found that available by Wycoff, and support the removal of the 500 pound restriction.

Redd's Motor, Monticello

GM truck dealer and telephone in orders almost every day for parts. Garrett delivers in the afternoon and they desire the morning delivery by express by Wycoff on shipments even over 100 pounds. The 500 pound restriction is a matter of very great concern to them, as they do not want their shipments delayed because Wycoff has reached the 500 pound limit. The frequency of express shipments by Wycoff has been increasing in their business and they would use such up to 200 pounds.

P and K (Ford Agency), Moab

Operate seven days per week and have shipments on which they require delivery on Saturday or Mondays, which they cannot receive by other means. Garrett has recently started Saturday delivery there, but no Sunday or Monday delivery. They can call Ford Motor on Saturdays and Sundays for rush parts. It does not use the bus because of the inconvenience and problems they have had in the past, and would be willing to pay premium rates for the express service. They had a problem with Wycoff recently because its schedules were full and this resulted in delay. He stated that there has been a great increase in the tourist activity in that area. Hunt does not deliver on Sundays or Mondays either for them.

Motor Parts Company, Monticello, Moab and Blanding

Truck supplier, as well as supplier for other vehicles. They have a drop box in Moab that they utilize and Wycoff delivers at 8:00 A.M.

and Garrett from 1:00 to 5:00 P.M. the bus does not provide satisfactory service for them and most of the time they are buying out of Colorado on their stock orders because of the problems of getting proper deliveries out of Utah.

Miller's General Merchandise, Moab

They buy primarily out of Salt Lake and handle a wide variety of drugs, hardware, groceries and perishables. They support the application and place orders frequently by telephone so as to get early delivery by Wycoff. Garrett delivers at 2:00 to 3:00 P.M. and Wycoff the first thing in the morning. In the summer time they are open seven days a week and the balance of the year six days per week, and require service by Wycoff.

Texas Gulf Sulphur, Potash

They pick up at Moab for Potash and need the early morning delivery by Wycoff. The railroad has imposed a 5,000 pound embargo on l.c.l. shipments at Thompson and hence is no longer available to them. They operate seven days per week on three shifts and cannot afford to have any shut-downs or delays. Garrett provides direct truck delivery there on shipments over 10,000 pounds. This company has also had some delays by reason of the 500 pound weight restriction on the schedules of Wycoff, and wants these removed.

Three States Supply Company, Moab

They have automotive parts and oil field supplies and equipment on which they require shipments made which are over 500 pounds, and

operate 5½ days per week, as well as being available on call. He stated that the Wycoff express service is very different from the Garrett and the Hunt service, and they need this special type of service for their business as well as for the community. They have a drop box in front of their own store at which Wyloff makes the deliveries. Business is increasing rapidly in the area.

Young's Machine Company, Monticello

They purchase and sell and build mining cars, have diesel electric and other types of equipment, and operate five to six days per week. Wycoff arrives at 7:30 to 8:15 in the morning and Garrett at 2:00 to 5:00 P.M. They have shipments between Monticello and Moab and Green River over 100 pounds, and would utilize the Wycoc express on that, if authorized. It also has shipments from Monticello to Salt Lake City, such as drill steel, and has to split the weight in order to make the limitations on the present Wycoff authority.

Plateau Hardware, Inc., Moab

Deals in mining, milling and construction supplies, equipment and materials. They have had problems with Garrett's limitation on pickup after 3:00 P.M. in Salt Lake, and have had to make three trips to Helper and one to Price within the past short period of time to pick up things.

Whiting Motor Company, Richfield

The company needs further and additional service for shipments over 100 pounds. They re-

ceive motors and transmissions and other parts. It is important for them that the 500 pound restriction be removed and the delivery service is important to them. They have used the bus, but have found it inconvenient because of the failure to provide delivery service.

Kanab Drug, Kanab

The daily service by Wycoff Company would be most important to him. He has occasional shipments over 100 pounds. Palmer Bros. service on Tuesday, Thursday and Saturday is not sufficient to meet his needs.

Smoot's Conoco Service, Marysvale

Delivery by Palmer Bros only once a week does not meet his needs and he uses Wycoff whenever he can. He stated that he had had emergency shipments held up in Panguitch by Palmer. He uses Wycoff whenever he can on shipments, particularly from Richfield.

Nay Niesel & Welding Service, Monroe

They receive shipments from various places within the State of Utah, and particularly fast daily service from both Salt Lake City and Logan is needed.

Moroni Feed Company, Moroni

They operate a feed store and cooperative service station and a turkey processing plant. They require regular and fast service in connection with emergency parts for the processing plant, vaccine for turkeys and emergency parts in connection with the operation of the service

station. Particularly, during October, they transport blood samples, approximately 2,400 per day in 50 to 100 pound shipments. These sometimes go over 100 pound shipments. They cannot be delayed and the bus service has not proved satisfactory with regard to this. They have used Wycoff and found its service satisfactory.

Kiabab-Crofts, Inc., Panguitch

They handle heavy equipment and receive shipments, primarily from Salt Lake City. They need service on shipments over 100 pounds. They have had considerable service problems in the past and the premium rates would not deter them from the use of this service. The bus service has not been satisfactory.

Carl Barnson, Kanab

Mr. Barnson is President of the Kanab Chamber of Commerce. He presented a letter from the Chamber of Commerce which he stated was written and authorized to be presented by a resolution of the Chamber in its regular meeting, so the effect that the Kanab Chamber of Commerce was familiar with the application of Wycoff and supported it.

