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FOURTH AND FIFTH

ANNUAL REPORTS

OF THE

PUBLIC UTILITIES
COMMISSION

OF THE

State of Colorado

Combined for the
Biennial Period
December 1st, 1917, to November 30th, 1918



DENVER, COLORADO
EAMES BROTHERS, STATE PRINTERS
1919

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COMMISSIONERS

GEORGE T. BRADLEY, Chairman

*LEROY J. WILLIAMS

†A. P. ANDERSON

GEORGE A. FLANNIGAN,
Secretary.

Office of Commission,
315 CAPITOL BUILDING,
DENVER, COLORADO.

*Succeeded M. H. Aylesworth, resigned, Jan. 21, 1918.

†Succeeded S. S. Kendall, Jan. 18, 1917.



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SECTION I. GENERAL

- a. Letter of Transmittal



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LETTER OF TRANSMITTAL

Denver, Colorado, December 1, 1918.

To His Excellency,

JULIUS C. GUNTER,

Governor of Colorado.

Dear Sir: In compliance with the statute the Public Utilities Commission of the State of Colorado has the honor to transmit to you its Fourth and Fifth annual reports, for the fiscal years ended November 30, 1917, and November 30, 1918.

Section 12 of the Act provides that an annual report shall be submitted to the Governor, and in accordance therewith a summary of the activities of this department for the year ended November 30, 1917, was submitted December 1, 1917. The Commission, however, combines for publication the annual reports of the two years preceeding the convening of each session of the Legislature. The Second and Third annual reports for the fiscal years 1915 and 1916 were combined for the biennial period, and the two reports for 1917 and 1918 are likewise combined. The full and complete account of the transactions and proceedings of the Commission is therefore contained herein, together with such other facts as are of value to the people of the State.

This report does not contain the full text of the orders and decisions of the Commission. The orders and decisions are published in a series of reports entitled "Decisions of the Public Utilities Commission of the State of Colorado," and cited as "Colo. P. U. C." Four volumes have been published thus far, containing the decisions of the Commission from December 1, 1914, to November 1, 1917. Volume V has been prepared for the press and Volume VI is in course of preparation. Advance sheets of the Commission's decisions are printed and distributed immediately after the rendering of the decisions.

Respectfully,

GEORGE T. BRADLEY,

Chairman,

LEROY J. WILLIAMS,

A. P. ANDERSON,

Commissioners.

SECTION I. GENERAL

b. Introduction

INTRODUCTION

The regulation of utilities in the State of Colorado, in greater or less degree, originated with the statute effective April 6, 1885, appointing a Railroad Commissioner. The powers of the Commissioner were very limited. An annual report was issued for the year 1885. No reports were thereafter issued until that for 1891-1892, for which years a biennial report was issued. The Act was repealed in 1893 and from that year until 1907 no utility regulatory body was in existence in Colorado.

On June 20, 1907, the Act providing for a Railroad Commission became effective. The jurisdiction of the Railroad Commission was limited to the regulation of common carriers and provided for an elective commission. Litigation involving the constitutionality of the Act was immediately begun in the courts of the State, but in several opinions the Supreme Court held the Act to be constitutional. In 1910 the powers of the Railroad Commission were enlarged. The 1907 Act and the 1910 Act both contained sections providing for appeal to the district courts from the orders and decisions of the Commission, and further provided that such orders were limited to two years' time, and that when an appeal was taken from a decision of the Commission the appeal stayed the Commission's order. This had the effect of hampering, and to a considerable extent nullifying, the action of the Commission in connection with railroad matters.

The Nineteenth General Assembly passed the Public Utilities Act, which was approved April 12, 1913. This law created a Commission of three members, appointed by the Governor, the Commission being vested with jurisdiction over the regulation and control of public utilities. An attempt was made to have the bill referred, but objection was interposed by the Attorney General, who contended that the referendum petition contained fraudulent signatures. Action was brought enjoining the Secretary of State from placing it on the ballot. The District Court, in determining the cause, upheld the contention of the Attorney General. The Commission was thereupon organized and entered upon its duties August 12, 1914. The members of the former Railroad Commission were designated to serve out the unexpired terms for which they were elected.

Amendments to the Public Utilities Act were passed by the Twentieth General Assembly in 1915, placing automobile and stage carriers under the jurisdiction of the Commission as common carriers when in competition with railroads or street railways. In 1917, as explained in detail under "Legislation" in this report, the powers and duties of the Commission were increased by the Twenty-first General Assembly through the passage of amendments relating to crossings, and providing for the issuance of certificates of public convenience and necessity.

LEGAL

The Act provides for a review of the Commission's orders and decisions by the Supreme Court upon application of any party to the action or proceeding, or any stockholder, or bondholder, or other party pecuniarily interested in the public utility affected, after a rehearing has been applied for and denied by the Commission. No court in the State other than the Supreme Court has jurisdiction to review, reverse, correct or annul any order of the Commission. Reviews of the orders of the Commission have precedence over all other causes pending with the exception of election causes. These provisions have greatly facilitated the work of the Commission by removal of tedious court procedure, as in effect under the former Railroad Commission Acts. Formerly an appeal was taken to the district courts, which action automatically had the effect of staying the orders of the Commission. As the orders were in effect not to exceed two years it was possible in some instances for the litigant parties to delay prosecution of causes on appeal until after the expiration of the two-year period.

The present Act does not limit the time of orders of the Commission and a review by the Supreme Court does not of itself stay or suspend the orders of the Commission. Section 53 of the Act provides, however, that upon the filing of a reasonable bond a stay or suspension order may be issued by the Supreme Court staying the order of the Commission during the pendency of the review. Although several applications have been made to the Supreme Court for staying orders on reviews from decisions of the Commission, in only one instance has the court granted a staying order. This was in *Ohio & Colorado Smelting Co. v. Public Utilities Commission*, No. 9458, now pending. This case is commented on in Section VI, "Legal," herein.

During the biennial period of this report six cases have been decided by the Supreme Court on reviews from orders of the Commission, and six writs of review have been issued which were pending in the Supreme Court at the date of this report.

ADMINISTRATION

Immediately upon the organization of the Commission in August, 1914, rules of procedure were adopted outlining the practice of the Commission in formal proceedings before it. These rules have remained in effect without change since that time. The Commission, however, has prepared a revised set of rules effective January 1, 1919.

Since the inception of the Commission there have been issued, in addition to formal and informal decisions, 31 general orders, 24 administrative rulings and 4 special orders. All of these have been printed in the bound volumes of the Commission reports.

During the biennial period 53 formal complaints and 30 formal applications were filed, while 25 investigation and suspension matters were instituted, making the total of 108 formal cases for the biennial period, or a total of 226 since August 12, 1914. In the number of formal matters filed the biennial period ended November 30, 1918, shows an increase over the preceding two-year period, when 104 formal cases were filed. According to the practice of the Commission, investigations instituted on its own motion are included on the formal complaint docket, and are therefore contained in the figures given above as the number of cases filed.

Informal as well as formal cases increased in number during the period covered by this report, 413 informal matters being filed during the two years as against 327 in the biennial period ended November 30, 1916. Formal and informal cases filed during the biennial period totaled 521 as against 431 during the preceding biennial period.

Thirteen informal complaints, originating in the preceding biennial period, were pending on December 1, 1916. Six of the 413 informal cases filed during the two-year period covered by this report were pending December 1, 1918. The informal complaints settled during the biennial period, therefore, totaled 420.

From December 1, 1916, to and including November 30, 1918, the hearings before the Commission involved the taking of 13,500 pages of testimony, the equivalent of 150 days of hearings, or about 25 per cent of the period. During the biennial period the Commission rendered 118 original decisions and 27 supplemental decisions, making the total 145. The number of original decisions to date is 181, and supplemental decisions 39, a total of 220 decisions.

The decision numbers and the volumes in which they are contained are as follows:

Decision Numbers	Period	Volume
1 to 4	Aug. 12, 1914, to Nov. 30, 1914.....	1st Ann. Rep.
5 to 43	Dec. 1, 1914, to Dec. 31, 1915.....	I
44 to 75	Jan. 1, 1916, to Oct. 31, 1916.....	II
76 to 103	Nov. 1, 1916, to Apr. 30, 1917.....	III
104 to 141	May 1, 1917, to Oct. 31, 1917.....	IV
142 to 184	Oct. 31, 1917, to June 30, 1918.....	V

Volume V has not yet been received from the printer.

As far as possible, the Commission endeavors to keep its formal docket at a minimum, and, when agreed upon by the parties, adjusts many matters on the informal docket. Section 56 of the Act provides for reparation causes on the formal docket. To facilitate the handling of reparation complaints where the utility admits the unreasonableness of its charges and is agreeable to making reparation, the Commission has provided a ruling (General Order No. 18)

by which utilities may make application to return in the form of reparation the amount claimed to be unjustly exacted. The Commission requires, however, that similar reparation must be made to all parties similarly situated on authority received from the Commission, and also that the rate upon which it is proposed to base the revised charges be published for a period of not less than one year. The total number of such informal reparation authorities granted during the biennial period was 111, making the total of 445 to November 30, 1918. The amount of reparation granted was \$20,329.51.

The Act provides that no rate, rule or charge may be changed except on thirty days' notice to the Commission and to the public, unless the Commission in its discretion grants special permission to make a new rate, rule or charge effective on less than statutory notice. For this purpose there has been provided a form upon which utilities may make application to the Commission for permission to issue schedule changes on less than statutory notice. During the period of this report 386 short-notice authorities have been granted by the Commission, making the total of 1,238 to date. In only one or two instances has the Commission issued authority to make increases in rates on less than statutory notice, and those cases were granted to relieve ear shortages by increasing demurrage charges. All other short-notice authorizations involved reduction in rates.

PUBLIC UTILITIES

At the present time there are 350 public utilities in Colorado, excluding automobile and other vehicle carriers, which file schedules with and make reports to the Commission. The classifications of the utilities are as follows:

Steam railroads.

Operating:

Class A (revenues above \$1,000,000 per annum).....	10
Class B (revenues \$100,000 to \$1,000,000).....	7
Class C (revenues under \$100,000).....	9
Switching and terminal companies.....	3

Non-operating, lessor	29
	5

Electric railways.		
Operating:		
Incline railways	2	
Street railways	5	
Suburban railways	2	
Combined street and suburban railways.....	7	
	16	
Non-operating, lessor	1	17
Express companies		1
Sleeping car companies		1
Automobile and other vehicle carriers (a).....		
Electric utilities.		
Privately owned or operated.....	61	
Municipally owned or operated.....	24	
		85
Gas utilities.		
Privately owned or operated.....		14
Water utilities.		
Privately owned or operated.....	20	
Municipally owned or operated.....	134	
		154
Telephone utilities		70
Telegraph utilities		4
Grand total, all utilities (less duplications account corporations being engaged in two or more classes of operations)		350

(a) Automobiles and other vehicle carriers are not included in the above classification owing to the limited jurisdiction of the Commission over the same at the present time.

SUMMARIES OF OPERATIONS OF UTILITIES

It is impossible to include detailed summaries of the operations of the various classes of utilities owing to the fact that the reports rendered in many instances are incomplete, and the Commission has not yet received all of the corrected reports of the utilities. Effective January 1, 1916, the Commission prescribed uniform systems of accounts for electric, gas and water utilities and since that time has required annual reports from such utilities based on the accounts as required by the uniform systems. The first reports

received were for the calendar year 1916. The statistical department of the Commission has rendered its assistance to the utilities throughout the State to enable them to install and maintain proper accounts in accordance with the uniform systems. The operating revenues and expenses of the electric, gas and water utilities for 1916 and 1917 are shown by individual companies in Section IX herein.

The Commission has adopted and prescribed for use within the State of Colorado the Interstate Commerce Commission's uniform systems of accounts for steam roads, electric railways, express companies, sleeping car companies, and telephone and telegraph companies. In addition, the classifications of employes and their compensation, uniform systems for issuing and recording of passes, and regulations to govern the destruction of records, have all been adopted and prescribed for Colorado lines.

The steam carriers, in rendering reports to the Commission, segregate certain statistics and accounts within the State of Colorado in accordance with formulæ prescribed by the former Railroad Commission of Colorado, together with the Commissions of the surrounding states, in 1908, with subsequent amendments. The accounts thus separated are those of investment, revenues and expenses, and traffic statistics. The investment figures are quite incomplete and it is impossible to compile any statistics from the same. Certain statistics of revenues, expenses and traffic accounts will be included hereinafter, however, as the reports enable such compilations. All reports of steam carriers, electric carriers, express companies and sleeping car companies were formerly required to be rendered for annual periods ending June 30th of each year. In 1916 this was changed to the calendar year basis and the last report for the fiscal year was returned for the year ended June 30, 1916, and the first calendar report for the year ended December 31, 1916. Therefore, the statistics and accounts for the six months ended June 30, 1916, are included in reports for the twelve-month period ended June 30, 1916, and for the calendar year ended December 31, 1916.

The general increase in both the revenues and the expenses of the steam carriers in the last few years has been reflected in the operations of the carriers in the State of Colorado.

THE WAR AND PUBLIC UTILITIES

The war affected public utilities as it affected nearly all lines of business. The cost of operation, or production, advanced at an unprecedented rate and radically altered the relation which theretofore existed between production cost and price to the consumer. Few other commercial or industrial enterprises, however, were so vitally affected as public utilities, for the reason that few other lines of business were compelled to meet such abnormal and gen-

eral increases in the cost of so many commodities essential to production or operation.

Government supervision over prices, exercised as a war emergency, was designed primarily to stabilize prices and to prevent, as far as possible, extreme advances in the so-called necessities. It is an interesting fact, however, and one to which perhaps too little consideration has been given by the general public, that many of the commodities most essential to the operation of public utilities were those which, under government supervision, were allowed to attain price levels even higher than the levels attained prior to the inauguration of government price regulation.

This is illustrated in the cost of coal, which represents one of the most important cost factors in the operation of the majority of public utilities in Colorado. The war emergency made it necessary that the coal production of the country be increased, and to encourage production it followed that under government supervision the price of coal was allowed to reach and be maintained at a higher level than that which existed prior to the establishment of such supervision. As a consequence the cost of coal at the mines was substantially higher in 1918 after the United States Fuel Administration commenced operation than it was during 1917. So radical and so immediate were the effects of the government-sanctioned prices upon the cost of public utility operation that the Commission held a public hearing at which public utilities presented figures to show the effect of the increased prices upon their cost of operation. The record thus made was forwarded to the United States Fuel Administration at Washington in the hope that a modification of coal prices would be made. After several months a new scale of coal prices for Colorado was put into effect by the federal authorities, but even the revised prices were at such a level as to afford very little relief.

Whatever benefits might have been derived by public utilities from the reduced government prices of coal made effective for the spring and summer of 1918 were wholly offset by the increases in freight rates on coal initiated by the Director General of the United States Railroad Administration in June, 1918. These increases were announced as a 25 per cent. advance over freight rates then existing, but in many instances they exceeded 25 per cent.

While increased coal costs alone would have presented a serious problem to a large number of public utilities in this state, fuel was but one of many items of increased cost of operation. Wages and labor costs were even more general in their application. Oil, copper, rails, all steel materials, castings, fittings, repair parts, poles and like commodities experienced unprecedented increases in cost during the biennial period. Some utilities were affected by the advance in the prices of all items named, while others were affected only by those entering into the particular character of utility service furnished.

The rate cases before the Commission during the biennial period involved fewer water utilities than any other class of public utilities. Cases involving the rates of only two privately-owned water plants were heard, while several municipally-owned water utilities filed increased rate schedules, and the Commission assisted several other municipalities in revising and readjusting their water rates.

Numerically, Colorado has few gas utilities, but the majority of these found it impossible to weather war conditions without some increases in their revenues.

An additional illustration of the effect of war-time coal prices upon the operation of public utilities is to be found in the fact that, in marked contrast to the difficulties experienced by electric utilities which generate all or a large portion of their electric energy by steam plants, the hydro-electric utilities have had to make little or no change in rates, although the effect of labor and material costs was the same upon them as upon all other utilities.

One of the most important public utility changes resulting from the war was the assumption of federal control over the telephone and telegraph utilities of the country. This was effected as a war measure by an act of congress, July 16, 1918, and by a proclamation of the President dated July 22, 1918, placing the postmaster general in charge of the wire systems. The resolution of congress provided that such "supervision, possession, control or operation shall not extend beyond the date of the proclamation by the President of the exchange of ratifications of the treaty of peace."

APPROPRIATIONS AND EXPENDITURES

Appropriations for salaries and expenses of the Commission and disbursements therefrom for the biennial period were as follows:

December 1, 1916, to November 30, 1918.

	Appropriation	Disbursements
3 Commissioners,		
\$4,000.00 per year each.....	\$24,000.00	\$23,800.52
1 Secretary,		
\$2,500.00 per year.....	5,000.00	4,999.96
Salaries of employes.....	50,920.00	50,316.38
Traveling expense	6,000.00	5,999.34
Incidental expense	7,000.00	6,999.99
Rate investigation	4,000.00	2,450.14
	\$96,920.00	\$94,566.33

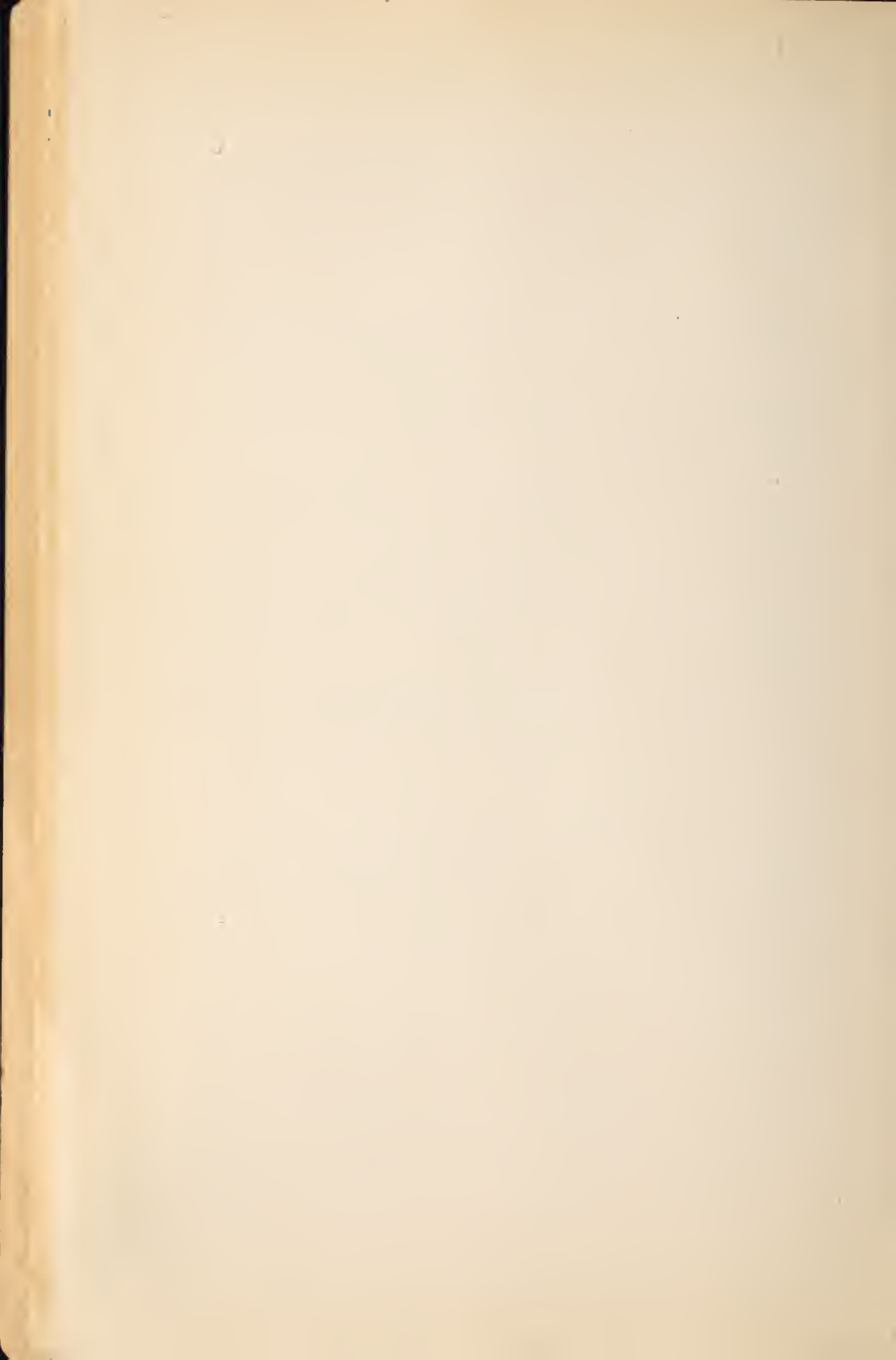
In the Special P. U. C. Fund there was a balance of \$69.63 on December 1, 1916. Receipts for the biennial period were \$10,368.12 and disbursements were \$8,339.00, leaving a balance of \$2,088.75 on December 1, 1918.

ORGANIZATION

The present organization of the Commission, and practically as it has been constituted since April, 1915, is composed of the following departments: General office, rate, electric and gas engineering, railway and hydraulic engineering, statistical, inspection and reporting. The secretary is in general charge of the office. Reports from the various departments are made to the Commission through the office of secretary.

Honor is due to three employes of the Commission who entered the service of their country during the war. L. G. Gomez, then telephone expert for the Commission, resigned July 31, 1917, and served during the war as first lieutenant in the United States Signal Corps. H. Paul Smith, tariff clerk, resigned September 23, 1917, to enter the service as captain in the Quartermasters' Department. Horace K. Lyon, Jr., chief inspector and assistant railway engineer, resigned September 21, 1918, and was commissioned a first lieutenant in the Engineering Corps.

The Commission and its employes take this opportunity to pay a tribute to two members of the staff who have passed from this life since the preceding biennial report was rendered. Mal T. Ramey, who entered the service of the Commission as assistant statistician on October 6, 1916, succumbed to an attack of heart failure on June 21, 1917, while on duty. Horace K. Lyon, Jr., passed away October 12, 1918, at Camp Humphries, Virginia. At various times from the date of the entrance of this country into the war, Mr. Lyon had endeavored to enter the national service, but was unable to do so on account of ill health following a surgical operation he had undergone. When finally accepted he went direct to Camp Humphries, but soon after his arrival at the camp, contracted pneumonia, which resulted in his death within a few days.



SECTION II. LEGISLATION

LEGISLATION

The Twenty-first General Assembly of Colorado, in 1917, passed two laws affecting public utilities, one having to do with the matter of crossings and the other with certificates of public convenience and necessity.

The first, which appears as Chapter 109 in the Session Laws of 1917, amended the original Section 29 of the Public Utilities Act. It amplifies the language of the original section and in detail outlines the jurisdiction of the Commission with reference to crossings. It further gives the Commission power to determine and prescribe the terms upon which separation of the expense of establishing or changing crossings shall be made and the proportion in which the expense shall be divided among the parties affected.

The amendment relating to certificates of public convenience and necessity is known as Section 35 of the Act and appears as Chapter 110 in the Session Laws of 1917. It became effective July 16, 1917. The law as thus amended provides that no public utility shall "begin the construction of a new facility, plant or system, without first having obtained from the Commission a certificate that the present or future public convenience and necessity require or will require such construction." Provision is made, however, that a certificate shall not be required by any corporation for the construction of an extension within any city and county, or city or town in which it had lawfully commenced operations before the amendment became effective, nor for the construction of an extension into contiguous territory not already served by another utility. Utilities under construction at the time the law became effective, and upon which construction work was being prosecuted with reasonable diligence, were also excluded.

The section further provides that "every license, permit or franchise hereafter granted to any public utility, other than a municipality, shall be subject to the provision that the municipality in which all or part of its property is situated may purchase the property of such public utility actually used and useful for the convenience of the municipality at any time." Whenever the municipality expresses intention to take over the property of a public utility, and the municipality and utility cannot agree upon the purchase price or the utility refuses to sell, the purchase price may be determined by the Commission after a hearing at which all parties interested have had an opportunity to be heard. The section does not apply to any common carrier as defined by "An Act to Regulate Commerce," approved February 4, 1887, or in the amendments supplemental thereto, nor does it interfere with the right of a municipality to acquire the property of a public utility by condemnation.

SECTION III. DECISIONS, ORDERS AND RULINGS

- a.** Decisions and Orders in Formal Cases

SUMMARY OF DECISIONS IN FORMAL MATTERS

During the biennial period there were filed 53 formal complaints and investigations and 30 formal applications, while 25 investigation and suspension cases were instituted, a total of 108 formal matters filed. A number of the formal complaints were initiated by the Commission on its own motion, while the suspension orders were issued either upon motion of the Commission or upon petition by protestant.

During the biennial period the number of decisions rendered in formal matters was as follows:

	Original Decisions	Supplementary Decisions	Total
Formal complaints	71	18	89
Formal applications	25	6	31
Investigation and suspension docket.....	22	3	25
Total	118	27	145

The following table shows the number of formal matters as applicable to each class of utility:

	Formal Complaints	Formal Applications	I. & S. Docket	Total
Steam carriers	29	19	6	54
Electric carriers	7	4	3	14
Auto carriers	1	.....	.....	1
Electric utilities	8	3	9	20
Gas utilities	3	2	4	9
Water utilities	3	1	.....	4
Electric and gas .....	.....	.....	3	3
Electric and water .....	.....	1	.....	1
Express carriers	2	.....	.....	2
Total	53	30	25	108

A table has been prepared, which follows, showing the subjects of the formal matters filed during the biennial period and the class of utilities to which each pertained:

SUMMARY OF FORMAL CASES FILED

	Complaints	Applications	I. & S.	Total
Abandonment:				
Steam railroad (permanently).....	3	2	.....	5
Steam railroad tracks (permanently) .....	.....	1	.....	1
Street railway (permanently).....	.....	1	.....	1
Steam railroad (temporarily).....	.....	1	.....	1
Automobile carriers	1	.....	.....	1
Car distribution	2	.....	.....	2
Certificate of public convenience and necessity	1	1	.....	2
				5

	Complaints	Applications	I. & S.	Total
Electric rates:				
Domestic .....	....	....	4	4
Domestic and power.....	....	....	3	3
Domestic, power and street lighting	1	1	....	2
Power	3	1	2	6
Street lighting	2	....	....	2
				<hr/> 17
Electric and gas rates.....	....	....	3	3
Electric and water rates .....	....	1	....	1
Electric service	1	....	....	1
Express rates:				
Reasonableness of	2	....	....	2
Freight rates:				
Determination of class.....	1	....	....	1
Reasonableness of existing rates..	7	....	....	7
Reasonableness of general increase	1	....	2	3
Reasonableness of specific increase .....	....	2	4	6
Reparation	1	....	....	1
				<hr/> 18
Freight service	1	....	....	1
Gas rates	2	2	4	8
Gas service	1	....	....	1
Grade crossings:				
Elimination of	1	....	....	1
Apportionment of cost of.....	1	....	....	1
Construct tracks over public highway .....	....	9	....	9
Construct public highways over tracks .....	....	3	....	3
				<hr/> 14
Interurban (electric):				
Railway service	1	....	....	1
Passenger fares:				
Electric interurban	1	1	3	5
Steam railroad	1	1	....	2
Street railways .....	....	2	....	2
				<hr/> 9
Passenger train service:				
Discontinuance of trains.....	2	....	....	2
Safety of railroad employes.....	1	....	....	1
Safety of steam railroad operation..	1	....	....	1
Street railway service:				
Extension of line.....	3	....	....	3
Rerouting of cars	1	....	....	1
Condition of plant.....	1	....	....	1
				<hr/> 5

	Complaints	Applications	I. & S.	Total
Stations (steam railroad):				
Construction of freight and passenger depots	3	....	....	3
Construction of depot and establishment of agency.....	1	....	....	1
Continuance of agency.....	1	....	....	1
Change in location.....	1	....	....	1
				<hr/> 6
Water rates	2	1	....	3
Water service	1	....	....	1
	<hr/> 53	<hr/> 30	<hr/> 25	<hr/> 108
Total				

One hundred and forty-five formal orders were issued by the Commission during the biennial period. They related to nearly every feature of public utility control. Of the total, 89 orders were issued in connection with formal complaints, 31 in connection with formal applications and 25 in connection with suspensions pending investigation by the Commission into the reasonableness of proposed increased rates or new standard of service.

The following table shows the subjects of formal orders and the class of utilities to which each pertained:

SUMMARY OF FORMAL CASES DECIDED

	Complaints	Applications	I. & S.	Total
Abandonment:				
Steam railroad (permanently).....	1	2	....	3
Steam railroad tracks (permanently) .....	....	1	....	1
Street railway (permanently) .....	....	2	....	2
Steam railroad (temporarily).....	....	4	....	4
				<hr/> 10
Car distribution	2	....	....	2
Certificate of public convenience and necessity	1	1	....	2
Demurrage charges	1	....	....	1
Electric rates and service.....	5	3	7	15
Electric service	3	....	....	3
Electric and gas rates.....	3	....	1	4
Electric and water rates.....	....	1	....	1
Express rates:				
Reasonableness of existing rates	2	....	....	2
Reasonableness of increase.....	....	....	1	1
				<hr/> 3

Freight rates:	Complaints	Applications	I. & S.	Total
Determination of class.	1	...	...	1
Division	1	...	...	1
Reasonableness of existing rates	12	...	...	12
Specific increase	2	2	5	9
General increase	2	...	4	6
Reparation	3	...	...	3
				<hr/> 32
Free transportation	1	...	...	1
Gas rates	2	1	4	7
Grade crossings:				
Apportionment of cost	1	...	...	1
Construct track over highway ..	...	8	...	8
Construct highway over track .	...	2	...	2
Elimination	2	...	...	2
Protection	3	...	...	3
				<hr/> 16
Interurban service:				
(Electric railway)	1	...	...	1
Passenger fares:				
Electric interurban .....	...	1	3	4
Steam railroad	1	1	...	2
Street railway .....	...	2	...	2
				<hr/> 8
Passenger train service:				
Adequacy	1	...	...	1
Discontinuance	4	...	...	4
				<hr/> 5
Safety of railroad operation	2	...	...	2
Safety of railroad employes	1	...	...	1
Spur tracks	1	...	...	1
Street railways:				
Rerouting and extension	8	...	...	8
Stations (railroad):				
Agency	1	...	...	1
Facilities	4	...	...	4
New construction	2	...	...	2
				<hr/> 7
Switching rates:				
(Steam railroad)	2	...	...	2
Telephone:				
Rates and service	5	...	...	5
Valuation property	1	...	...	1
				<hr/> 6
Water rates and service	5	...	...	5
Water service	2	...	...	2
				<hr/> 6
Total	89	31	25	145

DECISIONS IN FORMAL PROCEEDINGS

Decision No. 78. December 2, 1916. Case No. 14.

SOUTH CANON COAL COMPANY v. COLORADO
MIDLAND RY. CO.

Coal rates, South Canon to Burns.

Withdrawn.

Decision No. 79. December 2, 1916. Case No. 95

RE CROSSING PROTECTIONS BETWEEN DENVER
AND BOULDER.

Adequacy of crossing protections between Denver and Boulder;
Commission's own motion.

Supplemental order requiring installation and maintenance of
signals at Barzoi crossing.

Decision No. 80. December 2, 1916. Case No. 89.

CITY OF ASPEN v. CASTLE CREEK WATER
COMPANY OF WEST VIRGINIA.

Complaint against water rates and service at Aspen.

Complaint as to rates dismissed; service found inadequate and com-
pany ordered to prescribe rules for proper distribution and
conservation of water.

Decision No. 81. December 9, 1916. Case No. 110.

CITIZENS OF GRAND LAKE v. DENVER & SALT
LAKE R. R. CO.

Passenger train service at Granby.

Carrier permitted to reduce its daily passenger train service to
tri-weekly service during months of December, January, Feb-
ruary and March, due to the severe operating conditions; com-
plaint dismissed.

Decision No. 82. December 14, 1916. Case No. 90.

CITIZENS OF COLORADO SPRINGS v. COLORADO
MIDLAND R. R. CO.

Safety devices at crossings in City of Colorado Springs.

Defendant ordered to install safety devices at Nevada Street crossing and Tejon Street crossing; ordered to change signal at Sierra Madre Street and to continue operation of signal at 8th Street.

Decision No. 82. December 14, 1916. Case No. 91.

CITY OF COLORADO SPRINGS v. DENVER & RIO
GRANDE R. R. CO.

Safety devices at crossings in City of Colorado Springs.

Defendant ordered to reconstruct its crossings at Sierra Madre Street, Las Animas Street and Conejos Street; to flag trains before crossing railroad crossings at Conejos Street; to employ night watchman at Mesa Road crossing, or in lieu thereof, install safety device; and to construct concrete subway at Willamette Street.

Decision No. 82. December 14, 1916. Case No. 92.

CITY OF COLORADO SPRINGS v. CRIPPLE CREEK
& COLORADO SPRINGS RAILROAD COMPANY

Safety devices at crossings in City of Colorado Springs.

Defendant ordered to continue operation of automatic electric bell at Sierra Madre Street crossing and to operate its trains over such crossing at a speed of not to exceed five miles per hour.

Decision No. 82. December 14, 1916. Case No. 93.

CITY OF COLORADO SPRINGS v. ATCHISON,
TOPEKA & SANTA FE RY. CO.

Safety devices at crossings in City of Colorado Springs.

Defendant ordered to install gates at Espanola Street and Del Norte Street; to reconstruct Wahsatch Street crossing; to install and maintain protective devices at Columbia Street and Corona Street crossings; to reconstruct Willamette Street crossing; to reconstruct El Paso Street crossing; to provide additional signals at El Paso Street, Boulder Street and Platte Street crossings; and to reconstruct Fountain Street crossing.

Decision No. 83. December 18, 1916. Case No. 28.

MISSOURI LUMBER & SUPPLY CO., ET AL., v.
 ATCHISON, TOPEKA & SANTA FE RAIL-
 WAY COMPANY, ET AL.

Switching rates and charges of steam railroads at Denver.

Reduced schedule of rates established providing for rates of 20c per ton, minimum charge \$4.00 per car on industrial switching (with exception as to extreme long hauls on Colorado & Southern Railway of 25c per ton, minimum charge \$5.00 per car); and 15c per ton, minimum \$3.00 per car, and 20c per ton, minimum \$4.00 per car, on reciprocal switching; definitions of switching districts provided.

Decision No. 84. December 20, 1916. Case No. 104.

CITIZENS OF EDWARDS v. DENVER & RIO
 GRANDE RAILROAD COMPANY.

Inadequate station and depot facilities at Edwards.

Defendant ordered to install and maintain suitable station building.

Decision No. 85. December 30, 1916. Case No. 86.

HUERFANO COAL COMPANY, ET AL. v. CRIPPLE
 CREEK & COLORADO SPRINGS
 R. R. CO., ET AL.

Coal rates, Walsenburg and Trinidad Districts to Cripple Creek District.

Existing rates found to be unreasonable and rates prescribed of \$2.75 per ton on lump, \$2.65 on nut and \$2.50 on slack coal from the Walsenburg District and 25c per ton differential from Trinidad District.

Decision No. 86. January 5, 1917. Case No. 22.

RE MOUNTAIN STATES TELEPHONE &
 TELEGRAPH COMPANY.

Telephone rates and service, Commission's own motion, entire State of Colorado.

Fair value of respondent's property found to be \$14,698,414.00 as of August 31, 1915, for rate-making purposes; case retained by Commission with announcement that Commission was "now in a position to receive evidence from the telephone-using public in Colorado, and the various municipalities," as to reasonableness of rates, adequacy of service and reasonableness of rules of company.

Decision No. 87. January 6, 1917. I. & S. No. 7.

RE RATES OF ADAMS EXPRESS COMPANY.

Proposed increased express rates on Denver & Salt Lake Railroad.
Proposed rates found not justified and permanent suspension
ordered.

Decision No. 88. January 8, 1917. I. & S. No. 6.

RE LUMBER RATES ON DENVER & SALT LAKE
RAILROAD.

Proposed advance in lumber rates.
Proposed rates not justified and ordered cancelled.

Decision No. 89. January 9, 1917. Case No. 73.

HARDESTY MANUFACTURING COMPANY, ET AL.,
v. ATCHISON, TOPEKA & SANTA FE
RAILWAY COMPANY, ET AL.

Minimum charge on long and bulky articles.

Rules of carriers which provide that articles may not be loaded
through center side doorways of specified dimension of box
cars shall be assessed a minimum charge of 4,000 pounds at
first-class rate held unreasonable and carriers ordered to re-
store former rule providing that when an article is loaded
and transported on an open car on account of being too large
or too long to be loaded through side doors of box car, a mini-
mum charge of 4,000 pounds at the first-class rate may be
assessed.

Decision No. 90. January 17, 1917. Case No. 109.

CITIZENS OF GREEN MOUNTAIN FALLS v.
COLORADO MIDLAND RY. CO.

Passenger train serviee, Green Mountain Falls.
Complaint dismissed.

Decision No. 91. January 18, 1917. Case No. 67.

RE DELTA COUNTY CO-OPERATIVE TELEPHONE
COMPANY.

Telephone rates in Delta, Gunnison and Montrose Counties.
Withdrawn.

Decision No. 92. January 23, 1917. Case No. 28.

MISSOURI LUMBER & SUPPLY COMPANY, ET AL.,
v. ATCHISON, TOPEKA & SANTA FE
RAILWAY COMPANY, ET AL.

Switching rates and charges at Denver.
Defendant's petition for rehearing denied.

Decision No. 93. February 3, 1917. Case No. 116.

EAST DENVER BUSINESS AND PROPERTY
ASSOCIATION v. DENVER TRAMWAY
COMPANY.

Service and routing of Denver Tramway lines.
Preliminary order holding (1) that it is unnecessary for complainant to show special or direct damage in complaints before Commission, and (2) that Commission has jurisdiction over all public utilities, whether operating wholly within or partially within a city or city and county governed under charters authorized under "Home Rule" amendment.

Decision No. 94. February 9, 1917. Case No. 102.

CITY OF ENGLEWOOD v. DENVER UNION WATER
COMPANY.

Irrigating rates, City of Englewood.
Withdrawn.

Decision No. 95. February 17, 1917. Case No. 107.

CITIZENS OF AGUILAR v. COLORADO &
SOUTHERN RAILWAY
COMPANY.

Depot facilities, Aguilar.
Defendant ordered to construct and maintain suitable depot.

Decision No. 96. February 24, 1917. Case No. 98.

BIG FIVE MINING COMPANY v. DENVER,
BOULDER & WESTERN R. R. CO.

Spur track, Frances.
Defendant ordered to not remove spur track at Frances and complaint held open for reasonable time to afford petitioner opportunity to introduce further evidence.

Decision No. 97. March 1, 1917. Case No. 111.
 RE COAL RATES FROM SOUTH CANON TO
 DENVER.

Application, increased coal rates, South Canon to Denver.
 Withdrawn.

Decision No. 98. March 15, 1917. Case No. 123.
 RE OPERATION OF SNOW-PLOWS ON RIO
 GRANDE SOUTHERN RAILROAD.

Safety of operation of Snow-Plows on Rio Grande Southern Rail-
 road. On Commission's own motion.

Ordered that flanger plow train shall have caboose with necessary
 equipment; train in charge of conductor, and operated with
 aid of two brakemen and engineer and fireman for each loco-
 motive; that one brakeman shall accompany conductor in
 flanger car.

Decision No. 99. March 22, 1917. Case No. 84.
 RE ELECTRIC, GAS AND WATER SERVICE
 RULES.

Meter and service connections.

Rule requiring that all meters and service connections be furnished
 and maintained at expense of the utility, permanently sus-
 pended in so far as it applied to water utilities.

Decision No. 100. March 29, 1917. Case No. 71.
 CITY OF COLORADO SPRINGS v. ALTA VISTA
 HOTEL COMPANY.

Wiring Alta Vista Hotel, Colorado Springs.

Commission held (1) that it was without power to enforce the
 terms of a contract, and (2) that rules to be observed in wir-
 ing of buildings by electric companies are local or municipal
 matters to be enforced by municipalities through ordinances;
 complaint dismissed.

Decision No. 101. April 2, 1917. Case No. 117.
 WESTERN ZINC-OXIDE COMPANY v. DENVER &
 RIO GRANDE RAILROAD COMPANY.

Charge for transferring coal, Leadville.
 Withdrawn.

Decision No. 102. April 3, 1917. Case No. 108.

RATNER v. DENVER GAS & ELECTRIC LIGHT
COMPANY.

Electric and gas rates and service in Denver.

Preliminary order holding (1) that the Commission has sole jurisdiction to regulate rates and service of public utilities, located and operating in a city, to the exclusion of local authorities although the city may be governed under "Home Rule" amendment to constitution, and (2) that state has authority to regulate and abrogate contracts purporting to cover rate regulation; answer of defendant denying jurisdiction of Commission overruled.

Decision No. 103. April 14, 1917. Case No. 87.

IVYWILD IMPROVEMENT SOCIETY v.
BROOKSIDE WATER
COMPANY.

Water service, Ivywild.

Defendant required to construct a distributing reservoir and make certain improvements.

Decision No. 104. May 3, 1917 Case No. 13.

BONFILS AND TAMMEN v. UNION PACIFIC
RAILROAD COMPANY.

Reparation, coal rates, Northern Colorado mines to Denver.

Dismissed in order to expedite court ruling on Commission's jurisdiction.

Decision No. 105. May 5, 1917. Case No. 115.

KLINE v. ADAMS EXPRESS COMPANY.

Complaint against rates on laundry, to and from Steamboat Springs.

Complaint partially satisfied by defendant removing discrimination; complaint as to balance dismissed.

Decision No. 106. May 5, 1917. Case No. 119.

GRAND MESA FUEL COMPANY v. DENVER & RIO
GRANDE RAILROAD CO.

Complaint against rates on coal from Delta.

Rates to Olathe and Montrose found unreasonable, and reasonable rates prescribed; complaint as to balance dismissed.

Decision No. 107. May 8, 1917. Case No. 13.

BONFILS AND TAMMEN v. UNION PACIFIC
RAILROAD COMPANY.

Reparation, coal rates, Northern Colorado mines to Denver.
Supplemental order denying rehearing.

Decision No. 108. May 9, 1917. Case No. 108.

RATNER v. DENVER GAS & ELECTRIC LIGHT
COMPANY.

Electric and gas rates and service in Denver.

Preliminary order requiring inventory and service tests.

Decision No. 109. May 12, 1917. Case No. 72.

LEESON v. COLORADO SPRINGS & INTERURBAN
RAILWAY COMPANY.

Extension of Spruce Street line, City of Colorado Springs.
Complaint dismissed.

Decision No. 110. May 12, 1917. Case No. 114.

CITY OF BOULDER v. COLORADO & SOUTHERN
RAILWAY COMPANY.

Relocation of lines in City of Boulder.

Preliminary order requiring survey and estimate of cost of proposed change of line.

Decision No. 111. May 14, 1917. Case No. 127.

TELLURIDE IRON WORKS COMPANY v. DENVER
& RIO GRANDE RAILROAD COMPANY.

Complaint against rates on scrap iron, Ouray to Telluride.

Complaint satisfied by defendant; complaint dismissed.

Decision No. 112. May 16, 1917. Case No. 125.

CITIZENS OF WILSON v. COLORADO & SOUTHERN
RY. CO.

Freight facilities, Wilson.

Defendant ordered to provide adequate facilities as specified in
order.

Decision No. 113. May 18, 1917. Case No. 124.

CITY OF ENGLEWOOD v. DENVER UNION WATER
COMPANY.

Complaint against water rates and service at Englewood.

Withdrawn.

Decision No. 114. June 5, 1917. Case No. 95.

RE CROSSING PROTECTIONS BETWEEN DENVER
AND BOULDER.