Hermansen Hardware and Implement Company, Ephraim

Would use the extended service of Wycoff, if granted, and would do so in connection with shipments to and from his business. These shipments, of course, are all types of hardware and implement parts.

Mt. Pleasant Drug Store, Mt. Pleasant

He appeared both on behalf of himself, as operator of the drug store, and the Mt. Pleasant Businessmen's Association. He stated that the application of Wycoff had been explained to the Businessmen's Association and that such association in regular meeting adopted a resolution supporting the Wycoff application. The letter and resolution were presented at the hearing and admitted in evidence.

Leslie Anderson, (Mayor), Manti

The Mayor appeared and testified that he was authorized by the City Commission of Manti to appear and support the application of Wycoff. He had a letter from the Commission which was presented at the hearing.

Sorenson Mfg. Co., Inc., Manti

He testified that they have approximately 3 or 4 shipments per month which are over 100 pounds, and that the raising of this limitation on Wycoff's authority would be helpful to them and that they would use Wycoff for such shipments if available.

Bradshaw Auto Parts, Mt. Pleasant

Manager of the Mt. Pleasant store of Bradshaw Auto Parts. They ship from Provo and from Manti, and likewise from Mt. Pleasant, almost every day, and have considerable need for pickup and delivery service on shipments over 100 pounds.

Snow College, Ephraim

He testified that they would use the service primarily in connection with emergency supplies and laboratory supplies used at the college.

Central Utah Implement & Hardware Company Mt. Pleasant

Has numerous shipments from various places in the State of Utah, including shipments from Richfield. Needs guaranteed rapid delivery and it will be important to have the 500 pounds per schedule limitation removed. His shipments often consist of machine parts and attachments weighing over 200 pounds. The pickup and delivery service would be beneficial to his business.

Consolidated Furniture Company, Mt. Pleasant

Ships once or twice a week with Palmer and about twice a week with Wycoff. He stated that Saturday deliveries often are very important to him. He holds sales four times a year, lasting up to two weeks on each occasion. During this time particularly he has shipments of over 100 pounds.

Blake Electric Company, Richfield

Ships between Richfield and Kanab, Richfield and Mt. Pleasant, Richfield and Millard, Beaver and Wayne Counties. Approximately 20% of his business represents accounts serviced by Wycoff from his shop at Richfield. He has numerous incoming shipments from Salt Lake City, and the pickup service in Salt Lake City is very important to him. He ships three or four times a week by Wycoff and about once each week by Palmer. He stated the bus schedules are not con-

venient to him. He has an occasional shipment over 100 pounds, though these are not frequent.

Beck's Auto Service, Fountain Green

Service station and automobile repair shop. He frequently needs shipments of over 100 pounds. He stated that Palmer does not give a regular service and usually requires two to three days. He stated that such service into Fountain Green was poor and that at the present time he preferred to go into Nephi to pick up shipments over 100 pounds, which incoming shipments would come three to four times a month.

Ahlander Hardware, Provo

He stated the service sought by Wycoff would be most important to his company. There presently are no other carriers available who deliver direct from Provo to Southern Utah. He cannot depend upon Wycoff because he picks up in Provo enroute and may have 500 pounds already when he gets to Provo. This makes it impossible to depend upon daily service from Provo, which is important to his business. He stated that service is more important to him than the rate involved.

Ahlander Hardware, Salt Lake City

The company is in the wholesale hardware supply business and ships to customers throughout the entire State of Utah. They need daily service to all points and pickup and delivery service are important to their company.

Bradshaw Auto Parts Company, Richfield

They have numerous outgoing shipments, particularly throughout Southern Utah, together with incoming shipments from Salt Lake City and other places. They ship extensively between five of their stores and use Wycoff for this service to a great extent. They would like to have the 500 pound per schedule limitation removed so that they can depend on Wycoff being able to pick up their shipments whenever requested.

Sid Hunter, Holden

Operates an automobile service and repair station in Holden, Utah. He stated they need pickup service in Salt Lake and need regular guaranteed same-day service. Many of their shipments are over 100 pounds. Pickup in Salt Lake City is important to them. He stated there is no regular service by Palmer which adequately meets their needs.

Central Electric Company, Richfield

His company ships to points all over Southern Utah. They make approximately three shipments per day by Wycoff. Company needs service on shipments over 100 pounds.

Utah Power & Light Company, Richfield

Richfield is the central store room for distribution of supplies required by the power company to points in Southern Utah. He ships from Richfield to points on Highway 91. Palmer makes no regular pickup, but Wycoff does, and this is important to his company. They need service on shipments over 100 pounds.

Panguitch Chamber of Commerce, Panguitch

Mr. McEwen appeared and presented a resolution, duly adopted by the Panguitch Chamber of Commerce, supporting the Wycoff application.

Richfield Auto Parts, Richfield

Maintains two stores, one at Richfield and one at Salina. They ship to various points in Southern Utah on outgoing shipments and receive numerous incoming shipments. Would use Wycoff express service.

Bestwall Gypsum Company, Sigurd

The company has numerous incoming shipments, almost daily, and that daily service is important. A considerable part of their shipments are over 100 pounds. Palmer service does not meet its needs on rush shipments.

*Jensen Electric and Heating Company,
Richfield*

Electric and heating contracting business and has jobs scattered throughout Southern Utah, including St. George, Milford, Ephraim, Cedar City and Junction. They have need for service on shipments over 100 pounds and the pickup and delivery service is most important to them.

Dick's Service, Nephi

Automobile service and repair station. He requires prompt daily service on shipments primarily of parts, etc., in connection with repairs being performed. These are mostly all emergency shipments. The pickup and delivery service is important to him.

Jack Cotton, Nephi

T.V. Sales and service company in Nephi. He requires prompt service, primarily on parts, and likewise upon T.V. and radio units. Pickup and delivery service is most important to him.

Colyear Motor Sales and N A P A, Salt Lake City

They deal in auto parts and accessories and ship to all parts of the whole state of Utah. Many of their shipments and items are over 100 pounds in weight and they supply jobbers in all of the various cities. They have 67,000 different numbered stock items and during the past week 43% has moved by Wycoff, 35% by bus and 22% by general carriers. They have an average of 15 shipments per day over 100 pounds and under 1,000 pounds. He testified as to problems on bus operations and the problems also that they have had as to Palmer Brothers. He typified the general commodity carrier service as adequate on the type that they give, but indicated that they need special express service such as Wycoff renders, even on those over 100 pounds, and would support the elimination of the 500 pound restriction. They have special problems between Salt Lake and Ogden on which they would use this express service. They have requests from their customers for the speed of the service provided by Wycoff.

Bunnell Dodge, Price

Dodge truck and auto dealer and requires service on shipments over 100 pounds on parts, motors, etc. They also have shipments between Price and Moab on which they need service by

Wycoff. Same-day service out of Salt Lake into Price is urgently needed. They utilize the bus, Wycoff and Rio Grande and are familiar with the services provided by each. In Moab they have a trailer repair operation and in Price auto and trailer repair, and ship between Price and Moab, between Salt Lake and Price and between Salt Lake and Moab. They work on Saturdays and have no service available by Rio Grande on that day.

Huish Distributing Company, Salt Lake

Wholesaler of R.C.A. Victor, television, etc., having a total of 1,000 customers throughout the entire state. They have shipments over 100 pounds and support the application for the transportation service on express movements over 100 pounds. They are familiar with all of the truck lines and the bus lines, and use them as well as Wycoff.

Cudahy Packing Company, North Salt Lake

They ship packing house items to all parts of the State of Utah, and many of these are of an emergency, perishable nature. Particularly on weekends they have over 100 pound items on which they dry-ice pack them for shipping. Generally the truck lines are satisfactory on the large shipments, but they need the Wycoff service on emergencies. This has not been used in the past because of the 100 pound limitation, as most of their shipments are over 100 pounds.

Hill Top Auto Works, Orem, Utah,

Have engines, fenders, used parts, etc., which they ship to Salt Lake, Ogden, Moab and other

parts of the state. They are also connected in Ogden with a telephone and hence their shipments are out of Ogden as well as into Ogden. The busses will not take many things, such as fenders, which they have, and they do not have a pickup at Orem by either Uintah or Link going into the Basin. Only by Wycoff can they get same-day service into the area. They cannot get same-day between Salt Lake and Ogden from truck lines and they need that on their operations. He outlined the operation into the Uintah Basin at the present time on shipments by Rio Grande Motorway into Salt Lake and then by Uintah into Vernal, and told of delays encompassed on that.

Commercial Tire Service, Inc., Provo

Tire, battery and accessory division, which has both a wholesale and retail operation. They have stores in Salt Lake, Provo, Price and Richfield, and handle recapping as well as the other business. Their own trucks have daily routes in the general area, but they support the need for the Wycoff service to supplement their own private transportation. No diversion from regular truck operations is expected.

Finlay W. Roylance, Springville

Most of their supplies are from Salt Lake City, and they have been hurt by the 500 pound per schedule restriction which exists. Some of their shipments are over 100 pounds and one-half of the business is to contractors, but the other half is not. On the half to contractors they can use the Wycoff service over 100 pounds, but cannot on those customers who are not contrac-

tors, and they would like to have the same type express service available for both types of customers and need it in their business.

Glade Candy Company, Salt Lake

They employ about 80 people and do \$1,000,-000 of business. Their shipments are from 80 to 130 pounds and they have found Wycoff service faster than the other truck and bus service available. Their shipments are perishable and they ship into every town in the State of Utah. Would utilize Wycoff but would not make any diversion from the regular truck operations.

Charles Brunning Company, Salt Lake

They have duplicating and other type specialty machinery and equipment which they must ship. Some of them have special optical units and require careful handling. Particularly on their Ogden accounts they support the need for the Wycoff service for direct delivery and expedited service. They have now been required to utilize salesmen in their own vehicles in order to get deliveries which otherwise they would turn to Wycoff, and hence there would be no diversion from the regular route motor carriers. Lake Shore service is inconvenient for them with the type commodities which they have. They have a large account at Green River on the Athena project, and ship into Richfield and many other parts of the state of Utah.

*Crank Shaft Grinding and Metalizing Company,
Salt Lake*

Ship through the state on crank shafts 40 to 150 pounds. These require quick shipments and

some of the shipments go both ways. They recondition and exchange crank shafts and must provide immediate delivery on these. Their primary concern is between Salt Lake and Ogden and areas south of Salt Lake. The Ogden area, which they designate as Layton and points north, has need for same-day service with Wycoff type express operation.