Adequacy of protections at crossings between Denver and Boulder.

Supplemental order specifying speed at which cars shall proceed
over crossings.

Decision No. 115. June 9, 1917. Case No. 112.

BOARD OF TRUSTEES OF WRAY v. WRAY LIGHT
AND POWER COMPANY.

Complaint against electric rates and service, Wray.

Complaint dismissed.

Decision No. 116. June 18, 1917. Case No. 129.

RE TRAIN SERVICE BETWEEN DENVER AND
EASTONVILLE.

Complaint against discontinuance of passenger trains Nos. 39 and
40 between Denver and Eastonville.

Defendant ordered to continue operation of trains.

Decision No. 117.

June 23, 1917.

Case No. 130.

STREAMER v. DENVER & INTERURBAN
RAILROAD COMPANY.

Application to make changes in routing of cars in and through Boulder and to discontinue certain service and remove certain tracks in Boulder.

Application granted; Commission holding that (1) the jurisdiction of the Commission extends to all matters pertaining to rates and service of all public utilities, and, (2) the Commission has no power to order an extension of street railway lines because it will enhance the value of the property, nor to prohibit the removal of street railway tracks solely on the ground that the removal of said tracks will depreciate the value of the property.

Decision No. 118.

June 23, 1917.

Case No. 122.

COLORADO-UTAH COAL COMPANY, ET AL., v.
DENVER & SALT LAKE R. R. CO.

Complaint against the elimination of rule providing for allowance of 50 cents per car for car door boards furnished on coal cars. Defendant ordered to reinstate rule.

Decision No. 119.

July 5, 1917.

I. & S. No. 9.

RE ADVANCE IN FREIGHT RATES IN COLORADO

Investigation and suspension, on Commission's own motion, into reasonableness of proposed blanket increase of 15 per cent. in freight rates in Colorado.

Order issued permitting carriers to withdraw or cancel proposed schedules.

Decision No. 120.

July 18, 1917.

Case No. 132.

RE APPLICATION OF THE COLORADO SPRINGS
AND INTERURBAN RY. CO.

Application to discontinue street car service and remove tracks on Nob Hill line on Kiowa Street from Wahsatch Avenue to El Paso Street and extend line on El Paso Street from Kiowa Street to Pike's Peak Avenue.

Application granted.

Decision No. 121. July 19, 1917. Case No. 131.

CITIZENS OF COLORADO SPRINGS v. COLORADO
SPRINGS & INTERURBAN RY. CO.

Petition for order of Commission requiring reconstruction of Wahsatch Avenue line. Defendant joined in petition.

Defendant ordered to extend Wahsatch Avenue line on Corona Street from San Miguel Street to Fontanero Street; to discontinue service on San Miguel Street between Corona and Weber Streets and on Weber Street between San Miguel and Fontanero Street, and on Fontanero Street between Weber Street and Corona Street.

Decision No. 122. July 19, 1917. Case No. 103.

OAKDALE COAL COMPANY, ET AL., v. COLORADO
& SOUTHERN RY. CO., ET AL.

Complaint against rates on coal, Walsenburg and Trinidad Districts to points on A. T. & S. F. Ry. and M. P. R. R.

Order issued prescribing differential from Walsenburg district of 10 cents per ton over Canon City rates to points Baxter to Swink; differential from Walsenburg district of 30 cents per ton over Trinidad rates to Poso to Ormega and points east of Swink; balance of complaint dismissed; Commission held that the fact that rates have been found to be reasonable by Commission does not act as a bar to the future consideration of same rates in subsequent hearings.

Decision No. 123. July 21, 1917. I. & S. No. 10.

RE ADVANCE IN RATES ON COAL FROM LENOX
MINE.

Investigation and suspension, on Commission's own motion, into reasonableness of proposed differential of 10 cents per ton on coal rates from Lenox mine.

Order of suspension vacated.

Decision No. 124. July 24, 1917. Case No. 12.

RE DEMURRAGE CHARGES AND RULES.

Request of carriers for interpretation of average agreement rule under \$3.00 demurrage rate.

Held, that credits and debits have equal monetary value, and that the value of a credit is equal to that of a debit accrued on the first day's detention of a car held over the free time.

Decision No. 125. July 31, 1917. Case No. 113.

COPELAND ORE SAMPLING COMPANY v. MID-
LAND TERMINAL RY. CO., ET AL.

Reparation on six earloads of ore, Bull Hill to Denver.
Reparation denied; Commission holding that (1) Commission's jurisdiction to award reparation and to regulate rates of public utilities is paramount to that of the courts, and finding of the Commission that the rates or charges assessed and collected were unreasonable and unjust is a condition precedent to action by the courts; (2) neither the absence of, nor the presence of, a provision in the reparation section of the Public Utilities Act providing that the findings and order of the Commission in an award of reparation are *prima facie* evidence of the facts therein stated, is essential to the determination of the validity of the power conferred upon the Commission to award reparation, and (3) value of commodity should be considered as factor in determination of reasonable rates.

Decision No. 126. July 31, 1917. Cases Nos. 24 and 99.

RE COLORADO SPRINGS LIGHT, HEAT & POWER
COMPANY (The proceeding also embraces complaint
in City of Colorado Springs v. The Colorado Springs
Light, Heat & Power Company).

Investigation, Commission's own motion, into reasonableness of rates and rules as prescribed by the Commission in previous orders, and complaint against the schedules for municipal street and ornamental lighting.
Revision ordered in schedules and rules.

Decision No. 127. August 3, 1917. I. & S. No. 8.

RE D. & S. L. R. R. SWITCHING ABSORPTION ON
COAL AT DENVER.

Investigation, Commission's own motion, as to reasonableness of proposed charges in absorption rules on switching coal at Denver.
Suspension made permanent on traffic destined to C. B. & Q. R. R. tracks.

Decision No. 128. August 10, 1917. Case No. 138.

HUGHES v. DENVER & RIO GRANDE R. R. CO.

Agency at Whitewater.
Complaint dismissed.

Decision No. 129. August 11, 1917. Case No. 120.

CITIZENS OF SILVERTON v. DENVER & RIO
GRANDE R. R. CO.

Complaint against rates on coal, Durango to Silverton.
Rates found reasonable and complaint dismissed.

Decision No. 130. August 11, 1917. Case No. 135.

TOWN OF MANITOU v. COLORADO SPRINGS
LIGHT, HEAT & POWER CO.

Complaint against schedule for lighting of Town of Manitou on property of Manitou Mineral Water Company and petition for reparation.

Municipality held to be entitled to commercial lighting rate for such service and award of reparation in amount of \$102.00 ordered; Commission held that, (1) finding and prescribing of reasonable rates of utilities by the Commission does not of itself constitute a finding or conclusion that the former rates were unjust or unreasonable, and, (2) any and all schedules of a utility should be made available to all of its consumers, and it is the duty of the utility to advise its consumers under which schedule they may be most advantageously served.

Decision No. 131. August 22, 1917. Case No. 116.

EAST DENVER BUSINESS AND PROPERTY
ASSOCIATION v. DENVER TRAMWAY
COMPANY.

Complaint against routing of street car lines in business districts of Denver and petition for additional tracks in business districts and for loop at Union Station.

Defendant ordered to make changes in routing of lines; to install additional tracks on Emerson Street from 13th Avenue to Colfax Avenue; on Broadway from Colfax Avenue to 16th Street; and on 16th Street from Broadway to Tremont Street; and to install loop at Union Station as specified in order. The Commission held that, (1) the Act expressly gives the Commission power to order extensions of street railway systems, and (2) The Denver Union Terminal Railway Company is a public utility, and, as such, subject to the jurisdiction of the Commission, and, (3) the Commission has no power to order extensions of street railway lines, construction of loops, or rerouting of cars solely on the ground that such order will enhance or depreciate the value of the property, and, (4) contracts pertaining to rates or service of public utilities are not binding upon the Commission and may be abrogated by the Commission.

Decision No. 132. September 1, 1917. Case No. 141.

RE DENVER, LARAMIE & NORTHERN R. R. Co.

Application of The Denver, Laramie & Northern Railroad Company and M. S. Radetsky to abandon service and dismantle property. Permission given to Great Western Railway Company, upon their application, to purchase and operate that portion of the line from Elm to Boulder Valley Junction, and public demands found not to require the operation of the balance of the line. Commission held that, (1) public utilities while exercising and enjoying charter privileges and franchises, must furnish adequate facilities upon their entire systems, (2) public utilities may not withdraw from public service without the consent of the State, and, (3) public utilities may not withdraw from public service except after showing made to the Commission that the public demands do not require the continued operation of such utility and that in the event a common carrier is unable to earn its legitimate operating expenses the state may give its consent to the withdrawal from public service, providing a showing is made that an increase in rates commensurate with the value of the service would not increase the revenues sufficiently to pay operating expenses.

Decision No. 133. September 6, 1917. Case No. 121.

BROTHERHOOD OF RAILWAY CARMEN v.
ARGENTINE & GRAYS PEAK
RY. CO., ET AL.

Complaint against steam carriers of the state with reference to working of railway carmen and petition for car-sheds. Complaint dismissed, Commission holding that carriers should not be required to construct car-sheds under prevailing conditions of high prices of materials.

Decision No. 134. September 10, 1917. Case No. 116.

EAST DENVER BUSINESS AND PROPERTY OWNERS
ASSOCIATION v. DENVER TRAMWAY CO.

Complaint against routing of street car lines in business districts of Denver and petition for additional tracks in business districts, and for loop at Union Station. Supplemental order denying rehearing to East Denver Business and Property Association with reference to change in routing of Lawrence Street line.

Decision No. 135. September 11, 1917. Case No. 57.

COCHEMS v. DENVER & RIO GRANDE R. R. CO.

Complaint against alleged discrimination in furnishing free transportation to company physicians and surgeons.

Held that carrier is entitled to give such free transportation under the act and no discrimination resulted thereby; complaint dismissed.

Decision No. 136. September 22, 1917. Application No. 1.

RE APPLICATION OF DENVER & RIO GRANDE
R. R. CO.

Application for permission to construct a spur track at grade crossing 5th Street in City of Delta.

Application granted.

Decision No. 137. September 25, 1917. Case No. 126.

RE APPLICATION OF DENVER & SALT LAKE
R. R. CO.

Application to increase passenger fares from 4½ cents per mile to 5 cents per mile.

Application granted, but applicant denied permission to increase mileage fares of 4 cents per mile. Commission held that, (1) Commission could not approve an apportionment of the fixed charges of a carrier between freight and passenger service on a train-mile basis, and, (2) reasonable compensation for the service actually rendered is all a common carrier is entitled to ask from the public.

Decision No. 138. October 8, 1917. Case No. 100.

CITY OF LAMAR v. INTERMOUNTAIN RAILWAY,
LIGHT & POWER COMPANY.

Complaint against electric rates and service in the City of Lamar. Fair value of property for rate making purposes found to be \$139,000; economies in operation recommended and suggested; special rates eliminated; schedule revised to eliminate discriminatory rates.

Decision No. 139. October 13, 1917. Case No. 128.

GETSCHOW v. COMMONWEALTH LAND
COMPANY.

Complaint against water rates and service at Stark Brothers'
Woodlawn Addition, Arapahoe Comnty.
Revision of rates prescribed.

Decision No. 140. October 13, 1917. Case No. 140.

RE DENVER, BOULDER & WESTERN R. R. CO.
FREIGHT RATES.

Application to increase freight rates.
Increased rates authorized.

Decision No. 141. October 27, 1917. Application No. 5.

RE CRYSTAL RIVER & SAN JUAN R. R. CO.

Application to discontinue operation temporarily.
Application granted permitting discontinuance of operations un-
til April 1, 1918, and applicant ordered not to remove any
part of its line of railroad.

Decision No. 142. November 13, 1917. Case No. 116.

EAST DENVER BUSINESS AND PROPERTY
ASSOCIATION v. DENVER TRAMWAY
COMPANY.

Complaint against routing of street car lines in business districts
of Denver and petition for additional tracks in business dis-
tricts, and for loop at Union Station.
Supplementary order denying rehearing to Central Denver Prop-
erty Owners' Association.

Decision No. 143. November 16, 1917. I. & S. No. 12.

RE INCREASE IN ELECTRIC RATES AT AURORA.

Investigation and suspension on motion of Commission into reason-
ableness of proposed light rates at Aurora.
Fair value of property for rate making purposes found to be
\$16,000.
Schedules revised.

Decision No. 144. November 27, 1917. *Case No. 136.

CAMPBELL v. CITY OF GRAND JUNCTION.

Complaint against water service at Grand Junction.

Recommendations issued to improve service and cause held open.

Decision No. 145. December 7, 1917. Case No. 140.

RE DENVER, BOULDER AND WESTERN FREIGHT
RATES.

Application to increase freight rates.

Supplementary order authorizing revision of rates on coal and ore.

Decision No. 146. December 15, 1917. Application No. 9.

RE APPLICATION OF ATCHISON, TOPEKA &
SANTA FE RY. CO.

Application to abandon service and remove tracks between Shelton
Junction and Fenton.

Application denied.

Decision No. 147. December 19, 1917. Case No. 143.

COMMERCIAL CLUB OF NEW RAYMER v.
CHICAGO, BURLINGTON & QUINCY
R. R. CO.

Depot facilities at New Raymer.

Defendant ordered to install and maintain adequate depot and
station facilities.

Decision No. 148. December 20, 1917. Case No. 145.

CITY OF LA JUNTA v. OTERO COUNTY GAS CO.

Complaint against minimum charge for gas service.

Charge held unreasonable and reasonable minimum charge pre-
scribed.

Decision No. 149. December 26, 1917. Application No. 12.

RE APPLICATION OF DENVER, BOULDER &
WESTERN RY. CO.

Application to abandon service and remove tracks.

Permission denied until fair trial has been given to increases granted in rates and fair trial has shown that increase in revenues will not be sufficient to meet legitimate operating expenses.

Decision No. 150. December 27, 1917. I. & S. No. 13.

RE ADVANCE OF 25c PER TON IN COAL RATES
FROM OAK HILLS DISTRICT.

Investigation and suspension, on Commission's own motion, into reasonableness of proposed increase of 25 cents per ton in rates on coal from Oak Hills District.

Advance found justified and suspension vacated.

Decision No. 151. December 27, 1917. Case No. 146.

AMBER v. CHICAGO, BURLINGTON & QUINCY
R. R. CO.

Complaint against station facilities at Buckingham depot.

Facilities found adequate; minor improvements ordered.

Decision No. 152. December 31, 1917. Case No. 144

WESTERN LIGHT & POWER COMPANY v. CITY OF
LOVELAND.

Petition for determination whether City of Loveland had begun actual construction on its proposed electric light plant prior to July 16, 1917, and prosecuted such work in good faith uninterruptedly and with reasonable diligence in proportion to the magnitude of the undertaking, or whether a certificate of public convenience and necessity is required.

City of Loveland found to have complied with the statute, having begun actual construction of its light plant prior to July 16, 1917, and prosecuted such work in good faith uninterruptedly and with reasonable diligence in proportion to the magnitude of the undertaking;

City of Loveland ordered not to proceed further due to abnormal conditions and order issued requiring that no public utility, tax payer or person may appear before the Commission for the purpose of showing that the City of Loveland is not prosecuting the work or constructing and completing its proposed plant. (See Section IV.)

Decision No. 153. December 31, 1917. Case No. 137.

TROUTMAN v. WELLS FARGO AND COMPANY.

Rate on cherries, Denver to Canon City.
Withdrawn.

Decision No. 154. January 2, 1918. Application No. 2.

RE APPLICATION OF DENVER & RIO GRANDE
R. R. CO.

Application for permission to construct tracks over highway crossings at grade near Kelker, Colorado.
Application granted.

Decision No. 155. January 5, 1918. Case No. 114.

CITY OF BOULDER v. COLORADO & SOUTHERN
RY. CO.

Relocation of lines in City of Boulder.

Jurisdiction of Commission determined and case held open because of abnormal prices, due to war conditions, of materials entering into relocation of defendant's line in Boulder necessary to elimination of crossing.

Decision No. 156. January 7, 1918. Application No. 13.

RE APPLICATION OF FREMONT TOWNSITE
COMPANY.

Application for permission to construct highway crossings at grade over B. P. & N. Railway tracks at Gibson Street, Penrose.
Application granted.

Decision No. 157. January 8, 1918. Application No. 6.
RE APPLICATION OF DENVER & RIO GRANDE
R. R. CO.

Application to construct spur track over streets at grade in town
of Gunnison.
Application granted.

Decision No. 158. January 31, 1918. Case No. 142.
RE RATES OF PUEBLO GAS & FUEL COMPANY.

Application for permission to increase rates and charges for gas
service, Pueblo.
Application granted; Commission holding that conditions were
such as to make valuation not essential due to urgency of
relief.

Decision No. 159. February 5, 1918. I. & S. No. 14.
RE ADVANCE OF 25c IN COAL RATES FROM
SOUTH CANON AND PALISADE.

Investigation and suspension, Commission's own motion, into rea-
sonableness of proposed advance of 25 cents per ton on coal
rates from South Canon and Palisade Districts to various
points.
Proposed advance found reasonable and suspension vacated.

Decision No. 160. February 14, 1918. Case No. 150.
CITIZENS OF MOSCA v. DENVER & RIO GRANDE
R. R. CO.

Complaint against discontinuing passenger trains between Alamosa
and Salida.
Defendant ordered to continue passenger train service.

Decision No. 161. March 8, 1918. Case No. 148.
AZTEC COAL MINING COMPANY, ET AL., v. COLORADO
& SOUTHERN RY. CO., ET AL.

Complaint against rules governing distribution of empty coal cars
to mines in Walsenburg and Trinidad Districts.
Rules found reasonable; defendant ordered to comply with same
and certain minor provisions made in order.

Decision No. 162. March 12, 1918. Case No. 85.

RE WESTERN COLORADO POWER COMPANY
RATES AND CHARGES.

Investigation and hearing on Commission's own motion, into reasonableness of rates and charges and adequacy of service of Western Colorado Power Company at Montrose, Olathe and Delta.

Valuation of property for rate making purposes made and rates prescribed for future.

Decision No. 163. March 18, 1918. Application No. 8.

RE DENVER & SALT LAKE R. R. LUMBER RATES.

Application for permission to increase lumber rates from various points on applicant's line to Denver.

Application granted.

Decision No. 164. March 27, 1918. Application No. 5.

RE CRYSTAL RIVER & SAN JUAN R. R. CO.

Application for temporary abandonment of service.

Supplementary order extending period of abandonment to May 1, 1918.

Decision No. 165. April 3, 1918. Application No. 14

RE APPLICATION OF DENVER & RIO GRANDE R. R. CO.

Application to construct tracks over 9th Street, Denver.

Application granted.

Decision No. 166. April 19, 1918. I. & S. No. 11.

RE ADVANCE OF 10 AND 15 CENTS PER TON IN
COAL AND COKE RATES IN COLORADO.

Investigation and suspension, Commission's own motion, into reasonableness of proposed blanket increases by all carriers of 10 cents per ton in rates on coal, coke and coke breeze where rates were 75 cents per ton or less and 15 cents per ton in rates of more than 75 cents per ton.

Proposed increase found not justified and carriers ordered to cancel suspended schedules.

Decision No. 167. April 22, 1918. Case No. 156.

WESTERN LIGHT & POWER COMPANY v.
COLORADO & SOUTHERN
RY. CO.

Complaint against rates on coal from Marshall and Louisville to complainant's plant.

Existing rates found reasonable; cause dismissed.

Decision No. 168. April 23, 1918. I. & S. No. 11.

RE ADVANCE OF 10 AND 15 CENTS PER TON IN
COAL AND COKE RATES IN COLORADO.

Supplementary order issued deferring effective date of Commission's order of April 19, 1918, to allow carriers additional time in which to prepare application for rehearing.

Decision No. 169. April 29, 1918. Application No. ¹/₅.

RE CRYSTAL RIVER & SAN JUAN R. R. CO.

Supplementary order extending period of abandonment of service to November 1, 1918.

Decision No. 170. April 30, 1918. Case No. 155.

RADETSKY v. DENVER & SALT LAKE R. R. CO.

Complaint against rates and charges existing on shipments of rails from Granby and Fraser to Denver.

Classification determined, and order issued in conformity therewith.

Decision No. 171. April 30, 1918. I. & S. No. 21.

RE ADVANCE IN GAS RATES AT FORT COLLINS.

Investigation and suspension, Commission's own motion, into reasonableness of proposed advances in gas rates, Fort Collins.

Proposed advances found reasonable and suspension vacated.

Decision No. 172. April 30, 1918. I. & S. No. 20.

RE ADVANCE IN GAS RATES AT BOULDER.

Investigation and suspension, Commission's own motion, into reasonableness of proposed advance in gas rates, Boulder.

Respondent ordered to cancel proposed schedule and file revised schedule in conformity with rates found reasonable by Commission.

Decision No. 173. May 1, 1918. Case No. 147.

GOLDEN CYCLE MINING & REDUCTION COMPANY
v. COLORADO SPRINGS LIGHT, HEAT &
POWER COMPANY.

Complaint against rates for electric energy at ore reduction plant at Colorado Springs as established in Case No. 24, in Commission's order of July 31, 1917.

Rates applicable to complainant as prescribed in order of July 31, 1917, found to be reasonable and not unjust or discriminatory; cause dismissed.

Decision No. 174. May 2, 1918. I. & S. No. 11.

RE ADVANCE OF 10 AND 15 CENTS PER TON IN COAL
AND COKE RATES IN COLORADO.

Order denying rehearing to respondents.

Decision No. 175. May 4, 1918. I. & S. No. 17.

RE ADVANCE IN DENVER & INTERURBAN RAILROAD
FARES.

Investigation and suspension, Commission's own motion, into reasonableness of proposed advance in Interurban fares between Denver and Boulder.

Respondent ordered to cancel proposed schedule and permitted to file schedule providing for increases in commutation fares.

Decision No. 176. May 21, 1918. Application No. 15.

RE APPLICATION OF THE CANON GAS COMPANY.

Application for permission to increase rates and charges for gas service, Canon City.