A & E Generator, Salt Lake

They repair and return generators to all parts of the State of Utah. The average weight is 22 pounds, but they frequently ship in boxes of several generators which would exceed 100 pounds. There would be no diversion on their large shipments from the truck lines. They have complained of delays by way of Greyhound and also by poor service on Garrett. They need early morning delivery in Moab such as Wycoff can provide for them.

Pioneer Wholesale and Supply Company, Salt Lake

They handle building materials, both for contractors and other users, and hence must have and desire the same type service for their other users as they have on contractors throughout the State of Utah. Their shipments run 110 to 200 pounds. In the Price area, for instance, they must compete with Grand Junction, and hence need a more rapid service than is presently available by the common carriers. Much of their material cannot be handled by the buses, due to the size of the same.

*Amco, Ross Cowan Company and Utah
Bit Company, Midvale, Utah*

Contractors' supplies, as well as used equipment and bits of steel for mining companies, as well as for some contractors. Many of their shipments are over 100 pounds and on an emergency basis. They utilize the Wycoff service at the present time, both on the contractors' equipment and on the smaller items for the mines, but they have a need for the same type service on the mining and other users of their equipment. They are situated in Midvale and cannot get the service which they require to the other parts of the State of Utah, except on a single carrier direct service by Wycoff. Into Ogden they have a big problem because of the delays at Salt Lake.

L. N. Curtis & Sons, Inc., Salt Lake

Handles fire equipment and safety equipment and have customers all over the State of Utah, primarily fire departments and industrial users. They have included in their supplies compressed air and other chemical bottles which cannot be handled by the buses which are used in conjunction with breathing apparatus, and they require an expedited express service to all points of the State of Utah from Salt Lake. Their experience with the regular truck lines is that they must call before 3:00 o'clock or they don't get a pickup. They have problems on service into and between Salt Lake and Ogden.

*General Electric-Major Appliance Division,
Salt Lake*

They use all of the major carriers and buses, including parcel post. Their main problem is Salt

Lake, Roy, Kaysville, Provo and Springville, where they desire early morning delivery around 8:00 A.M., which they cannot procure by the regular carriers. They have at least one shipment over 100 pounds daily available to all carriers, and ship air conditioning, refrigeration, home laundry and other similar major appliances and parts throughout the entire state of Utah.

Gould National Batteries, Inc., Ogden

Ship to all parts of the State of Utah. They average about 170 shipments per month, and the buses do not handle their batteries. Their primary consignees are Atlas Stations, The American Oil and Standard Oil, Western Service Stations and Philips Petroleum stations. They like to ship three-battery minimum, which would exceed 100 pounds in weight, and all of their shipments come out of Ogden. They wish to avoid any delays which are incident now to movements beyond Salt Lake City, as well as those between Salt Lake City and Ogden. They must compete with the battery suppliers in Salt Lake who do not have the delay that they encounter out of Ogden, through Salt Lake.

Wall Livestock Company, Ogden

Operate seven days per week and supply medicines, vaccines and other items for livestock to the veterinarians and directly to the farm and ranch users. Their problem areas have been the Hurricane, Kanab, Moab, Ogden and points west areas. They do not operate any of their own trucks and are entirely dependent upon the trucks, buses and Wycoff. Into the Ogden area they object to the extra cost that they have with

Lake Shore on the pickup and delivery, and operate six days per week and are on call at other times for veterinarians.

*The Valley Implement and Hardware
Company, Morgan*

Buy most of their parts from the general implement suppliers in Salt Lake City area. Milne operates into Morgan, but only three days per week, and there is no bus service available to them at that point out of Salt Lake. Many of their shipments run 100 to 500 pounds and they need six-day per week service. There is no carrier other than Wycoff that goes into Morgan six days per week.

Christensen's Department Store, Heber City

Local warehouse at Lehi, Utah, as well as other points. In addition, they ship out of Heber City into the Uintah Basin. At the present time it takes three to four days to move commodities from Lehi warehouse to their place of business in Heber City, and they support the Wycoff service to eliminate this delay which they regularly encounter under present movements.

Western Coal Mining Company, Price

They operate in Carbon County and require emergency shipments over 100 pounds of machinery, cable, belting, as well as motors, on a rush basis. They have had better service from Wycoff than Rio Grande Motorways, and hence they desire the weight limitations eliminated so that Wycoff can render this service, as they have been able to get same-day deliveries out of Salt Lake into the Carbon County areas by Wycoff.

Towne Supply Company, Salt Lake

Auto parts dealer, and they also have stores at Ogden, Bountiful and Provo. They have shipments going to all points down U.S. Highway 89 and U.S. Highway 91, as well as north up to the Idaho State line, many of which are over 100 pounds. They use all of the present means of transportation, but they support the Wycoff service because of time requests made by customers.

A & C Garage and Service, Grantsville

They use the bus and Barton, and desire the service of Wycoff into their area. Wycoff trucks go there with newspapers, air freight, U.S. Mail and interstate traffic. Complaints were made concerning the service by Barton into Grantsville on a one-day-per-week basis, and he related the necessity of driving into Tooele and other places to pick up shipments. Same-day service out of Salt Lake would be a great advantage to them in serving their commercial as well as tourist customers in the Grantsville area.

E. C. Olsen Company, Ogden

Warehouses at Ogden and Salt Lake and does over \$1,000,000 per year business. They have a very limited inventory at Salt Lake, and hence they require an expedited service between Salt Lake and Ogden in order to maintain the requirements of their customers. They have a heavier movement from the period April to October, and operate their own trucks only in the Ogden area. They serve the entire state of Utah out of Ogden and Salt Lake, particularly out of Ogden. Going south of Salt Lake out of the Ogden shipping point, they have experienced continually at least

a 24 hour delay. They support the Wycoff service to all points in the state of Utah.

Wasatch Line Construction Company, Salt Lake

Power and telephone line contractors. They can utilize Wycoff's contractor's equipment authorization, but as to supplies such as cross-arms, rods, hardware, insulation and wire, the Wycoff present authority does not authorize service on those. They bid contracts all over the State of Utah and have been actively engaged in jobs in most points. They are starting now with jobs at Snowville, Utah, Gunnison, Jericho and Midvale, as well as Mexican Hat. They have over 100 vehicles of their own, most of which are specially equipped for the line construction work. The premium rates are no factor to them, as the direct service, when they have line crews out, is of critical importance to them. The regular truck lines do not unload in time to meet their urgent requirements, and Wycoff makes direct delivery to their points.

E & M Ford, Layton, Utah

He testified that between Salt Lake and Ogden the Lake Shore bus does not do a good job in the type service they require. They receive Wycoff service on air freight from out of the state, but need that same type service on the intrastate movements out of Salt Lake and Ogden to Layton. Wycoff goes past their place of business four times each day, and they would welcome the service, as they have many emergency shipments. It is two miles from their place of business to the bus depot.

Mencimer Veterinarian Supplies, Ogden

Has shipments from 1 pound to 500 pounds to all parts of the state of Utah. These are biological, pharmaceutical and dietary items for animals. Their big problem is south of Salt Lake City, in that there is a delay of at least a day or two on movements going to points south of Salt Lake. He testified as to a fifth day delivery on a movement of 280 pounds by Garrett into Moab. He is losing business because many of the areas can get better service out of Denver than he can provide when the traffic must move through Salt Lake.

Ogden Chrome Plating, Ogden

They supply bumpers to all parts of the State of Utah, and have bumpers coming and going from Ogden. Some of these shipments exceed 100 pounds, but their main problem has been on the 500 pound per schedule limitation. On points beyond Salt Lake on their shipments, it would be an advantage to them if Wycoff could handle shipments over 100 pounds into Vernal, instead of the small ones only. Wycoff has been able to deliver directly to the various auto repair shops throughout the state of Utah.

Kamas Valley Lumber Company, Kamas

They have two saw mills, a box factory and a planing mill. The service they presently receive by Park City Lines is every other day and just sporadic. They have a need for service both ways on repair items, as well as parts coming back from the Salt Lake area into Kamas. They also operate a retail hardware store there at Kamas and ship out towards Vernal.

Moore Motor Company, Coalville

Dealer in Chevrolets and Buicks. They procure their supplies and parts from Salt Lake and Ogden and operate six days per week. They have a regular service department and hence get a lot of calls for repair of tourist and other emergency breakdown jobs. They have no dependable service except Wycoff Company to their area, and many of their shipments exceed 100 pounds, on which they would support the need for Wycoff service for Coalville. Union Pacific discontinued its service at Coalville two years ago.

Grantsville Drug, Grantsville

Receive shipments from both Salt Lake and Ogden. Barton comes to Grantsville only two times per week, and this service is inadequate for their requirements. Wycoff Company has been handling some emergency shipments out of Ogden. The Lewis Brothers Stages comes to Grantsville, but gets there too late for their business requirements. Wycoff's truck goes to Grantsville at a time which is desirable for their business.

Five Parts Electric Company, Ogden

Customers are primarily from Kaysville to points north up to the Idaho border, and many of their shipments exceed 100 pounds in weight. They have urgent shipments into Logan to such points as the Utah State University, to the Hill Electric Company in Smithfield and the Mack Electric Company at Hyrum and two electric companies in Brigham City. There is no problem on premium rates, as they are anxious for these deliveries. Though he has his own trucks, he

does not want to use these for deliveries, as he uses them in servicing his own business, and seeks the Wycoff authorization with the elimination of the 100 pound limitation and authorization to go into points south of Ogden as far as Kaysville included.

Olsen Auto Parts, Roy

They lose much business because they do not have adequate service to get their parts from Salt Lake particularly. Thus he usually drives to Ogden and then comes back, and Barton does not deliver on time. On Lake Shore they must drive 14 miles into Ogden in order to pick up the shipments, as they do not drop them off at their place of business. They need three deliveries per day from Salt Lake City, and would use the Wycoff service to supply these needs.

Bradshaw Auto Parts Company, Cedar City

Have some 16 stores operating, and witness has a partnership interest in these stores. They utilize Milne, the buses and Wycoff, particularly on emergencies. They have had delays because of the 500 pound restriction on Wycoff, and desire the availability of Wycoff's service on shipments over 100 pounds. They frequently have shipments between their stores, Cedar City, St. George, Fillmore, Pleasant Grove, American Fork, and Salt Lake, as well as Holladay and Magna. Other stores are located at Manti, Mt. Pleasant, Murray and Kearns. Wycoff arrives in Cedar City at about 3:00 P.M. and they can get same-day service out of Salt Lake by use of Wycoff. He testified that there was 15 hours difference between the Wycoff service and the

Milne service on shipments out of the Salt Lake area.