Applicant permitted to file schedule in conformity with rates prescribed by Commission in its order.

Decision No. 177. May 25, 1918. I. & S. No. 15.

RE ADVANCES IN RATES FOR GAS AND ELECTRIC
SERVICE AT COLORADO SPRINGS.

Investigation and suspension, Commission's own motion, into reasonableness of proposed advances in electric and gas rates at Colorado Springs.

Respondent ordered to cancel proposed schedule and permitted to file in lieu thereof schedules containing rates found reasonable and prescribed in Commission's order.

Decision No. 178. May 28, 1918. Case No. 151.

GREAT WESTERN ALFALFA MILLING COMPANY
v. FARMERS' ELECTRIC & POWER
COMPANY.

Complaint against rates for electric service furnished complainant's mill at Ault.

Found that complainant had failed to sustain contention that rates unreasonable; cause dismissed.

Decision No. 179. June 4, 1918. I. & S. No. 23.

RE ADVANCE IN DENVER & SOUTH PLATTE
RAILWAY FARES.

Investigation and suspension, Commission's own motion, into reasonableness of proposed advance in fares between Englewood and Littleton.

Respondent ordered to cancel proposed schedules and permitted to file schedules containing rates found reasonable in Commission's order.

Decision No. 180. June 14, 1918. Case No. 22.

RE MOUNTAIN STATES TELEPHONE & TELEGRAPH
COMPANY RATES AND CHARGES AND SERVICE
IN COLORADO.

Investigation and hearing, Commission's own motion, into reasonableness of the rates and charges and the service of the Mountain States Telephone and Telegraph Company at all points within the State of Colorado.

Reasonable rates and charges ordered and prescribed by the Commission, including rules and regulations with reference to service connection charges, removal charges, etc. Respondent ordered to file revised tariffs with the Commission containing the classifications and rates as prescribed by the Commission in its order.

Decision No. 181. June 14, 1918. Case No. 22.

RE MOUNTAIN STATES TELEPHONE & TELEGRAPH
COMPANY RATES AND CHARGES AND
SERVICE IN COLORADO.

Supplementary order and findings with reference to individual and specific complaints against the rates, charges or service of the Mountain States Telephone and Telegraph Company.

Decision No. 182. June 19, 1918. Cases Nos. 33, 34 and 35.

DENVER & SALT LAKE RAILROAD CO. v. CHICAGO,
BURLINGTON & QUINCY R. R. CO., ET AL.

Complaint against its connecting carriers by Denver & Salt Lake Railroad Company for determination of reasonable basis of divisions in connection with coal rates from Oak Hills District. Supplemental order issued upon remittitur from the Supreme Court in Denver & Salt Lake R. R. Co. v. C. B. & Q. R. R. Co., 171 Pac. 74, and C. R. I. & P. Ry. Co. v. Public Utilities Commission, 171 Pac. 86.

Decision No. 183. June 20, 1918. Case No. 6.

CONSUMERS' LEAGUE OF COLORADO v. COLORADO
& SOUTHERN RY. CO., ET AL.

Complaint against rates on coal from Northern Colorado mines to Denver. Supplemental order issued upon remittitur from Supreme Court in Consumers' League of Colorado v. C. & S. Ry. Co., 172 Pac. 1064.

Decision No. 184. June 27, 1918. Application No. 18.

RE APPLICATION OF DENVER & RIO GRANDE
R. R. CO.

Application to construct tracks over Hunt Street, Alamosa.
Application granted.

Decision No. 185. July 2, 1918. Case No. 22

RE MOUNTAIN STATES TELEPHONE & TELEGRAPH
COMPANY RATES AND CHARGES AND
SERVICE IN COLORADO.

Application of City and County of Denver for rehearing.
Supplemental order denying rehearing to City and County of Denver.

Decision No. 186. July 2, 1918. Case No. 22.
 RE MOUNTAIN STATES TELEPHONE & TELEGRAPH
 COMPANY RATES AND CHARGES AND
 SERVICE IN COLORADO.

Application of Interstate Business Exchange Corporation for re-
 hearing.
 Order denying rehearing to Interstate Business Exchange Corpo-
 ration.

Decision No. 187. July 9, 1918. Application No. 19.
 RE ABANDONMENT OF SERVICE ON FORT
 COLLINS STREET RAILWAY LINE.

Application of Denver & Interurban Railroad Company, Receiver,
 for permission to abandon service upon its Fort Collins Street
 railway line.
 Application granted, but applicant ordered not to remove its line,
 tracks, poles, wires or equipment or any part thereof.

Decision No. 188. July 12, 1918. I. & S. No. 16.
 RE ADVANCE IN ELECTRIC RATES AT AGUILAR.

Investigation and suspension, Commission's own motion, into rea-
 sonableness of proposed advances in electric rates at Aguilar.
 Respondent required to cancel proposed schedule and permitted
 to file in lieu thereof revised schedules containing reasonable
 rates prescribed in the Commission's order.

Decision No. 189. July 24, 1918. Application No. 19.
 ABANDONMENT OF SERVICE ON FORT COLLINS
 STREET RAILWAY LINE.

Application of City of Fort Collins for rehearing.
 Denied.

Decision No. 190. July 27, 1918. I. & S. No. 19.
 RE ADVANCE IN COMMERCIAL POWER ELECTRIC
 RATES OF WESTERN LIGHT & POWER
 COMPANY.

Investigation and suspension, Commission's own motion, into rea-
 sonableness of proposed advances in electric rates of Western
 Light & Power Company.
 Schedules withdrawn by respondent and cause dismissed.

Decision No. 191. July 27, 1918. I. & S. No. 22

RE ADVANCE IN ELECTRIC RATES OF WESTERN
LIGHT & POWER COMPANY.

Investigation and suspension, Commission's own motion, into reasonableness of proposed advances in electric rates.

Schedules withdrawn by respondent and cause dismissed.

Decision No. 192. August 6, 1918. Application No. 16.

RE APPLICATION OF COLORADO POWER COMPANY.

Application for increase in rates for electric energy furnished smelters in Salida District.

Permission granted to applicant to file schedule providing for increased rates.

Decision No. 193. August 6, 1918. Application No. 24.

RE APPLICATION OF WESTERN COLORADO
POWER COMPANY.

Application for certificate of public convenience and necessity to exercise rights and privileges under ordinances granted by Town of Ridgway.

Granted.

Decision No. 194. August 7, 1918. Application No. 23.

RE APPLICATION OF DENVER & INTERURBAN
RAILROAD COMPANY, RECEIVER.

Application for permission to increase interurban fares between Denver and Boulder.

Application granted.

Decision No. 195. August 16, 1918. Application No. 16.

RE APPLICATION OF COLORADO POWER COMPANY.

Application of Ohio and Colorado Smelting and Refining Company for rehearing.

Denied.

Decision No. 196. September 12, 1918. Application No. 17.

RE APPLICATION OF DENVER TRAMWAY
COMPANY.

Application for determination of just and reasonable fares on applicant's street and interurban railway lines.

Order issued upon supplemental petition for emergency relief permitting applicant to increase its urban and interurban railway fares.

Decision No. 197. September 12, 1918. I. & S. No. 25.

RE ADVANCE IN DENVER TRAMWAY INTERURBAN
FARES.

Investigation and suspension, Commission's own motion, into reasonableness of proposed advances in interurban fares.

Proposed rates found reasonable and suspension vacated.

Decision No. 198. September 24, 1918. Application No. 22.

RE APPLICATION OF INTERMOUNTAIN RAILWAY,
LIGHT & POWER COMPANY.

Application for permission to increase rates and charges for electric service at Lamar.

Order issued permitting applicant to file schedules containing increased rates as authorized in Commission's order.

Decision No. 199. September 28, 1918. Application No. 17.

RE APPLICATION OF DENVER TRAMWAY
COMPANY.

Application of City and County of Denver, The Consumers' League of Denver and John A. Rush, for rehearing.

Denied.

Decision No. 200. October 1, 1918. I. & S. No. 18.

RE ADVANCES IN ELECTRIC RATES OF HOME
GAS AND ELECTRIC COMPANY.

Investigation and suspension, Commission's own motion, into reasonableness of proposed increases in electric rates.

Schedules withdrawn by respondent and cause dismissed.

Decision No. 201. October 1, 1918. Case No. 49.

RE FREIGHT RATES IN, TO AND FROM SAN LUIS
VALLEY.

Investigation and hearing, on Commission's own motion, into reasonableness of freight rates in the San Luis Valley and to and from the San Luis Valley upon the line of the Denver & Rio Grande Railroad.

Cause dismissed, account issues no longer pending.

Decision No. 202. October 1, 1918. Case No. 94.

RE OPERATION OF PASSENGER TRAINS ON
DENVER & RIO GRANDE R. R.

Investigation and hearing, Commission's own motion, into operation of passenger trains of Denver & Rio Grande Railroad Company.

Issues no longer pending and cause dismissed.

Decision No. 203. October 1, 1918. Case No. 97.

CITIZENS OF ENGLEWOOD v. CITY OF
ENGLEWOOD, ET AL.

Water rates and service at Englewood.

Cause dismissed account lack of prosecution.

Decision No. 204. October 1, 1918. Case No. 101

RE OPERATION OF PASSENGER AND FREIGHT
TRAINS IN COLORADO.

Investigation and hearing, on Commission's own motion, into alleged illegal operation of passenger and freight trains.

Cause dismissed account issues no longer pending.

Decision No. 205. October 1, 1918. Case No. 118.

CITIZENS OF RULISON v. DENVER & RIO
GRANDE R. R. CO.

Tracks and station facilities at Rulison.

Cause dismissed, account complaint satisfied by defendants.

Decision No. 206. October 1, 1918. Case No. 133.

FEDERAL COAL MINING COMPANY v. DENVER &
SALT LAKE R. R. CO.

Complaint against coal rates from Lenox mines.
Dismissed, account lack of prosecution.

Decision No. 207. October 1, 1918. Case No. 149.

HAYDEN BROTHERS COAL CORPORATION, ET AL.,
v. DENVER & SALT LAKE R. R. CO.

Complaint against methods of car distribution at coal mines in
Oak Hills District.
Cause dismissed, account complaint being satisfied by defendant.

Decision No. 208. October 1, 1918. Application No. 3.

RE APPLICATION OF CITY COUNCIL OF DELTA.

Application for permission to open Columbia Street across tracks
of Denver & Rio Grande between 4th and 5th Streets, Delta.
Cause dismissed, account issues no longer pending.

Decision No. 209. October 1, 1918. Case No. 139.

BOARD OF COUNTY COMMISSIONERS OF LAS
ANIMAS COUNTY v. ATCHISON, TOPEKA
& SANTA FE RAILWAY
COMPANY.

Complaint with reference to crossing in Las Animas County.
Withdrawn, issues having been adjusted informally through cor-
respondence between Commission and parties at interest.

Decision No. 210. October 4, 1918. Case No. 160.

JEFFERAY v. DENVER TRAMWAY COMPANY.

Complaint against service to Union Station via 15th Street.
Dismissed account complaint satisfied by defendant, by informal
conference and correspondence between Commission and par-
ties at interest.

Decision No. 211. October 11, 1918. I. & S. No. 27.

RE ADVANCE IN ELECTRIC RATES AT OAK CREEK.

Investigation and suspension, Commission's own motion, into reasonableness of proposed advances in electric rates of the Oak Creek Service Company.

Proposed rates found reasonable and suspension vacated.

Decision No. 212. October 11, 1918. I. & S. No. 28.

RE ADVANCE IN ELECTRIC RATES AT PALISADE.

Investigation and suspension, Commission's own motion, into reasonableness of proposed advance in electric rates of Palisade Service Company.

Proposed rates found reasonable and suspension vacated.

Decision No. 213. October 22, 1918. Application No. 5.

RE CRYSTAL RIVER & SAN JUAN RAILROAD CO.

Application for temporary abandonment of service.

Supplementary order issued extending period of abandonment of service to May 1, 1919.

Decision No. 214. October 23, 1918. Application No. 28.

RE APPLICATION OF DENVER & RIO GRANDE
R. R. CO.

Application to construct tracks over Market Street, Denver.
Granted.

Decision No. 215. November 9, 1918. Application No. 30.

RE APPLICATION OF GEORGETOWN & GRAY'S
PEAK RY. CO.

Application to abandon service and dismantle property.
Granted.

Decision No. 216. November 9, 1918. I. & S. No. 30.

RE ADVANCE IN GAS RATES AT DENVER.

Investigation and suspension, Commission's own motion, into reasonableness of proposed advances in gas rates of Denver Gas & Electric Light Company.

Suspension vacated and respondent permitted to file schedule in conformity with rates prescribed by Commission.

Decision No. 217. November 22, 1918. Application No. 4.

RE APPLICATION OF DENVER & RIO GRANDE
R. R. CO.

Application to construct spur track over county road near Jamie Lee Mine at Leadville.

Granted.

Decision No. 218. November 22, 1918. Application No. 21.

RE APPLICATION OF DENVER & RIO GRANDE
R. R. CO.

Application to construct tracks over Cucharas Street, Colorado Springs.

Granted.

Decision No. 219. November 26, 1918. Application No. 7.

RE APPLICATION OF DENVER, BOULDER &
WESTERN R. R. CO.

Application to increase passenger fares 16 $\frac{2}{3}$ per cent.

Application denied and cause dismissed.

Decision No. 220. November 26, 1918. Application No. 11.

RE APPLICATION OF TOWN OF JULESBURG.

Application to increase rates for electric and water service.

Cause dismissed account issues no longer pending.

Decision No. 221. November 26, 1918. Application No. 10.

RE APPLICATION OF DENVER & SALT LAKE
R. R. CO.

Application to increase coal rates, Oak Hills district.

Withdrawn.

Decision No. 222. November 26, 1918. I. & S. No. 30.

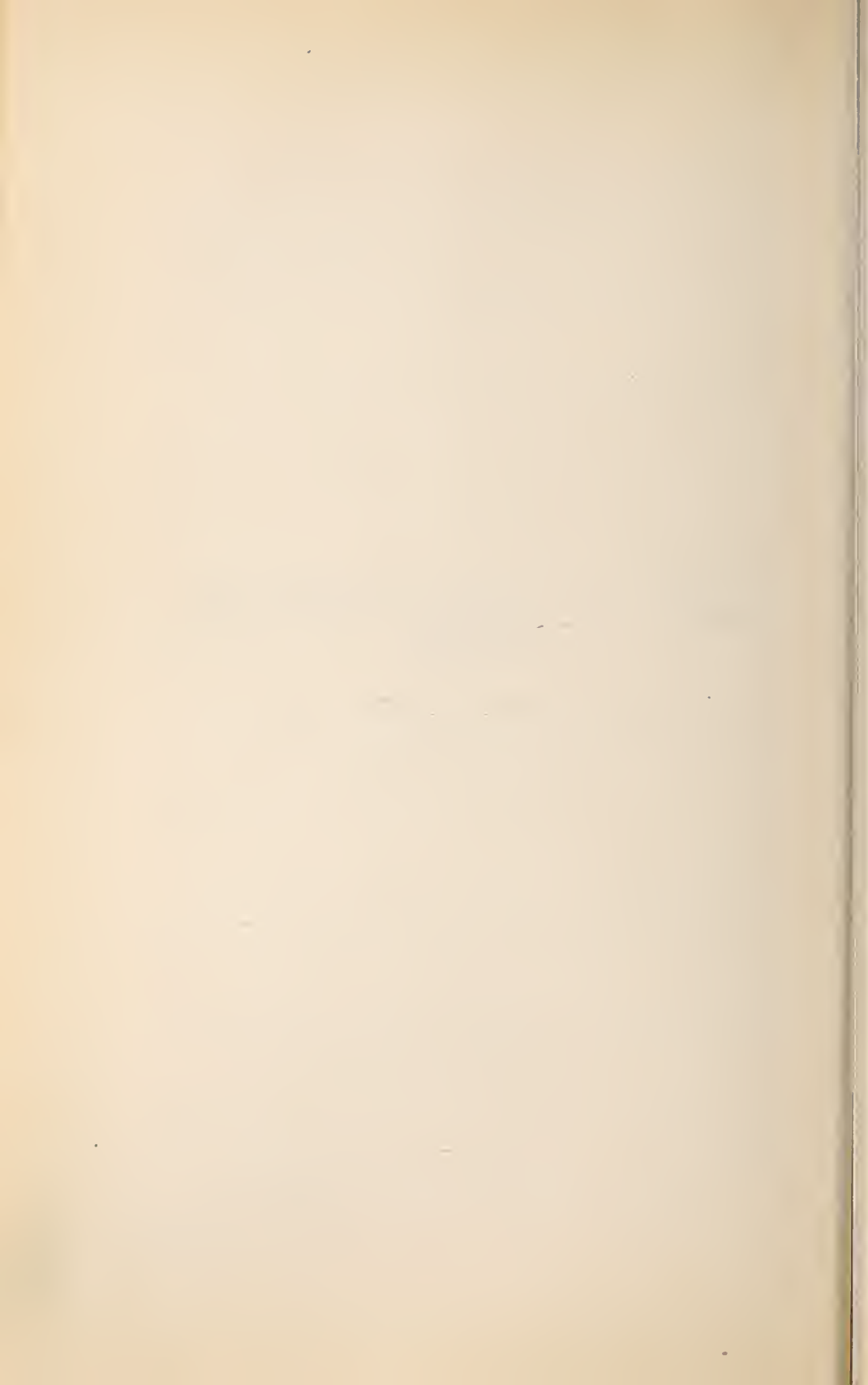
RE INCREASE IN GAS RATES AT DENVER.

Application of City and County of Denver for rehearing.

Denied.

**SECTION III. DECISIONS, ORDERS AND
RULINGS**

b. General Orders



GENERAL ORDERS

Under the head of general orders the Commission issues orders which have general application either to all utilities under its jurisdiction or to all utilities furnishing the same class of service. During the biennial period the Commission found it necessary to issue only four such orders, making the total number issued to date 31. On December 28, 1916, the Commission issued General Order No. 28, requiring the common carriers to change the period of rendering annual reports from the fiscal year period ending June 30th of each year to the calendar year period ending December 31st of each year. This action was taken in conjunction with similar action of the Interstate Commerce Commission. On July 24, 1917, the Commission issued its General Order No. 29, outlining the manner and procedure of making applications for permission to construct, alter or abolish crossings under the provisions of amended Section 29 of the Act. On August 18, 1917, the Commission issued General Order No. 30, and on September 29, 1917, cancelled the same by General Order No. 31, both of which specified the manner of reporting accidents occurring on steam or electric carriers.

All general orders of the Commission are obtainable in pamphlet form upon request—and in addition are to be found in the bound volumes of decisions of the Commission under the heading "General Orders." There has been no complete list or index of these orders published and the Commission therefore includes below the complete list of general orders issued to date and the date of issue:

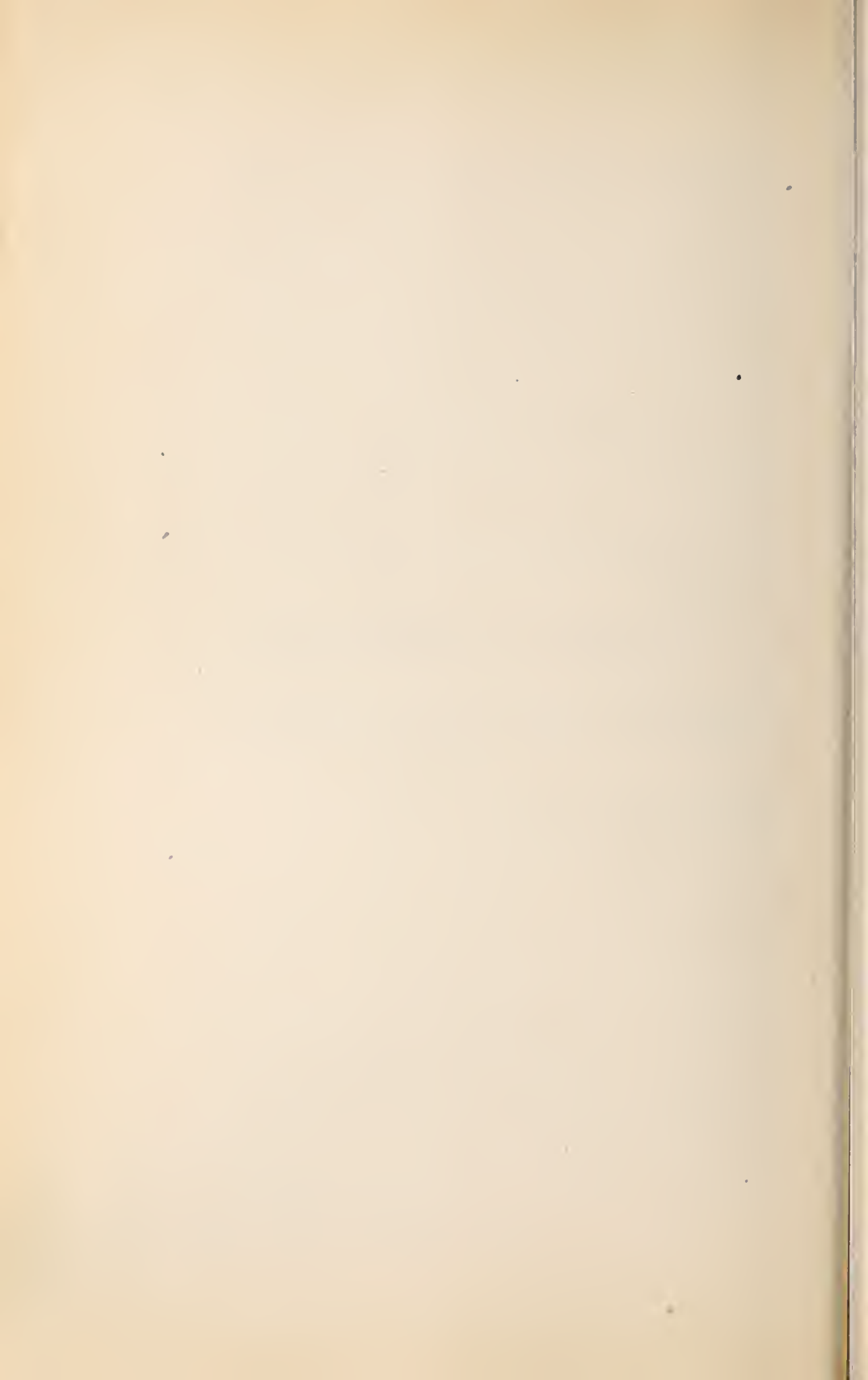
GENERAL ORDERS

1. Aug. 12, 1914. Adoption of tariffs on file with Railroad Commission.
2. Aug. 12, 1914. Regulations governing the form and filing of tariffs.
3. Mar. 31, 1915. Regulations governing the form and filing of gas and electric schedules. (Obsolete.)
4. June 1, 1915. Filing notice of changes in train schedules, station agencies, time tables, etc.
5. July 27, 1915. Regulations governing the form and filing of automobile schedules.
6. July 12, 1915. Providing seating accommodations in Pullman cars when seating space in coaches is occupied.