Paul McBride, the Mayor of Fillmore, presented a resolution from the City Council which was adopted February 7 at a special meeting. He stated that they feel like the Wycoff service with the restrictions removed would be rendering a good service for that community.

Lovell and Roper Service, Delta

Automobile, truck and farm equipment parts and repairs, and procure supplies from Cedar City, Orem and Salt Lake City. Wycoff Service out of Cedar City to Delta on windshields and such would be a real advantage to them. Same-day service out of Salt Lake for their business would aid them, and many of the motors and other items exceed 100 pounds in weight. Some of these come from Orem, as well as Salt Lake.

Duane's Market, Fillmore

Require shipments out of Ogden, Salt Lake and Provo, and use Palmer, Milne and Wycoff at the present time. Same-day service would be a great advantage to them, particularly on commodities such as frozen foods, frozen pies from Ogden, Salt Lake and Provo. They have meat out of Ogden and Cudahy Packing in North Salt Lake, and experience a delay on the inter-line at Salt Lake City.

Wells and Brunson, Meadow

They service pump wells and have Salt Lake and Provo as their primary sources of supply. On several occasions they have had to drive to

Salt Lake and Provo to have their motors re-wound and pump repairs. They also handle equipment for farmers and they support the elimination of the 100 pound limitation, as they have a number of shipments over that weight. There are pump wells at Meadow and other areas where they must have direct service.

Baker Drug, Fillmore

They use the existing truck, bus and Wycoff service, and would support the same-day service from Wycoff, which arrives about 3:00 o'clock. On small shipments the Wycoff service has been good except where they have had delays because of the 500 pounds restriction. They must guarantee the arrival and these delays because of the weight restriction adversely affects their business. They are open from 8:00 A.M. to 9:00 P.M. seven days per week, and Wycoff can deliver at 8:00 A.M. or the same day at 3:00 P.M.

Don's Tire and Sinclair, Fillmore

Supplies from Salt Lake, Provo and Ogden and service tractors, trucks and automobiles. Often black rubber tires are ordered in pairs, which exceed 100 pounds. To them Wycoff service would be like having a warehouse, because they do not have to stock these items and they can get same-day service out of Wycoff and hence eliminate the necessity for stocking. Also they procure from J. G. Reed Brothers in Ogden tires and recaps and from Commercial Tires at Provo. A single carrier responsibility from Ogden and Provo, as well as Salt Lake, would be an advantage to their business.

George's Mercantile, Kanosh

Perishable shipments of meats out of Ogden and Salt Lake and operate six days per week. Some of their shipments exceed 100 pounds and it would be an advantage to have Wycoff service. They are open from 7:00 A.M. to 7:00 P.M. They also handle vaccines and similar things for the ranchers and farmers in the area and require direct service.

Zion Drug, Hurricane

Shipments out of Salt Lake, Provo and Ogden. Milne services them only three days per week — Tuesday, Thursday and Friday — and Wycoff has six days per week. Medicines and other shipments require the direct service of Wycoff and often their shipments exceed 100 pounds in weight. They desire the elimination of the 500 pound restriction so as to avoid any possible delays on medicines and baby foods.

DeLyle Carling, Meadow

Operates a ready-mix business. Has two dozers, two trucks and two dump units, as well as loaders, which he must repair and maintain. He procures his parts from Salt Lake City, Cedar City, Provo and Springville. At the present time he must go into Fillmore (7 miles) to meet Palmer Brothers and the bus. During a period of 7 to 7½ months per year they have a number of rush shipments which would average around 250 pounds.

Brunson Service Station, Kanosh

Wycoff goes through every day and they have shipments of tires, etc. out of Salt Lake and

Ogden which run over 100 pounds. At the present time they must go to Fillmore to pick up things, as Milne does not make delivery there. They desire the elimination of the 500 pound restriction on Wycoff so as to avoid any delays on their shipments. The buses will not handle the black tires and batteries.

Ron's Sporting Goods, Cedar City

Buy primarily out of the Salt Lake City area and he related some problems they had had with the bus service on shells and fishing licenses being carried past. Sometimes they have to fly things in on Bonanza in order to get them there on time, and they would welcome the Wycoff Express service to provide these needs. On shipments out of George A. Lowe Company in Ogden they have had a substantial delay unless Lowe brings the shipments directly into Salt Lake City for delivery, and that way they can get overnight service from Salt Lake, but not same-day service. They have experienced three to five day delay from Ogden, whereas Wycoff can deliver next morning service to them out of Ogden.

Eugene Morris, Hinckley

He buys three-fourths of his things from Salt Lake and has discontinued buying at Ogden and Provo because of the bad service that has heretofore existed. If good service were available he would resume purchases there. Wycoff can serve him in the afternoon or evening or next morning, and the same-day service out of Salt Lake and next-morning service out of Ogden would be an advantage to them.

Calvin W. Carter, Cedar City

Commercial construction and uses Wycoff where possible under the present authority, but cannot use Wycoff for hardware and lumber, parts and supplies of that type. He would use the Wycoff service on that type item, as well as plumbing equipment, and needs it for prompt supplies to the various places where construction operations are going on.