7. Sept. 13, 1915. Filing of notice of discontinuance of passenger trains and change in location or abandonment of depots and withdrawal or abandonment of agencies.
8. Dec. 30, 1915. Rules governing monthly filing of railroad accident reports.
9. Jan. 10, 1916. Adopting and prescribing Uniform Classification of Accounts for electric utilities.
10. Jan. 28, 1916. Adopting and prescribing Uniform Classification of Accounts for water utilities.
11. Jan. 28, 1916. Adopting and prescribing Uniform Classification of Accounts for gas utilities.
12. Feb. 26, 1916. Bulletining trains at depots.
13. Feb. 26, 1916. Installation and maintenance of safety devices at grade crossings.
14. Feb. 26, 1916. Stopping of street railroad cars at steam railroad crossings.
15. Apr. 13, 1916. Filing notices of proposed removal of tracks and discontinuance of service of steam carriers.
16. July 3, 1916. Penalty for furnishing or accepting free or reduced transportation.
17. Aug. 29, 1916. Filing of monthly passenger movement reports.
18. Oct. 5, 1916. Form and procedure of informal reparation applications.
19. Oct. 5, 1916. Form of applications to amend schedules on less than statutory notice.
20. Oct. 5, 1916. Suspension of intrastate rates in tariffs or schedules suspended by Interstate Commerce Commission.
21. Oct. 5, 1916. Filing of annual reports of common carriers.
22. Oct. 5, 1916. Adoption of schedules of utilities.
23. Oct. 5, 1916. Adoption of Interstate Commerce Commission classifications for steam roads.
24. Oct. 5, 1916. Adoption of Interstate Commerce Commission classifications for electric railways.
25. Oct. 5, 1916. Adoption of Interstate Commerce Commission classifications for express companies.
26. Oct. 5, 1916. Adoption of Interstate Commerce Commission classifications for sleeping car companies.
27. Oct. 5, 1916. Adoption of Interstate Commerce Commission classifications for telephone and telegraph companies.
28. Dec. 28, 1916. Prescribing period of annual reports of utilities.
29. July 24, 1917. Specifications of construction of grade crossings and protections.
30. Aug. 18, 1917. (Superseded by 31.)
31. Sept. 29, 1917. Notification of accidents of carriers.

SECTION IV. CERTIFICATES

Certificates of Public Convenience and Necessity

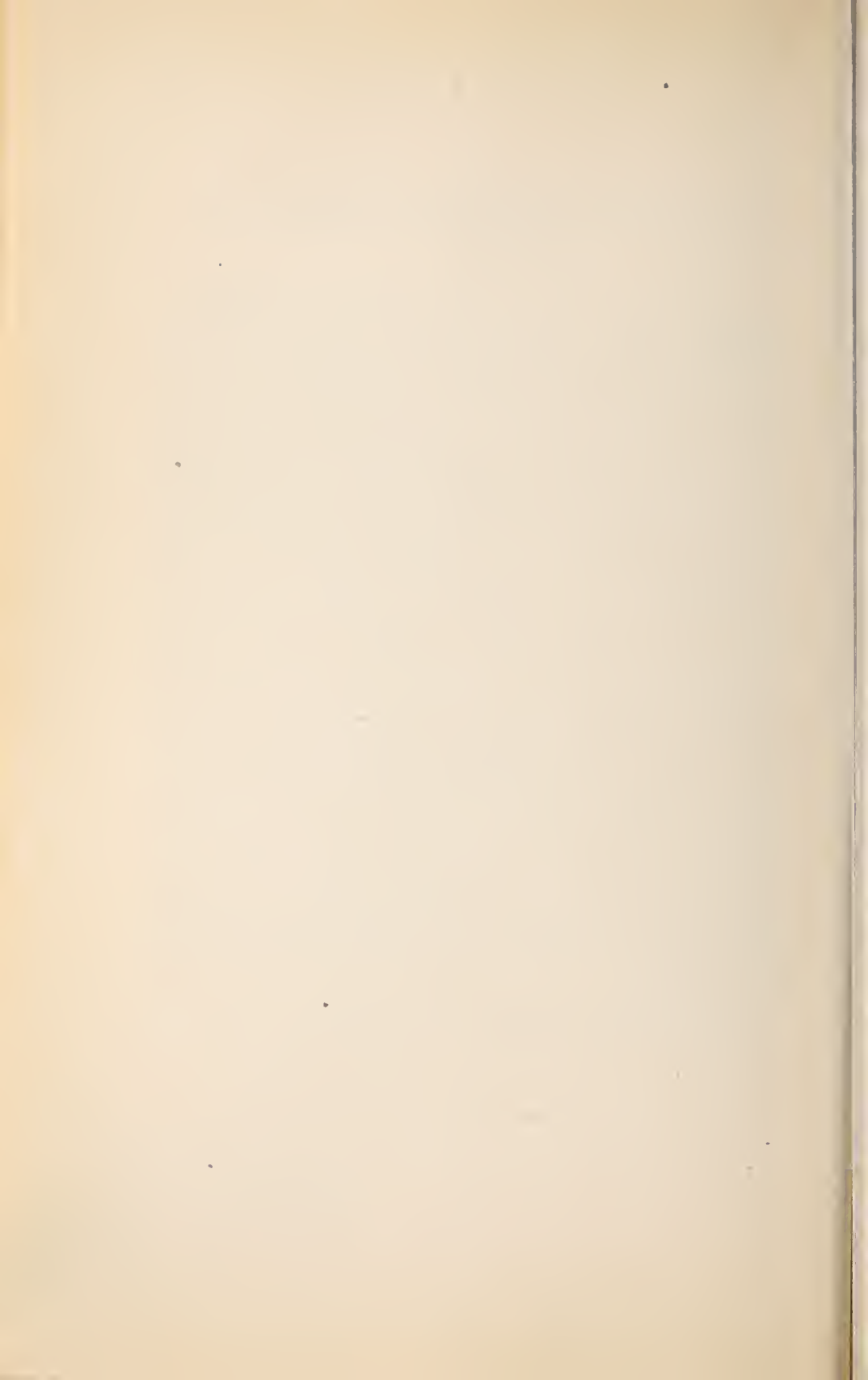


*CERTIFICATES OF PUBLIC CONVENIENCE AND
NECESSITY*

Although section 35 of the Public Utilities Act (see chapter on "Legislation" herein) was approved April 16, 1917, and became effective July 16, 1917, during the biennial period there were few cases before the Commission bringing in issue matters of certificates of public convenience and necessity. Apparently this was due in large measure to the fact that the war prevented new construction.

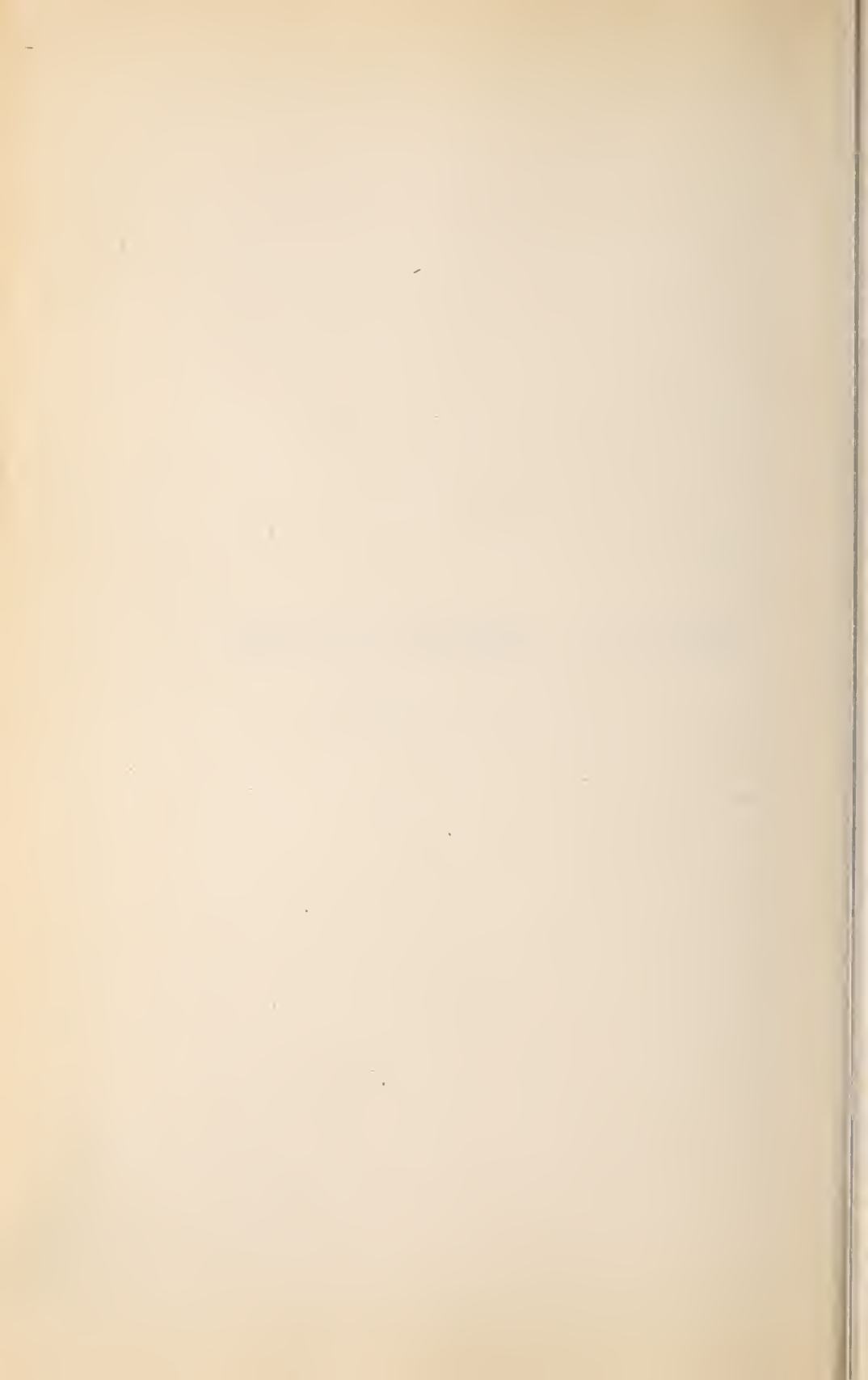
The Western Light & Power Company brought a complaint against the City of Loveland November 21, 1917, for a determination by the Commission of the question whether, under subdivision (b) of section 35, the City of Loveland had, prior to the effective date of the act, begun actual construction on its proposed electric light plant and whether it had prosecuted "such work in good faith, uninterruptedly, and with reasonable diligence in proportion to the magnitude of the undertaking," or whether a certificate of public convenience and necessity was required. The Commission, in its decision, December 31, 1917, found that the city had begun the work prior to the effective date of the law and that a certificate of public convenience and necessity therefore was not required; also that the municipality, at the date of the order, was prosecuting the work in good faith and with reasonable diligence. The Commission ordered that the municipality should not proceed further with the construction of its plant and system until such time as it should again appear before the Commission and show that it was ready to proceed in the interest of the municipality, or until the Commission on its own motion authorized the municipality to resume construction under more normal conditions. At the same time the Commission held that, until further order of the Commission, no public utility, taxpayer or person should be privileged to appear before the Commission for the purpose of showing that the City of Loveland was not prosecuting the work in good faith and with due diligence.

At the present time several cases brought under section 35 of the Act are pending.



SECTION V. INFORMAL MATTERS

a. Informal Complaints



INFORMAL COMPLAINTS

It has always been, and is, the aim of the Commission to handle all matters informally in so far as is possible. To this purpose many complaints and matters are handled on the informal docket which in other states would be considered as formal by the commissions of those states, either because of rules of procedure adopted or by reason of more strict requirements of the laws. Experience has shown that quite frequently the same results can be obtained through the informal handling of a matter as could be obtained through formal procedure. The advantages of this method are obvious. Complainants are saved the expense which, to some degree at least, attaches to a formal proceeding; delays are avoided and the matter at issue is adjusted in a fraction of the time usually required for the determination of a formal case. The fact that a case is being handled informally does not mean that it is of minor importance, since many cases involving important issues have been adjusted informally to the satisfaction of all parties concerned. The advantage of informal procedure is to be found in the fact that, as a rule, very little time is required to determine whether a matter can be handled in this manner, while if an adjustment cannot be brought about informally, the complainant or petitioner has lost none of his rights to proceed in a formal manner.

During the biennial period there have been 108 formal matters docketed and 413 informal matters, a total of 520. The percentage of formal matters was 20.6 per cent., and of informal 79.4 per cent. From a table compiled by the California Railroad Commission and included in its report for the year ended June 30, 1917, page 19, it appears that of the formal and informal matters handled by some 39 state commissions, 30.3 per cent. were formal and 69.7 per cent. informal. Many of the states handle a greater proportion of matters formally than informally, as will be evidenced by the following figures.

	Per cent. Formal	Per cent. Informal
California	23.4	76.6
Connecticut	58.3	41.7
Illinois	60.0	40.0
Indiana	87.5	12.5
Maryland	73.7	26.3
Missouri	48.8	51.2
New Jersey	66.0	44.0
Wisconsin	45.0	55.0

In addition to the informal complaints the Commission is constantly in receipt of correspondence which is really in the nature of complaints but which is not listed on the informal docket. Correspondence matters are, however, adjusted in the same manner as would be an informal complaint. For instance, during the fall of each year the Commission receives many communications complaining about car shortage. Each such communication receives immediate attention, in most instances an inspector for the Commission being detailed to the point from which the complaint is sent. In only a few cases do these complaints receive a place on the list of informal or formal complaints.

The following table shows the various subjects covered by complaints listed on the informal docket:

Subject—	Number
Train service and operation	4
Passenger train service and operation.....	16
Freight train service and operation.....	19
Freight rates and service	42
Passenger rates and service.....	1
Express rates and service	15
Claims and overcharges, general	2
Claims and overcharges, freight	22
Claims and overcharges, passenger	4
Claims and overcharges, express	4
Delays to shipments	9
Car situation and distribution	44
Demurrage and car service	3
Crossings and protections thereat	31
Station service and facilities	34
Switches and spur tracks	4
Electric railway rates and service	18
Automobile rates and service	1
Contracts, leases, elevator sites, etc.....	6
Fences, cattle guards, etc.	8
Discrimination	1
Divisions of rates	1
Buildings, shops, etc.	1
Tracks, rights-of-way, etc.	4
Electric rates and service	41
Gas rates and service	7
Telephone rates and service	42
Telegraph rates and service	3
Water rates and service	26
 Total	 <hr/> 413

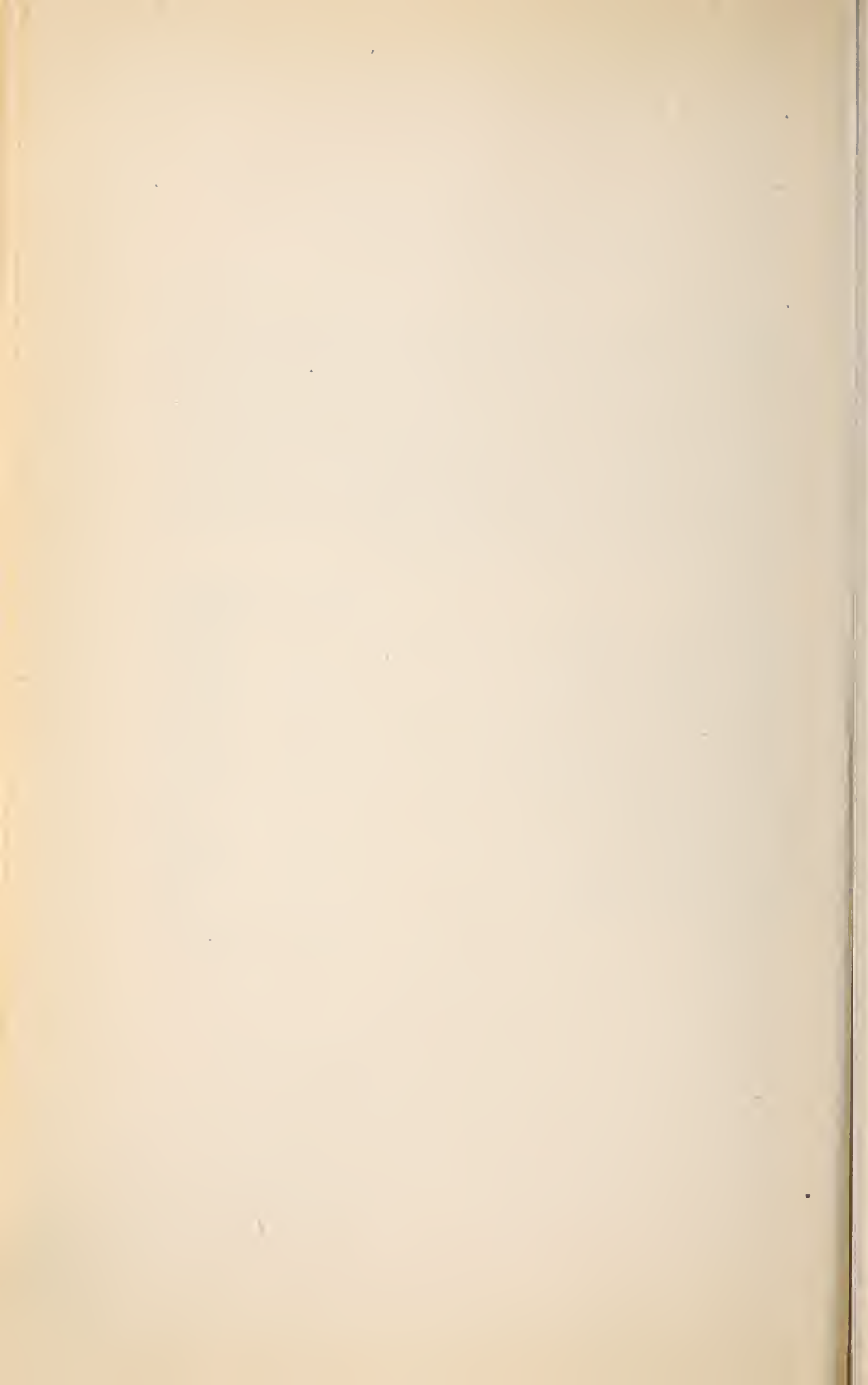
SECTION V. INFORMAL MATTERS

b. Informal Reparations

INFORMAL REPARATIONS

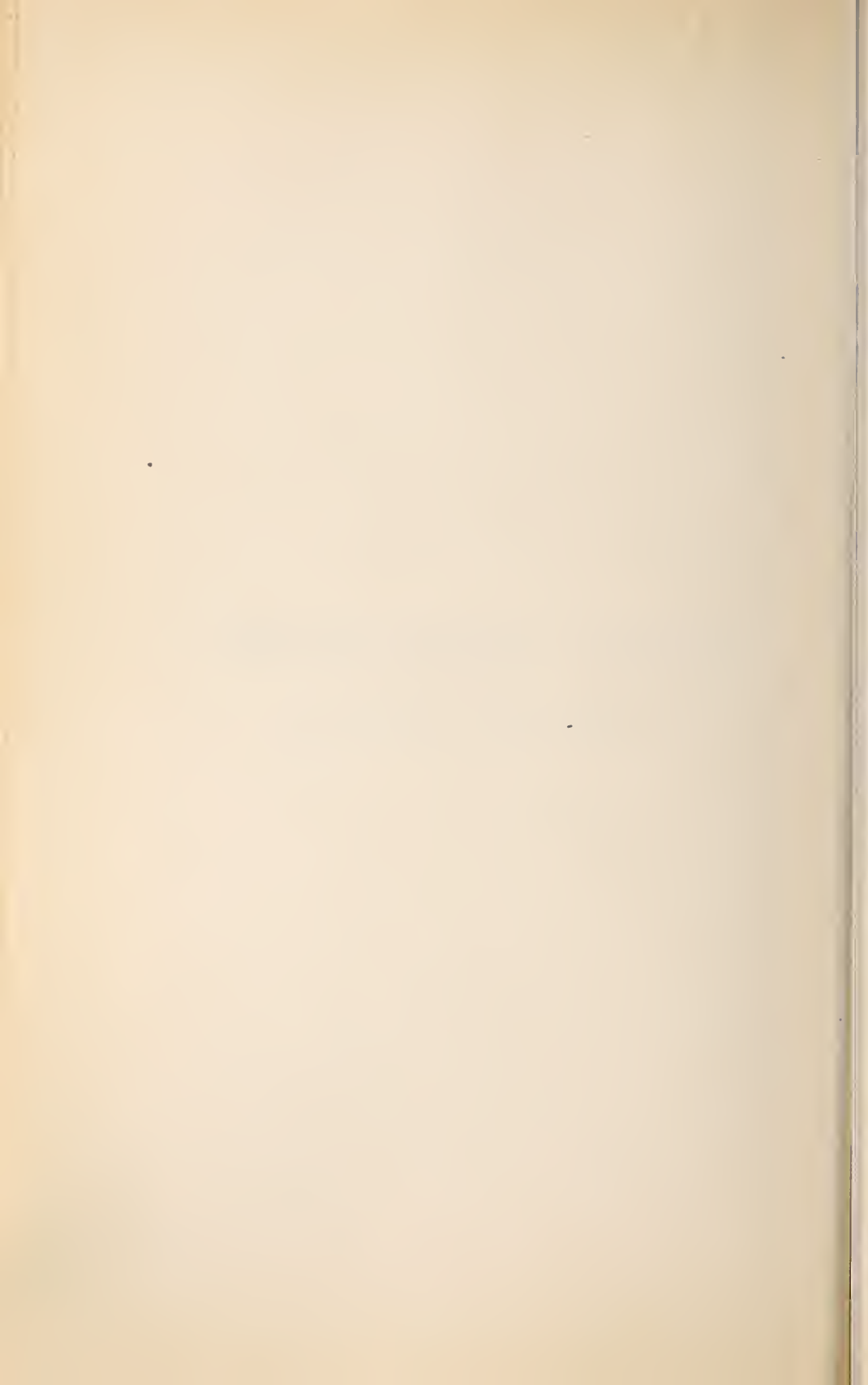
From December 1, 1916, to November 30, 1918, a total of 111 applications were filed by public utilities for permission to make reparation. The aggregate amount involved was \$20,329.51. All of these applications were filed in accordance with General Order No. 18, and in each case the utility admitted that the charges originally collected and assessed were unreasonable and unjust for the service performed. Each was investigated by the Commission to determine the fact that no injustice would result to other shippers or consumers and that no form of rebate was being devised. The utilities to whom permission was granted and the number of applications with the amounts were as follows:

Utility—	Number	Amount
Atchison, T. & S. F. Ry. Co.	1	\$ 6,948.50
Chicago, R. I. & P. Ry. Co.	2	85.53
Colorado & Southern Ry. Co.	11	2,457.99
Colorado & Wyoming Ry. Co.	2	557.71
Colorado Midland R. R. Co.	8	340.07
Cripple Creek & C. S. R. R. Co.	3	220.92
Denver & Inter-Mountain R. R. Co.	3	97.23
Denver & Rio Grande R. R. Co.	62	8,072.85
Denver & Salt Lake R. R. Co.	6	556.41
Missouri Pacific R. R. Co.	1	8.00
Rio Grande Southern R. R. Co.	3	20.75
Union Pacific R. R. Co.	5	100.47
Colorado Power Company	3	857.65
Silverton Electric Company	1	5.43
Total	111	\$20,329.51



SECTION V. INFORMAL MATTERS

c. Short Notice Authorizations



SHORT NOTICE AUTHORIZATIONS

Three hundred and eighty-six applications were presented by common carriers and other utilities during the two-year period to make changes in rates, charges or rules effective upon less than the statutory notice of thirty days. The applications were filed in accordance with General Order No. 19. In addition to the number listed many applications were filed, but were denied by the Commission because increases in rates or discrimination would result. In only two instances has the Commission granted authority to issue and publish increased rates on less than statutory notice, both being in connection with demurrage charges which were deemed necessary to properly protect against car shortages.

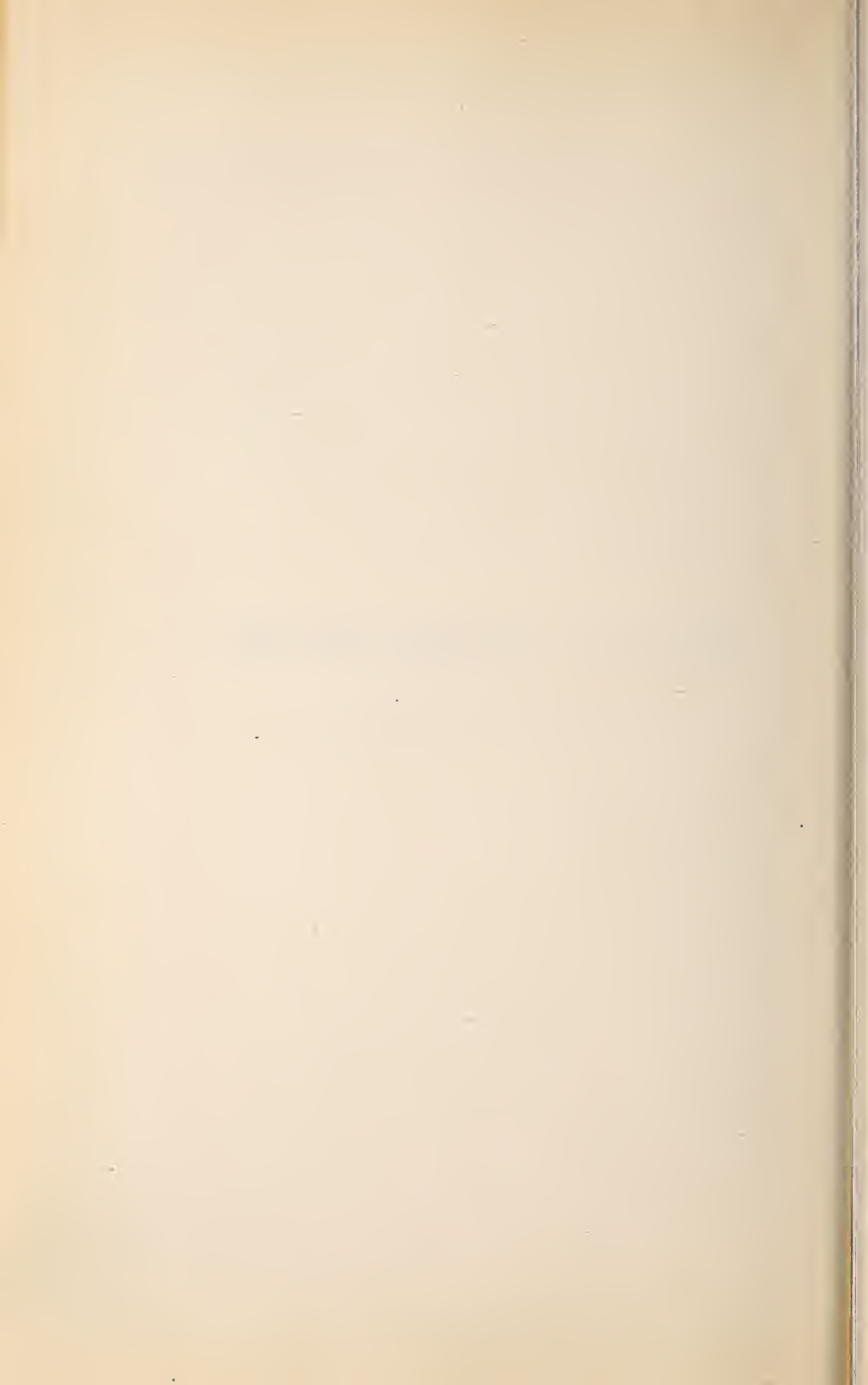
The following table shows the number of authorities issued to each utility applying for same:

Utility—	Number
All roads, joint application	2
Atchison, T. & S. F. Ry. Co.	11
Chicago, B. & Q. R. R. Co.	9
Chicago, R. I. & P. Ry. Co.	6
Colorado & S. E. R. R. Co.	1
Colorado & Southern Ry. Co.	47
Colorado & Wyoming Ry. Co.	1
Colorado Kansas Ry. Co.	3
Colorado Midland R. R. Co.	28
Cripple Creek & C. S. R. R. Co.	18
Crystal River R. R. Co.	1
Denver & Rio Grande R. R. Co.	120
Denver & Salt Lake R. R. Co.	44
Denver, B. & W. R. R. Co.	10
Great Western Ry. Co.	3
Midland Terminal Ry. Co.	1
Missouri Pacific R. R. Co.	5
Rio Grande Southern R. R. Co.	7
San Luis Central R. R. Co.	2
Silverton Ry. Co.	1
Silverton Northern R. R. Co.	4
Utah Ry. Co.	1
Union Pacific R. R. Co.	27
Total Steam Carriers	352

Denver & Inter-Mountain R. R. Co.	6
Denver Tramway Company	1
Grand River Valley Ry Co.	1
Total Electric Carriers	8
Express companies	3
Agents—	
E. B. Boyd	2
E. E. Macleod	1
Auto Transportation Companies	5
Electric companies	6
Gas companies	3
Water companies	6
Grand Total	386

SECTION V. INFORMAL MATTERS

d. Commission's Library



LIBRARY

The Commission has a comprehensive library of volumes and documents relating to public utilities. The annual reports of all public utilities in the State of Colorado are maintained and indexed. Immediately after its organization the Commission took steps to obtain from available sources complete sets of the reports of all state railroad and public service commissions. The first public service commissions were those in New York state, which were organized in 1907. The annual and special reports of practically all the state commissions since 1907 are in the library of the Commission.

Complete sets of all documents of the Interstate Commerce Commission are on file, as are also all documents relating to the proceedings of the national convention of the National Association of Railway and Utilities Commissioners, of which volume 1 was issued March, 1889. The Commission's library contains complete sets of Public Utilities Reports and various digests of decisions and other matters relating to public utilities.

The library of the Supreme Court of Colorado contains a great many volumes in reference to the legal aspects of public utilities and it has been the aim of the Commission to avoid duplicating such volumes, all of which are easily obtainable in the library of the Supreme Court. An index of the same is maintained in the Commission's library, however.

The following table indicates the scope of the volumes contained in the Commission's library and shows the reports of the various state regulatory commissions.

Public Utilities Reports—Annotated, 1915A to date.

Interstate Commerce Commission:

Acts; Rules of Practice; Annual Reports, 1887 to date; Reports of Decisions, Vol. 1 to date; Statistics of Railways, 1888 to date; Statistics of Express Companies, 1909 to date; Pierce's Digest 1887-1908; Lust and Merriam Digests, 1908 to date; Bishop's Citations and Digest, Vols. I-XXIX; Block Signal Reports, 1911 to 1915; Complete Classification and Accounting Systems and Bulletins; Complete Accident Report Bulletins.

Bureau of Standards: Annual Reports and various documents.

Bureau of Railway Economics: All publications.

National Association of Railway and Utilities Commissioners: National Convention Proceedings, 1889 to date.

Reports and documents of commissions of following states, from year shown to date:

Alabama	1907	Nebraska	1908
Arizona	1909	Nevada	1908
Arkansas	1905	New Hampshire	1906
California	1908	New Jersey	1911
Connecticut	1906	New Mexico	1912
Florida	1907	New York	1906
Georgia	1906	North Carolina	1905
Idaho	1913	North Dakota	1905
Illinois	1906	Ohio	1906
Indiana	1906	Oklahoma	1909
Iowa	1903	Oregon	1907
Kansas	1905	Pennsylvania	1908
Kentucky	1906	Rhode Island	1906
Louisiana	1906	South Carolina	1906
Maine	1906	South Dakota	1906
Maryland	1910	Tennessee	1905
Massachusetts	*1907	Texas	1906
Michigan	1905	Vermont	1905
Minnesota	1906	Virginia	1905
Mississippi	1904	Washington	1911
Missouri	1906	West Virginia	1914
Montana	1908	Wisconsin	1905

*Board of Gas and Electric Light Commissioners from 1895.

Also reports of the following:

Canada, Board of Railway Commissioners, 1908 to date.

Manitoba, Public Utilities Commission, 1913 to date.

Ontario, Railway and Municipal Board, from 1914.

Los Angeles, Board of Public Utilities, from 1910.

Hawaii, Public Utilities Commission, from 1913.

Philippine Islands, Public Utilities Commission, from 1914.

District of Columbia, Public Utilities Commission, from 1913

The volumes which have been issued in the state of Colorado by regulatory commissioners or commissions are as follows:

Railroad Commissioner (1885 Act repealed 1893).

1st Annual Report.....	1885
Biennial Report	1891-1892

Railroad Commission (June 20, 1907).

1st Report	1907-1908
2nd Report	1909-1910
3rd Report	1911-1912
4th Report	1913-1914

Public Utilities Commission (August 12, 1914).

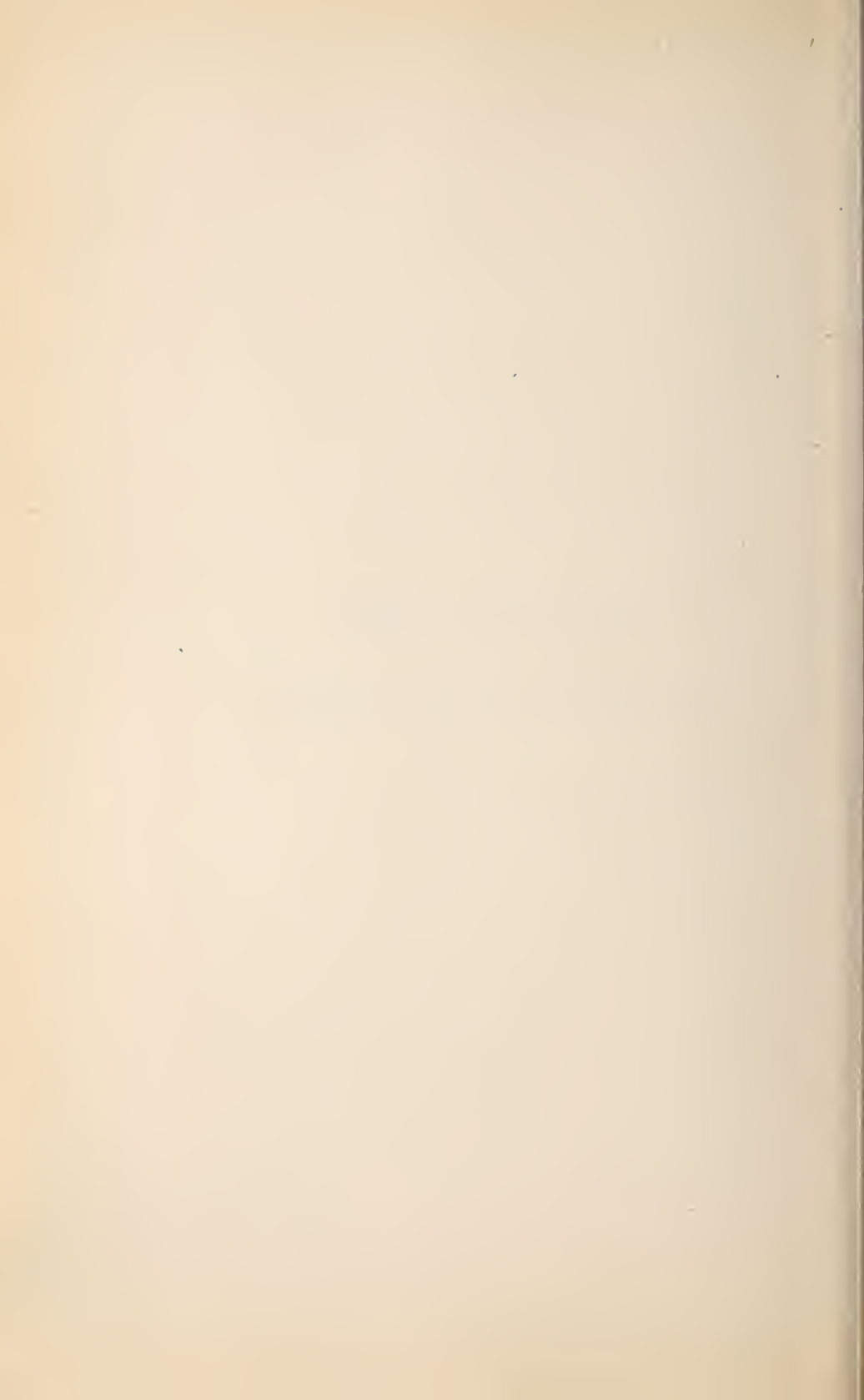
1st Annual Report.....	1914
2nd and 3rd Annual Reports.....	1915-1916
Reports of Decisions, Vol. 1, Dec. 1, 1914, to Dec. 31, 1915	
Reports of Decisions, Vol. 2, Jan. 1, 1916, to Oct. 31, 1916	
Reports of Decisions, Vol. 3, Nov. 1, 1916, to Apr. 30, 1917	
Reports of Decisions, Vol. 4, May 1, 1917, to Oct. 31, 1917	

All the volumes published by the former Colorado Railroad Commissioners and Railroad Commission are contained in the library. The supply of copies of the reports issued prior to the 1911-1912 report is exhausted and the Commission is unable to furnish copies.



SECTION VI. LEGAL

- a. Colorado Supreme Court Cases



LEGAL

The following is a summary of the court and interstate proceedings from December 1, 1916, to November 30, 1918, to which the Public Utilities Commission has been a party or in which it has been directly interested. The Public Utilities Act provides that appeal from the Commission's orders and decisions shall be had only in the Supreme Court through writs of review.

DECIDED CASES

COLORADO SUPREME COURT

1. *Colorado Springs Light, Heat & Power Company v. Public Utilities Commission*. No. 8917. Dismissed April 2, 1917.

This proceeding was a review of the order of the Commission in Re: Rates and Rules of The Colorado Springs Light, Heat & Power Company, decided December 15, 1915 (1 Colo. P. U. C. 159). The Commission, in its order, fixed the value of the electric and gas properties of the utility for rate-making purposes and prescribed rates for electric and gas service at Colorado Springs and Manitou. The company applied to the Supreme Court for a writ of review, but failed to prosecute the cause in the court. It was therefore dismissed *non pros* April 2, 1917.

2. *Cripple Creek Water Company v. Public Utilities Commission*. No. 8945. Dismissed April 2, 1917.

This proceeding was a review of the order of the Commission in Re: Cripple Creek Water Company, decided March 25, 1916 (2 Colo. P. U. C. 55). The Commission fixed the valuation of the utility for rate-making purposes and prescribed rates for its water service in the City of Cripple Creek. The company applied to the Supreme Court for a writ of review, but failed to prosecute the cause in the court. It was therefore dismissed *non pros* April 2, 1917.

3. *Atchison, Topeka & Santa Fe Railway Company v. Public Utilities Commission*. No. 8744. Dismissed November 5, 1917.

In Re: Eastern Colorado Coal Rates (1 Colo. P. U. C. 48), decided May 10, 1915, the Commission, *inter alia*, prescribed freight

rates on coal from the South Canon and Palisade-Cameo districts to Denver and points in eastern Colorado at the prevailing Walsenburg and Trinidad district rates, respectively. The Atchison, Topeka & Santa Fe Railway Company, The Colorado & Southern Railway Company and the Union Pacific Railroad Company applied to the Supreme Court for writ of review of that portion of the Commission's order relating to such rates, but failed to prosecute the cause. It was therefore dismissed *non pros* November 5, 1917.

4. *Denver & Salt Lake Railroad Company v. Chicago, Burlington & Quincy Railroad Company, et al.* No. 8938. Decided February 4, 1918. — Colo. —, 171 Pac. 74.

In Re: Eastern Colorado Coal Rates (1 Colo. P. U. C. 48), decided May 10, 1915, the Commission, *inter alia*, established and prescribed rates on coal from the Oak Hills district on the Denver & Salt Lake Railroad to points east of Denver in Colorado at the Walsenburg district basis. The Denver & Salt Lake Railroad Company was unable to agree with its connections upon the divisions of the rates thus prescribed and applied to the Commission for an order determining and fixing divisions of the through rates. The Commission, February 10, 1916, issued its order prescribing divisions. (2 Colo. P. U. C. 8.) The Denver & Salt Lake Railroad Company applied to the Supreme Court for a writ of review of the Commission's order. The Chicago, Rock Island & Pacific Railway Company likewise applied for writ of review of that portion of the Commission's order relating to rates to points on its line. The court held, February 4, 1918, that the Commission erred in making its decision, and reversed and remanded the cause for further proceedings not inconsistent with the views therein expressed. Thereafter, and on April 18, 1918, the Commission held a further hearing. On June 19, 1918, the Commission issued an order in the cause holding that, inasmuch as the rates of which the divisions were under review were no longer in effect—the Commission having permitted the carriers to increase the through rates subsequent to the original division order—the question was no longer before the Commission for determination. The Denver & Salt Lake Railroad Company thereupon filed a petition with the Supreme Court for an order commanding the Commission to show cause why it should not proceed in conformity with the opinion and remittitur of the court. Briefs have been filed by the applicant and the Commission on this petition and the cause is now pending in the court.

5. *Chicago, Rock Island & Pacific Railway Company v. Public Utilities Commission.* No. 8939. — Colo. —, 171 Pac. 76. Decided February 4, 1918.

This proceeding arose upon a writ of review of that portion of the Commission's order in *Denver & Salt Lake R. R. Co. v. C. B. & Q. R. R. Co.* (2 Colo. P. U. C. 8), relating to divisions of coal rates from points in the Oak Hills district to points on the Chicago,

Rock Island & Pacific Railway. The question involved was identical with that in No. 4 of this summary, and the two causes were considered together by the Supreme Court in its opinion.

6. *Consumers' League of Colorado v. Colorado & Southern Railway Company*. No. 8544. Decided May 6, 1918. — Colo. —; 172 Pac. 1064.

This proceeding involved the rates on coal from Northern Colorado mines to Denver. Since 1910 these rates have been before the Railroad Commission and the Public Utilities Commission in various complaints, the earlier proceedings of which have been fully set forth in the annual reports of the Commission. *Consumers' League of Colorado v. C. & S. Ry. Co.*, 2nd Railroad Comm. Rep., page 58; *Garwood v. C. & S. Ry. Co.*, 4th Railroad Comm. Report, page 55. Appeals in both cases were taken by the carriers to the district court, which had the effect of suspending the Commission's orders. On July 3, 1914, two complaints were filed with the Railroad Commission against the rates from Northern Colorado mines to Denver. August 12, 1914, the Public Utilities Commission succeeded the Railroad Commission and the causes were consolidated. A decision was rendered November 6, 1914, in which rates were fixed by the Commission from the mines to terminals in Denver of the originating carrier or their first connecting carriers. 1st Ann. Rep. Public Utilities Commission, page 163. The complainant thereupon obtained a writ of review from the Supreme Court. The court held that a switching charge upon and over lines other than the line of the initiating carrier is a separate and distinct service and may be charged only when such service is rendered. The order of the Commission was vacated and the cause remanded for further proceedings. Thereafter the Commission held a hearing on the remittitur and on June 20, 1918, issued its order prescribing rates for transportation on the lines of the originating carriers only.