Sugar Loaf Cafe, Cedar City

Have Sugar Loaf Cafes in Cedar City and St. George, operated by the witness and his brother. They buy from Logan, Ogden, Salt Lake, and Provo and use all forms of transportation. They desire the elimination of the 500 pound weight restriction, so that on emergency and rush items there will be no problem of guaranteed delivery by Wycoff. Also they need same-day service on machinery repairs, etc., as well as on certain perishables out of Ogden and Salt Lake.

Dixie Oil Company, St. George

Handle pipe, meters, tanks, regulators, electrical items, etc., and ship primarily out of Salt Lake. They use Wycoff, Milne and the buses. They have found the buses unsatisfactory. It is important to them to have guaranteed delivery, and hence they ask for the 500 pound restriction to be eliminated. They operate eight trucks, but have no desire to run into Salt Lake or other points and pick up their supplies, controls, etc. They desire the elimination of the 100 pound restriction. They maintain a warehouse at St. George and deliver from that to other points in

the immediate area, their area of operation extending as far as Delta.

E. B. Snow Furniture Company, St. George

Purchase hardware, carpets, drapes, etc. from Salt Lake City and Ogden. They presently use Wycoff and have found Milne's service excellent on the general truck operations. However, they do have rush shipments over 100 pounds, in which they require same-day service, on which the Wycoff express would be of great advantage to them. Also direct service out of Ogden would eliminate the delays which represently exist from that area.

Nelson Supply, St. George

General hardware, paint and similar things which they purchase from Richfield, Provo, Salt Lake and Ogden. They use Wycoff whenever they require quick service, and have a need for same-day service on a number of items which they handle. At the present time it takes an extra day out of Ogden on shipments from George A. Lowe and Proud-Fits, and they desire to eliminate that delay.

Terry's Mercantile Store, Enterprise

Buy hardware, dry goods, etc. from Salt Lake and Ogden. Milne delivers once a week, whereas Wycoff is in there every day. They use some parcel post, but have a need for Wycoff service. Some shipments exceed 100 pounds.

Sim's Auto Repair, St. George

Auto repair, and especially repair work on heavy construction equipment. They would uti-

lize the Wycoff service on rush shipments out of Salt Lake. Milne makes no Monday deliveries to them, and Greyhound is only used about once a month by them. Though a number of their customers are contractors, they do need Caterpillar parts, etc. for farm users such as Stuki Farms, etc., and hence cannot use the Wycoff contractor service over 100 pounds on this type equipment, but desire the same type service for their other customers.

Electronic Service, St. George

Procure supplies from Salt Lake and Provo. They fix refrigeration, electric wiring, etc. The advantage of Wycoff service, either first thing in the morning and overnight delivery, or afternoon delivery, would aid them in their operation. Some of their shipments exceed 100 pounds and they would pay a premium rate on 20 to 30 shipments per month in order to have the Wycoff service available.

O. K. Tire Service, St. George

Buy primarily out of Salt Lake and they ship to the area including Milford. Milne does not make the Monday deliveries to them and they need this in their operations. Some of their shipments average 200 pounds and the buses will not handle black tires. 85% of their tire business is black tires. The contractors and the farmers do not inventory parts, and hence it is necessary that they have a prompt and immediate service out of the Salt Lake area.

Wulfenstein Machine Shop, St. George

Do machine work as well as shaft repair, etc., and paint. They buy from Beaver and the other

Bradshaw stores, and often their shipments are over 100 pounds. On emergency they have used Wycoff and found its service much speedier than any other means.

Pickett Lumber Company, St. George

They handle lumber, as well as hardware and furniture, primarily out of Salt Lake City. They are bothered by the 500 pound weight limitation on their schedules.

Miller Auto Parts, Cedar City

Parts of the Watts System, whereby they telephone in each afternoon and require early morning delivery out of Salt Lake, including Saturdays. The Milne service does not deliver in time, and if they want it they must go to the Milne dock in order to get the deliveries prior to 9:00 o'clock in the morning. They desire the elimination of the 500 pound restriction, as they have had delays on their shipments and also would use the Wycoff service on shipments over 100 pounds on emergencies.

Fenton's Store, Parowan

Buy from Salt Lake, Ogden and Provo, and have need for service on shipments 75% of which are over 100 pounds and under 250 pounds. They have complained to the Public Service Commission about the poor service at Parowan, as Milne only comes three times per week there. Wycoff is through there daily twice a day, and it would be a great assistance to him and to the community of Parowan to have the service. On shipments from Ogden there is a substantial delay unless Wycoff service is used.

Tri-State News, Hurricane

Milne comes to Hurricane every other day and Wycoff is there daily each morning, and it would be an advantage to them to have that service for their business as well as to the community. His business is growing and this requires added inventory, which he would rather be able to call for on a daily basis rather than to stock. His shipments would be from 100 to 500 pounds.

Jolly's Cabinet Shop, Washington

Do mill work and handle plastic top things and procure their supplies primarily out of Salt Lake. Milne does not deliver on Monday, and provides only three-day-per-week service to their shop, whereas Wycoff is through there daily, and some of their shipments exceed 100 pounds and same-day service would be of great advantage to them on hardware and one laminated plastics and cement which they require.

Leon Glazier and Sons, Inc., Hurricane

Milne only provides three-day service and Wycoff is in there every day and they have shipments of over 100 pounds on which they need daily service, consisting of steel, pipe, motors, etc. They would pay a premium rate or else go for the items themselves, and hence there would be no diversion from the regular route carrier.