PENDING CASES

COLORADO SUPREME COURT

(Note: Numbers 4 and 5 in the summary above are pending on petition for order to the Commission to show cause why it should not proceed in conformity with the opinion and remittitur of the court.)

1. *Atchison, Topeka & Santa Fe Railway Co. v. Public Utilities Commission*. No. 9150.

This is a proceeding in review filed February 7, 1917, by The Atchison, Topeka & Santa Fe Ry. Co. and other carriers having terminals in Denver to review the decision of the Commission fixing

switching zones and prescribing switching rates in the City of Denver. The decision of the Commission is reported in 3 Colo. P. U. C. 73 (*Missouri Lumber & Supply Co. v. A. T. & S. F. Ry. Co.*), with the denial of rehearing at 3 Colo. P. U. C. 331. The cause has been argued and is now awaiting decision.

2. **Bonfils and Tammen v. Public Utilities Commission.* No. 9204.

This is a proceeding in review filed May 16, 1917, by Bonfils and Tammen to review a decision of the Commission dismissing a complaint for reparation on coal shipments from Northern Colorado mines to Denver. The Commission dismissed the proceeding, although holding that it had jurisdiction, to expedite a speedy ruling from the court on the question of jurisdiction as, if the Commission overruled the objections to its jurisdiction, the court ruling could not be had until a final order is made, which would require the expenditure of a large amount of time and money. The questions involved are those of jurisdiction and statutes of limitations. The cause has been briefed and argued before the court and now awaits decision. There are numerous cases pending before the Commission on complaint of other shippers, the proceedings of which are held in abeyance on stipulation pending the decision of the court. The decision of the Commission is reported in 4 Colo. P. U. C. 1 (*Bonfils and Tammen v. U. P. R. R. Co.*).

Altogether there are 17 complaints pending before the Commission the determination of which depends entirely on the ruling of the Supreme Court. All of the cases, other than the Bonfils and Tammen case, are held in abeyance on stipulation pending the decision of the court. The claims against the Chicago, Burlington & Quincy Railroad aggregate \$12,818.29; against the Colorado & Southern Railway, \$55,374.29; and against the Union Pacific Railroad, \$86,270.19.

3. *Golden Cycle Mining & Reduction Co. v. Colorado Springs Light, Heat & Power Co.* No. 9416.

This is a proceeding in review filed May 31, 1918, by the Golden Cycle Mining & Reduction Company to review a decision of the Commission dismissing a complaint against the electric power rates of the complainant in the City of Colorado Springs. The complaint before the Commission alleged that the Commission exceeded its power in increasing its rates and setting aside its contract, and further that the rates previously fixed by the Commission

*The Supreme Court rendered a decision in this case on January 6, 1919, in which it held that "So much of the order of the Commission as holds the several statutes of limitations applicable; that the right of action in this case accrued with the making of each shipment, and that the amount of reparation should be the difference between the rates charged and the rates which the Commission should find to have been reasonable during the periods in question is set aside; and so much of said order as holds that the amount of reparation should be the difference between the rates paid and the reasonable rates for the period is affirmed—such rates being those fixed by the Railroad Commission in the two orders above mentioned." The case is now pending before the Supreme Court on application for rehearing.

were discriminatory to the complainant. The rates prescribed by the Commission were contained in an order issued July 31, 1917, 4 Colo. P. U. C. 197, in Re: Colorado Springs Light, Heat & Power Co. The order of the Commission dismissing the complaint was issued May 1, 1918, Golden Cycle Mining & Reduction Co. v. Colorado Springs Light, Heat & Power Co.

4. **City and County of Denver v. Mountain States Telephone & Telegraph Co.* No. 9443.

This is a proceeding on stipulation in the Supreme Court on the question of the jurisdiction of the Commission. In June, 1915, the Commission instituted a proceeding on its own motion into the reasonableness of the rates, and the adequacy of the service, of The Mountain States Telephone & Telegraph Company in the State of Colorado, and for rate-making purposes made a valuation of the properties in the State. 3 Colo. P. U. C. 122. After finding the fair value the Commission prescribed rates for the service of the company throughout the State. 5 Colo. P. U. C. —, decided June 14, 1918. The order of the Commission readjusting, fixing and equalizing rates throughout the State had the effect of raising telephone rates generally in the City and County of Denver. Denver is a "home-rule" city, deriving its charter powers from Article XX of the Constitution, as amended January 22, 1913. Amended Section 6 of this article provides that each city or town, having a population of two thousand inhabitants, shall have power to make, amend, add to or replace the charter of the city or town, which shall be its organic law and extend to all its local and municipal matters, and that such charter and the ordinance made pursuant thereto shall supersede any law of the State in conflict therewith. It further states that it is the intention of the article to grant and confirm to the people of all the municipalities coming within its provisions the full right of self-government in both local and municipal matters, and also that all provisions of the charters of Denver, Pueblo, Colorado Springs and Grand Junction, theretofore certified and filed with the Secretary of State, which provisions were not in conflict with the article, were ratified, affirmed and validated as of their date. While, during the proceedings of the telephone case before the Commission, a representative was present from the office of the City Attorney of the City and County of Denver, no appearance was entered on behalf of such city. After the issuance of the Commission's order of June 14, 1918, the City and County of Denver applied for a rehearing. The city contended that the Commission was without jurisdiction to fix rates in Denver, a "home-rule" city, as the city's charter, ratified and affirmed by amended Section 6 of Article XX of the Constitution, provided that the city should have power to establish and prescribe

*A decision was rendered in this case by the Supreme Court on January 14, 1919, the opinion being written by Justice White, with Scott, Garrigues and Bailey dissenting, reversing the holding of the Commission that it has jurisdiction over utilities operating within "home-rule" cities. The cause is now pending before the court on applications for rehearing.

rates of utilities within the jurisdictional limits of the city and county. The Commission denied the petition for rehearing. Upon request of the City and County of Denver the Commission and The Mountain States Telephone & Telegraph Company entered into a stipulation with the city whereby the question of jurisdiction should be submitted to the Supreme Court for determination. The stipulation was filed with the court July 27, 1918. The Commission contends that the regulation of rates of utilities can not in any sense be a "local" or "municipal" matter and therefore within the purview of powers granted by amended Article XX of the Constitution, as such regulation is a state-wide matter and neither local nor municipal. Further, that the Commission is a creature of the Legislature, by which it is delegated governmental authority and supervision, and that the right of the Legislature to do so exists without any constitutional provision—that, even though the Constitution is silent on the subject, the power of the Legislature to regulate rates of public utilities may be exercised through the Commission. The case has been fully briefed and argued and awaits decision by the Supreme Court.

5. **People v. Colorado Title & Trust Company.* No. 9448.

This is a proceeding on writ of error to the District Court of El Paso County. An order had been entered, July 2, 1918, by the District Court ordering the receiver of The Colorado Midland Railroad Company to abandon and dismantle the property of the company. The Attorney General of the state filed a petition of intervention which was denied by the court. The Attorney General contended that the court had not jurisdiction to determine questions of abandonment and that such matters should be determined by the Commission. A writ of error was issued August 5, 1918, from the Supreme Court and the cause awaits determination by the court. The issues are more fully set forth in the following case.

6. **Public Utilities Commission v. Colorado Title & Trust Company.* No. 9457.

This is a proceeding in error to the District Court of El Paso County, issued August 16, 1918. On July 1, 1918, an order was issued by the District Court appointing a receiver of The Colorado Midland Railroad Company. On July 2, 1918, an order was issued

*The Supreme Court rendered its decision in Cases 9448 and 9457 December 7, 1918, opinion by Justice Garrigues, with Justices Teller and Bailey concurring specially, holding that the right of the legislature to create a commission to which it may delegate governmental authority and supervision exists without any constitutional provision; that abandonment of service by a public utility is a matter of regulation of utilities and therefore subject to the jurisdiction of the Commission; that receivers are subject to the jurisdiction of the Commission; that the exercise of the Commission's jurisdiction is not the exercise of judicial power in the sense that courts administer judicial remedies, but is incidental to the exercise of delegated administrative powers; and that the Commission therefore has exclusive jurisdiction over the operation, cessation of operation upon, and the dismantling of railroads within the state.

allowing the receiver to abandon service upon the railroad and dismantle the property for sale. The Commission filed a petition with the court asking that the order be stayed or modified as the jurisdiction over matters of service of utilities was a question properly for determination by the Commission. The order of the court set August 5, 1918, as the date on which service should cease. Prior to that date the Commission received many complaints against the proposed cessation of service and the Commission therefore assigned the complaints on its docket and held hearing thereon. The receiver of the railroad company, the Colorado Title & Trust Company which holds the mortgage bonds of the company, and the judge of the District Court entered pleas to the jurisdiction of the Commission. The Commission, however, held that it had original and exclusive jurisdiction over such causes and proceeded with the taking of testimony and evidence.

Under the order of the District Court the receiver ceased operations at midnight August 4, 1918. On August 5, 1918, the Supreme Court issued an order staying the operation of the District Court's order of July 2, 1918. The Commission obtained a writ of error from the Supreme Court to the District Court and the cause was consolidated by the Supreme Court with No. 9448 (see above). The receiver, the trust company, and the judge of the District Court claimed that jurisdiction rested in the District Court by reason of constitutional provisions, whereas the Commission derived its power from statute, and that the former took precedence over the latter when in conflict. It was further claimed that the jurisdiction in reality was concurrent or alternative and that the court or commission first elected by an applicant retained jurisdiction. The Commission, however, contended that its powers were granted it by the legislature, which may create a commission with authority to regulate and supervise rates and service of utilities without any constitutional provision. Further, that questions of proposed abandonment or dismantlement were purely matters of service and therefore subject to the exclusive jurisdiction of the Commission. The cases have been fully briefed and argued and now await decision.

7. *Ohio & Colorado Smelting Company v. Public Utilities Commission*. No. 9458.

This is a proceeding on review, filed August 16, 1918, by the Ohio & Colorado Smelting Company. The Colorado Power Company, operating generally in the State of Colorado, filed an application with the Commission for an increase in its electric power rates for smelters at Salida. On August 6, 1918, the Commission issued an order permitting an increase in the rates. The Ohio & Colorado Smelting Company, the only user of the smelter power service at Salida, applied for rehearing which was denied by the Commission August 16, 1918. A writ of review was filed in the Supreme Court and also a petition for an order of the court, under

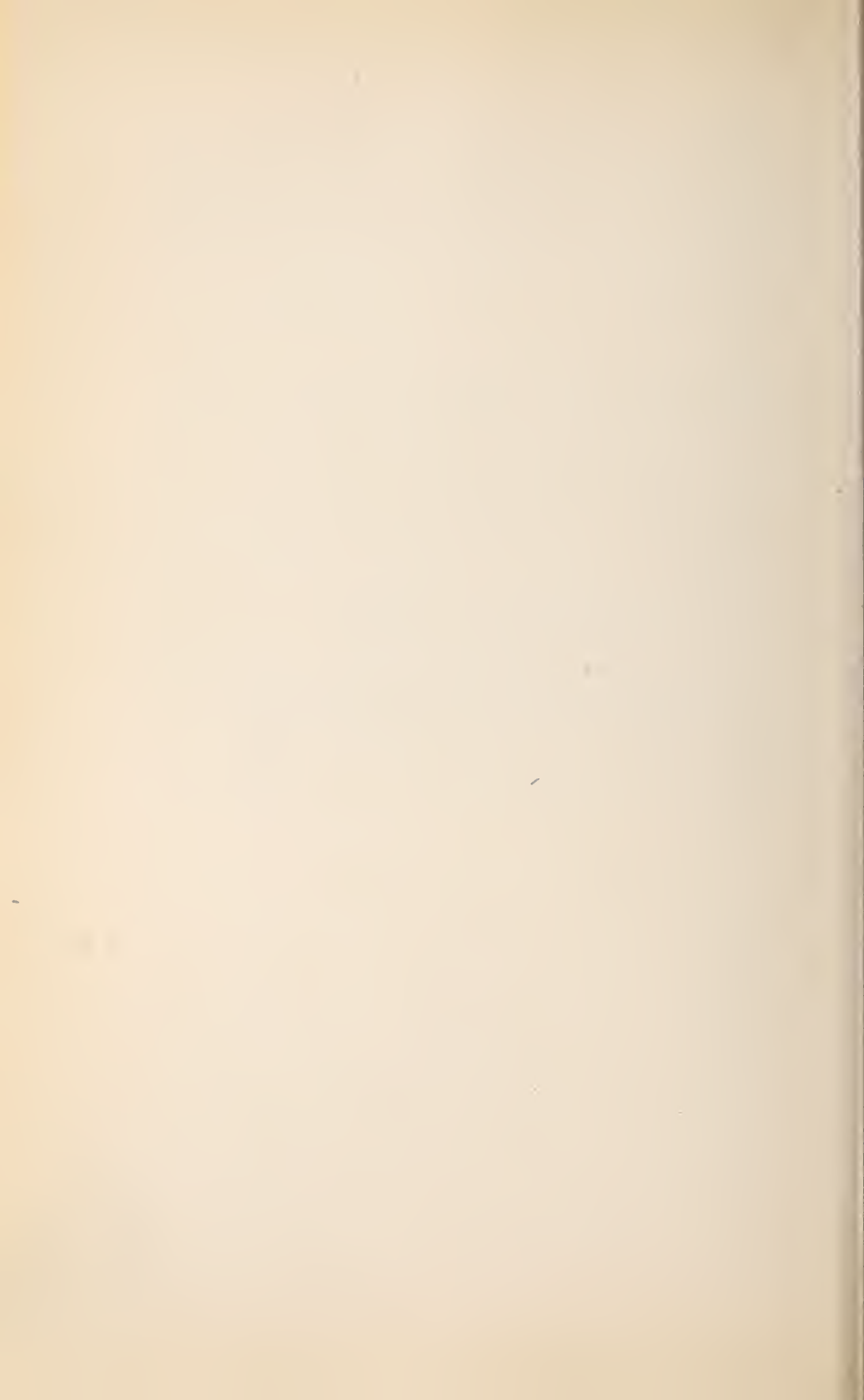
section 53 of the Act, staying and suspending the order of the Commission. On October 16, 1918, an order was issued by the Supreme Court staying the order of the Commission pending the further order of the court, which was issued upon the applicant filing a suspending bond in the amount of five thousand dollars. The cause has been briefed and awaits oral argument and decision.

8. *Consumers' League of Denver v. Public Utilities Commission.*
No. 9482.

This is a proceeding in review filed September 30, 1918, by the Consumers' League of Denver and John A. Rush, to review an order of the Commission issued September 12, 1918, permitting The Denver Tramway Company to increase its fares in the City and County of Denver and adjacent interurban points. An application had been filed May 3, 1918, asking for an inventory and valuation to determine the value of the property of the company for rate-making purposes and praying that an increase in fares and charges be permitted to afford a fair return on the valuation. During the making of the inventory an application was filed August 28, 1918, for emergency relief pending the complete inventory. As stated, the Commission issued its order granting the emergency relief. Protests against the jurisdiction of the Commission were filed by the Consumers' League of Denver, the City and County of Denver and John A. Rush. The Commission overruled the pleas holding that it had jurisdiction and the case was thereupon taken to the court on writ of review where it is now pending. The question involved is similar to that on jurisdiction of the Commission over rates and service of utilities in "home-rule" cities as set forth in No. 4 *ante*.

SECTION VI. LEGAL

- b.* United States Supreme Court Cases



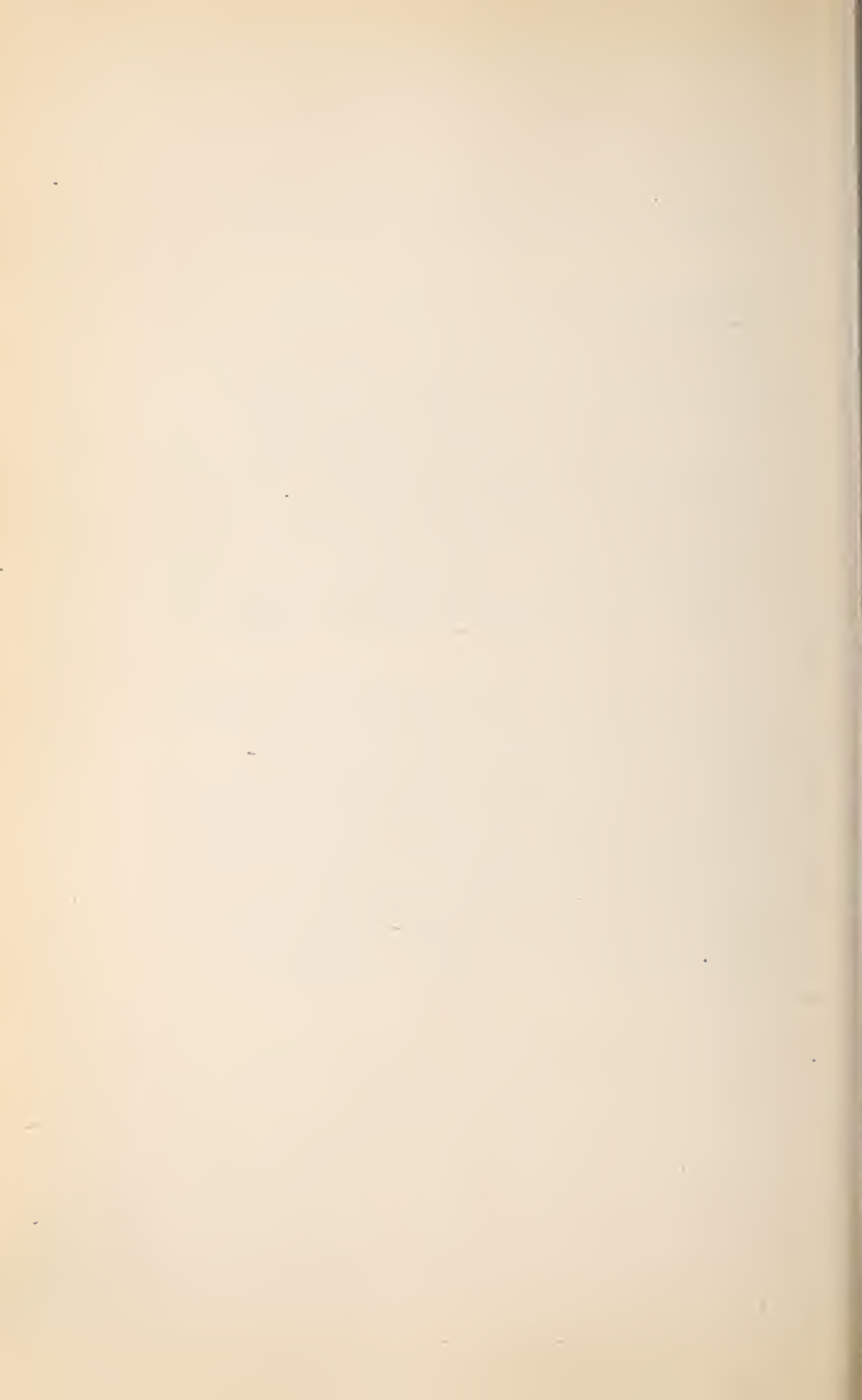
UNITED STATES SUPREME COURT CASES

1. **City of Englewood v. Denver & South Platte Ry. Co.* No. 106, October Term, 1918.

This proceeding is an appeal from the decision of the Supreme Court of Colorado in the case of *Denver & South Platte Ry. Co. v. Englewood*, 62 Colo. 229; 161 Pac. 151; P. U. R. 1916E, 134; 4 Colo. P. U. C. 197. The court held that the Commission is vested with authority over the rates and service of utilities throughout the state, including rates and regulations established by previous contract, and that by reason of the Act, with reviews by the Supreme Court as provided in the Act, plaintiffs have a plain, speedy and adequate remedy at law for grievances against rates or service of utilities. The State Supreme Court stated that it was not determined whether the rule announced applied also to municipalities organized under Article XX of the constitution of Colorado. The cause has been briefed and now awaits decision by the United States Supreme Court.