Parowan Merc., Parowan

Purchase primarily out of Salt Lake appliances, furniture and dry goods. Milne delivers three to four times per week there, and Wycoff is through every day, and their experience has

been that they use Wycoff on those items requiring faster delivery. They have used Wycoff on shipments of major appliances and other items which require same-day delivery, and need that service for their customers.

Bee Line Service Station, Delta

Buy from Provo, Richfield and Salt Lake, and use Palmer Brothers, Lewis Stages and Wycoff. He states that the delivery schedule of Palmer to their place of business is on Tuesdays and Fridays only, and need a daily service to be available so as to avoid stocking large inventory, and they get direct service on urgent requests of their customers. Particularly they are anxious for service out of Provo to Delta by Wycoff.

The American Service Station, Parowan

He testified as to a need for same-day service delivery on shipments over 100 pounds. He estimated that he would have an average of two shipments per week on which they would require same-day service by Wycoff.

American Mining Company, Milford

A huge open-pit mining operation four and one-half miles out of Milford, at which they have many units of equipment and employees. Though they are not a contractor, they have ordered some things as contractors' supplies, and they desire to clarify this so they can have direct service to the mining operation of Wycoff on their operating supplies and equipment. Their supplies are primarily in Salt Lake, and all the major equipment dealers, such as Cate, Wheeler, Arnold, Folger, etc. Same-day service is very criti-

cal for them, and they insist on Wycoff handling all emergencies for them.

Dr. Wendell Brooksby, Cedar City

His requirements are for rush shipments of various veterinarian supplies and equipment. Most of his shipments are under 100 pounds, but some do exceed such in weight. His service from Memsener at Ogden has been extremely slow, and often he needs same-day delivery out of Salt Lake. His suppliers are at Provo, Salt Lake and Ogden.

Judd General Mercantile, Hurricane

Handles hardware, general mercantile and International Harvester Company trucks, tractors and farm equipment. Their main source of supply is Salt Lake, though they do ship some from Ogden and Provo. At the present time they actually receive three-day-per-week service from Milne, and have been using Milne on shipments over 100 pounds, but have been delayed. Wycoff is in their community every day, and that service would be of a great advantage. They have emergencies which exceed 100 pounds in weight, such as crank shafts, short blocks, heads, etc., for trucks and automobiles.

Terry Motor Company, Beaver

Their supplies are located at Cedar City, Salt Lake, Ogden and Provo. He uses the buses, Wycoff, Milne at the present time. Because of the better service, he orders everything he can by Wycoff, and would utilize the service on larger shipments not to exceed 500 pounds. He con-

siders the Milne service generally satisfactory, except that it is 24 hours slower than Wycoff service for his operations in Beaver.

Cedar Builders, Cedar City

Handle plumbing, electrical supplies, heating and such equipment, and ship out of Cedar City to St. George and Beaver, as well as receiving incoming services. He supported the application for the same-day service out of Salt Lake and would not divert the large shipments at all from Milne.

Wilf's Auto Service, Hurricane

Milne serves three days a week and Wycoff is in there daily. They have particularly rush periods during the summer months, sometimes have to go to St. George to get things from Milne with his own truck. It is a mile from his place of business to the bus stop.

McCoard Oil Company and Dixie Sand & Gravel Company, St. George

They have five dump trucks, plus their crushing bill machinery and other items, and a service station. He has trouble getting Milne to deliver to him, and they give slow service compared to the Wycoff service, and he needs service on his operation for repair parts as well as for his own equipment on shipments over 100 pounds.

Hiatt Corner Drug, Milford

Operate six days a week and have had trouble with the 500 pound restriction on the Wycoff service. They use drugs, sundries, prescriptions.

freezables, injectables, etc., and need a fast, same-day service out of Salt Lake and Ogden areas. Many new prescription drugs are presented by salesmen, and when demand comes for them they must have immediate service. Milne does not deliver there on Mondays, and they have a limited supply on baby milks and often have a shortage of that, which results in a call for shipments over 100 pounds.

Wiseman Ready Mix and Repair, Milford

During the summer months they operate seven days per week and frequently have emergencies which call for a special service, such as Wycoff can provide. Fifty percent of their shipments are over 100 pounds in weight. During the winter months overnight service is sufficient if it is six days per week.

Cedar Glass & Paint Company, Cedar City

They ship out of Cedar City to points in southern Utah and have used Milne 99% of the time in the past to Delta and Panguitch. They need Wycoff occasionally on Delta shipments, and it would be convenient to have that service available to them without restrictions.

Leo Day, Oasis and Sutherland

Palmer has no schedules out to their community unless occasionally when the traffic is sufficient to warrant, whereas Wycoff is through there twice each day and delivers directly to their door. They can get freezables the same day from Wycoff and half of their shipments are over 100 pounds. They are supporting the application and would use it. On the Lewis Brothers Stages they

must go to Delta in order to catch the Lewis Brothers Stages, and that is not satisfactory for their needs.

Reynolds Builders' Supply Company, Beaver

Hardware and lumber and general appliances and refrigeration units. They procure their supplies from Salt Lake City, Richfield and Provo, and prefer the Wycoff service to the available Milne service because of the door-to-door delivery service and the fact that they can receive things the same day in the afternoon from Salt Lake. Problems which they have had with Milne in delivering not until 3:00 or 4:00 in the afternoon, and not being able to find anyone available.