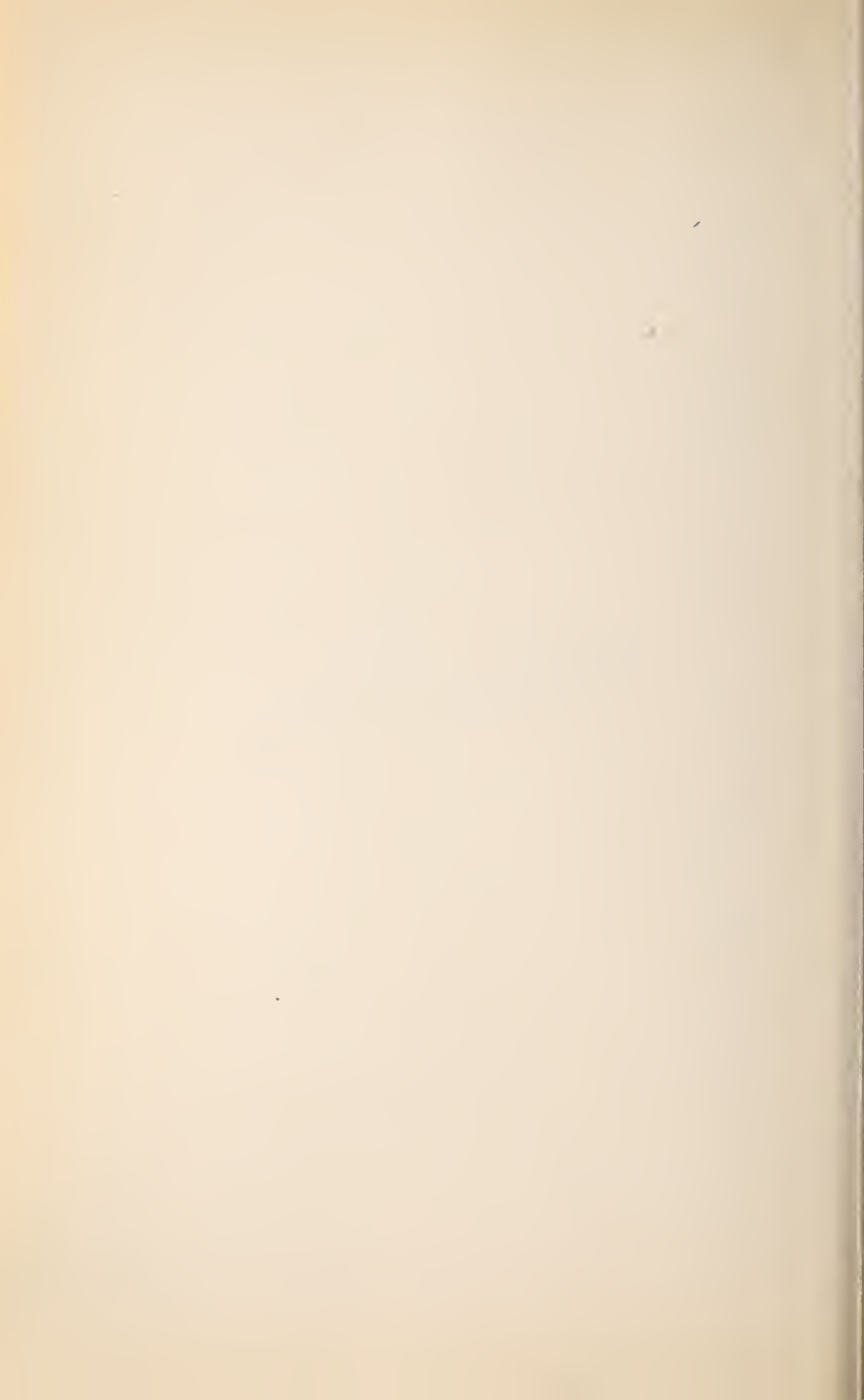
*A decision was rendered by the Supreme Court of the United States in this cause on January 7, 1919, opinion by Justice Holmes, in which the opinion of the Supreme Court of Colorado was upheld. *City of Englewood vs. Denver & South Platte Ry. Co.*, — U. S. —, 63 L. Ed. —. Advance Opinions, 1918-1919, page 149. The opinion of the court follows:

"Of course we do not go behind the decision of the court that the matter in controversy was subject to regulation by the Commission, and was regulated by it in due form if the state could confer that power. The plaintiff says that the state could not confer it, since to do so would impair the obligation of a contract. Upon that point we agree with the court below that clearer language than can be found in the state laws and this ordinance must be used before a public service is withdrawn from public control. *Milwaukee Electric R. & Light Co. vs. Railroad Commission*, 238 U. S., 174. The cases generally are cases where the railroad or other company sets up contract rights against the city. Whether, when the railroad consents, a legislature would not have all the power that the city could have to modify even a constitutionally protected contract, need not be considered here. If we deal with the present case on the merits there seems to be no sufficient reason why the writ of error should not be dismissed. It is giving the plaintiff the benefit of a very great doubt if we assume that the question on the merits was saved."



SECTION VI. LEGAL

c. Interstate Commerce Cases



INTERSTATE COMMERCE CASES

1. *Public Utilities Commission of Colorado v. Atchison, Topeka & Santa Fe Railway.* No. 8827.

On April 18, 1916, the Commission, with The Colorado Fair Rates Association, brought complaint before the Interstate Commerce Commission against The Atchison, Topeka & Santa Fe Railway Company and some thirty-three other railway companies under the Act to Regulate Commerce, as amended, complaining that the class and commodity rates to and from the State of Colorado were unjust, unreasonable and discriminatory in violation of the first, second and third sections of the Act to Regulate Commerce, as amended. The complaint asked that a just and reasonable adjustment of rates be made as specifically set forth in the prayer of the complaint.

Many complaints have been presented to the Interstate Commerce Commission in the past with reference to class and commodity rates to and from Colorado, and the Commission and the Colorado Fair Rates Association filed the complaint in a comprehensive form to have the rates so fixed as to establish stability of rates and thus avoid the constant filing of complaints before the Interstate Commission. The principal rates involved were those applying between Colorado and Chicago, St. Louis and Missouri River territories. At the time of bringing the complaint the class rates Chicago to Denver and Colorado common points were as follows:

1	2	3	4	5	A	B	C	D	E
180	145	110	85	67	80½	63	54	47	40

The class rates prayed for from Chicago to Denver were:

1	2	3	4	5	A	B	C	D	E
135	117	90	63	50	60	47	40	35	30

The method of arriving at the rates asked for was based upon a relationship to the New York-Chicago scale which has been looked upon as the yard-stick of rates in the United States ever since its establishment in 1876. This scale assumes as its starting point a standard basis of rates from New York to Chicago which shall be considered as 100 per cent. for the computation of rates to other points. The mileage from New York to Chicago is likewise considered as 100 per cent. and rates to other points are based on their mileage relation to the New York-Chicago mileage. This scale

applies generally throughout Trunk Line territory. The short line mileage from New York to Chicago is 908 miles, over the line of the Pennsylvania system.

The short line mileage from Chicago to Denver is that via the Burlington of 1,018 miles, which is equivalent to 112 per cent. of the New York-Chicago mileage. By the use of a constructive mileage from Chicago to Denver, in view of the difference in traffic density and other conditions in Trunk Line territory and west of Chicago, a mileage of 1,556 was determined as bearing a proper relation to the New York-Chicago mileage. This constructive mileage is equivalent to 171 per cent. of the latter mileage. The rates prayed for were therefore based upon 171 per cent. of the New York-Chicago rates as existing on the first four classes, which were:

<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>
78.8	68.3	52.5	36.8

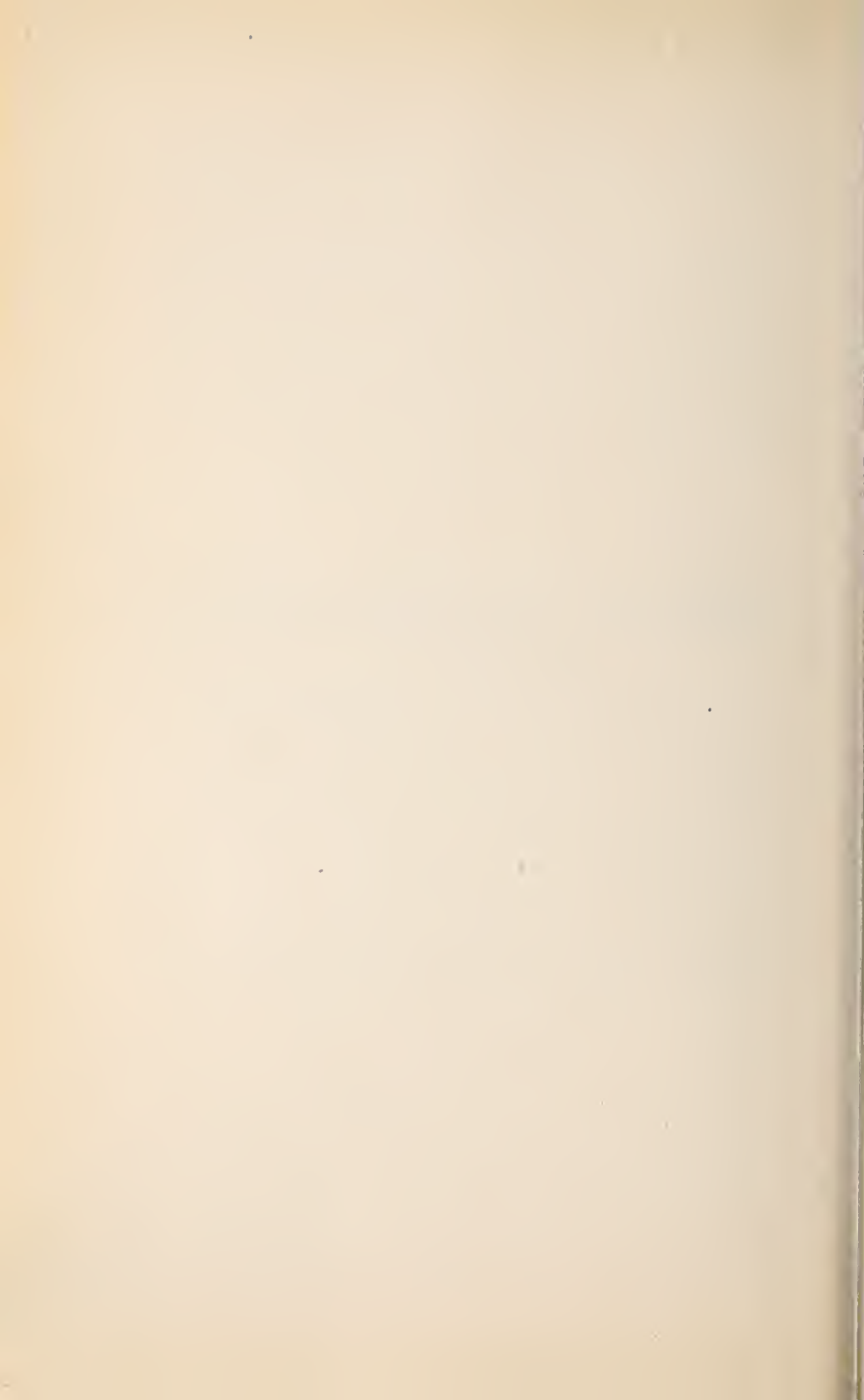
The reason for establishing a relationship on the first four classes only was due to the fact that the Western and Official classifications do not provide similar classes comparable below fourth class. The rates prayed for on fifth class and Classes A to E bore the same percentage relation to the prayed for fourth class as the former similar classes bore to the existing fourth class.

Class and commodity rates were also prayed for between Colorado and Atlantic Seaboard points via Galveston; and also between Colorado and all other states west of the Mississippi River.

Hearings were held before the Interstate Commerce Commission examiner at Denver, Colo., beginning January 15, 1917, and continuing for approximately two weeks. The case was then submitted on briefs and oral argument held in Washington, D. C., on May 19, 1917. Under the special rules of practice announced by the Interstate Commerce Commission, August 3, 1918, a motion was filed asking that William G. McAdoo, Director General of Railroads, be made an additional party to the case, which was granted by the Interstate Commerce Commission November 4, 1918. The case has been awaiting decision since May 19, 1917.

**SECTION VII. STEAM AND ELECTRIC
RAILROADS**

- a. Federal Control of Railroads



FEDERAL CONTROL OF RAILROADS

By proclamation of the President of the United States, federal control and operation of all railroads of the country engaged in general transportation was assumed as a war emergency measure on December 28, 1917. While the carriers were nominally taken over by the President actual control and operation were vested in the newly created office of Director General of Railroads as the head of the United States Railroad Administration. In the Act of Congress, approved March 21, 1918, provision was made that federal control of the railroads might continue for the period of the war and for a period thereafter, but not for a period longer than twenty-one months after the ratification of the peace treaties.

In Colorado all steam railroads presumably were taken over by the federal government, but with the exception of the larger trunk lines, at various dates, principally in June and July, 1918, the smaller lines were notified definitely by the general counsel of the United States Railroad Administration that they were relinquished from federal control or that the federal administration "not having at any time" exercised jurisdiction over them, they were to accept the notification as a definite relinquishment, to remove all question of doubt. The Atchison, Topeka & Santa Fe, Chicago, Burlington & Quincy, Chicago, Rock Island & Pacific, Colorado & Southern, Denver & Rio Grande, Rio Grande Southern, Missouri Pacific and Union Pacific railroads in Colorado are now under federal control and have been uninterruptedly since December 28, 1917. The Denver & Salt Lake Railroad was added to the list of federal controlled roads in July, 1918, following an agreement on the part of the United States Railroad Administration to advance certain financial assistance to that road. The Denver Union Terminal Railway Co., the Northwestern Terminal Railway Co., and the Pueblo Union Depot Co. are also under federal control.

Federal control of railroads has resulted in sweeping changes in the railroad rate situation in Colorado, as it has in other states. While a number of railroad rate cases were decided by this Commission during that part of the biennial period preceding the inauguration of federal control, in only four of the cases were increases in rates permitted to be made, and it was imperative that each of these increases be made on account of the financial condition of the carrier involved. The Denver, Boulder & Western was permitted to increase freight rates as an alternative to discontinuance of operation. A 25-cent per ton advance in coal rates from the South Canon and Palisade mining districts on the Colorado Midland and a similar advance in coal rates from the Oak Hills district on the Denver & Salt Lake were permitted. The other

ease was an advance of 2 cents per hundred pounds in lumber rates from points on the Denver & Salt Lake, after lumber shippers on that line had agreed to the advance.

By order of the Director General of Railroads of the United States Railroad Administration, issued May 25, 1918, very substantial advances in both freight and passenger rates were made. The advances in passenger rates became effective June 10, 1918, and the advances in freight rates on June 25, 1918. The change in freight rates represented approximately a 25 per cent. advance, although in a large number of cases the increase greatly exceeded 25 per cent.

Under the order of the Director General the increases applied to intra- as well as to interstate rates. The legal right of the Director General to increase intrastate rates without regard to state laws has been questioned, but has never been definitely determined. In the Act of Congress providing for the just compensation of the owners while the railroads are under federal control, it is provided that the carriers shall be "subject to all laws and liabilities as common carriers, whether arising under state or federal laws, or at common law, except in so far as may be inconsistent with the provisions of this act, or any other act applicable to such federal control or with any order of the president." In the same federal law it is also provided that nothing in the act shall be construed "to amend, repeal, impair or affect the existing laws or powers of the states in relation to taxation or the lawful police regulation of the several states, except where such laws, powers or regulations may affect the transportation of foods, war materials, government supplies, or the issue of stocks and bonds."

Although it has never conceded the legal authority of the Director General to initiate intrastate rates and the question has never been determined, the Commission interposed no objection to the rate increases as a war measure. This attitude on the part of the Commission was in conformity with the sentiment expressed in a communication sent to Director General McAdoo immediately after government control of railroads was established, in which the Commission tendered its fullest co-operation in the interest of the national welfare. The Director General requested the carriers to file tariffs with the State Commissions as a matter of information. Some of the carriers in this state have failed to do so. The tariffs filed with the Commission have been "for information only," and have not been filed as provided by the Public Utilities Act of Colorado.

No question has been raised as to the right of this Commission to exercise authority relating to various questions of local railroad service, including the protection of highway crossings and the opening of new crossings. Through its inspection force the Commission continued after the inauguration of federal control of railroads to make inspections of depot facilities, crossing protections, and the like, and has received the co-operation of railroad operat-

ing officials in connection with such matters. Because of the high cost of materials and the demand for labor for war purposes the construction of new depots and the making of other improvements of like nature have been kept at a minimum. Upon the complaint of shippers a number of rate cases were taken up by the Commission with the United States Railroad Administration, but in the main the attitude of the federal railroad authorities has been against reductions in rates.

Soon after this Commission was established it inaugurated a system of inspection for the assistance of shippers during periods of heavy traffic, particularly during the crop and livestock movements. The value of this system was emphasized during the summer and fall of 1917, after the United States had entered the war and increased production of food commodities and the output of mines was encouraged by federal and state authorities. Early in the summer of 1917 the Commission made a survey of crop conditions in the state so as to be in a position to better facilitate the movement of crops later on. From August to December of that year the inspection force of the Commission was kept in various parts of the state where transportation problems were most urgent, and during a portion of this time the regular inspection force was augmented by other members of the Commission's staff temporarily assigned to inspection work. During December of 1917, and January and February of 1918, the Commission kept inspectors in the principal coal producing districts of the state to assist in the movement of coal at a time when fuel production was highly important in connection with the nation's war activities. The railroads were under federal control during two of the three months named, but that fact did not in any way restrict the work of the Commission. The same general plan of inspection was followed in connection with the crop movement during the present year.

The chief object of the Commission's plan of inspection during periods of heavy traffic is to see that all shippers are treated alike in the matter of car supply. The necessity of an adequate supply of refrigerator cars to handle fruit and other perishables, originating principally on the western slope, and stock cars for the movement of livestock before the advent of winter in the mountainous sections of the state, offered a difficult problem during the autumn of 1917, when the transportation system of the entire country was seriously congested. The Commission kept in constant touch with the car service bureau of the Interstate Commerce Commission at Washington and on several occasions was able to have cars ordered into Colorado by the interstate bureau to relieve congestion or prevent losses on account of unfavorable weather conditions. During the war period the Commission worked in successful co-operation with the Colorado Council for National Defense, appointed by the Governor, and with the officials of the United States Food and Fuel Administrations in this state.



SECTION VII. STEAM AND ELECTRIC
RAILROADS

b. Miscellaneous



MISCELLANEOUS

Owing to certain of the railroads being under federal control it will be necessary to require separate annual reports from the operating railroads and from the corporate companies. Forms are now being printed for the year ending December 31, 1918, for the returns of that year. One report will be rendered by the federal auditor of each carrier under federal control, omitting therein certain data which relate exclusively to the corporate company, and a report will be rendered by the corporate auditor containing only the corporate returns and omitting all operating statistical data.

General Orders Nos. 21 and 32 of the Director General of Railroads made revisions in the manner of apportioning revenues between the carriers on traffic moving over two or more railroads. This had the effect of destroying the method heretofore prescribed by the western states for the segregation of accounts on state lines, and it therefore became necessary to make a corresponding revision in the state line separation basis. The Commission has notified the federal auditors that changes may be made in the basis to accord most nearly with the changes made in the joint line distribution orders.

The monthly passenger train movement reports, which formerly were required of the steam carriers, were discontinued by the Commission with the report for October, 1917. It was felt that the demands of the war placed such increased burdens on the clerical departments of the railroads that they should be relieved of the necessity of rendering this report, and an order was therefore issued to that effect.

The mileage of the steam carriers in Colorado on December 31, 1917, was as follows:

	Owned	Operated
Miles of road	5,422.10	5,955.55
Miles of second main track.....	114.33	196.52
Miles of yard tracks, siding, etc.....	1,878.23	1,987.12
Total	7,414.66	8,139.25
Line owned, but not operated, 217.03.		

The electric street and interurban railway mileage on December 31, 1917, was as follows:

	Owned	Operated
Miles of road	282.90	338.63
Miles of second main track.....	104.49	107.76
Miles of all other main tracks.....	3.99	3.99
Miles of sidings and turnouts.....	27.37	34.43
Miles of track in carhouses, shops, etc.....	12.78	12.78
Total	431.53	497.59

So far as is known by the Commission no complete table of the mileage of the railroads in Colorado has ever been given. The first line constructed and operated in the State of Colorado was that of the Kansas Pacific Railroad, now the Union Pacific Railroad. This line was constructed from Kansas City to Denver and was completed September 1, 1870. The next line constructed was that of the Denver Pacific Railroad which connected the Kansas Pacific with the Union Pacific and was opened January 1, 1871. The latter was the line from Denver to Cheyenne. The narrow gauge lines from Denver to the Clear Creek district, now owned and operated by The Colorado & Southern Railway Company, were originally opened in 1870. The narrow gauge line from Denver to Buena Vista was opened as far as Webster January 1, 1879. The mileage of the Denver & New Orleans Railroad, now known as the Falcon line of the Colorado & Southern Railway, was completed a distance of 124.37 miles from Denver to Pueblo January 1, 1886. The Burlington line in Colorado from Wray to Denver was opened May 29, 1882, and the line to Lyons September 17, 1885.

The first track of the Denver & Rio Grande Railway was completed from Denver to Colorado Springs October 27, 1871. In 1872 the line was opened to Pueblo; to Canon City in 1874; to La Veta in 1876; to Alamosa in 1878. The line to Leadville was opened July 20, 1880, and to Westcliffe in 1881. In November, 1890, the broad gauge main line of the Denver & Rio Grande was opened to Ogden, Utah.

The progress of railroad construction in the state, according to the statistics shown in Poor's Manuals and the reports of the Interstate Commerce Commission, has been as shown in the following table. The figures for the years from 1869 to 1888 are as of December 31st each year and are taken from Poor's Manuals; those for the period from 1889 to 1916 are as of June 30th each year and are taken from the "Statistics of the Railways" issued by the Interstate Commerce Commission.

RAILWAY MILEAGE IN COLORADO

Year	Mileage	Increase or Decrease	Per Cent of U. S. Mileage	Miles Per 100 Square Miles of Territory	Miles Per 10,000 Inhabitants
1869	.....	.....	.....	.....	.....
1870	157.00	157.00	.30	.15	39.39
1871	328.00	171.00	.55	.32	59.32
1872	483.00	155.00	.73	.46	68.28
1873	603.00	120.00	.86	.58	69.96
1874	682.00	79.00	.94	.66	67.10
1875	807.00	125.00	1.10	.78	68.93
1876	957.00	150.00	1.25	.92	72.22
1877	1,045.00	88.00	1.30	1.00	74.00
1878	1,165.00	120.00	1.42	1.12	71.29
1879	1,208.00	43.00	1.39	1.16	69.70
1880	1,570.00	362.00	1.68	1.51	80.79
1881	2,187.00	617.00	2.12	2.10	101.25
1882	2,766.00	579.00	2.41	2.66	116.22
1883	2,832.00	66.00	2.33	2.72	108.90
1884	2,841.61	9.61	2.26	2.73	100.80
1885	2,884.36	42.75	2.25	2.78	94.94
1886	2,943.56	59.20	2.16	2.83	90.36
1887	3,773.14	829.58	2.53	3.63	108.58
1888	4,038.04	264.90	2.59	3.88	109.28
1889	4,127.42	89.38	2.62	3.97	105.45
1890	4,176.19	21.37	2.55	4.02	101.07
1891	4,322.96	146.77	2.57	4.17	101.50
1892	4,437.41	114.45	2.59	4.28	101.19
1893	4,461.27	23.86	2.53	4.30	98.87
1894	4,529.83	68.56	2.53	4.37	97.67
1895	4,550.95	21.12	2.52	4.39	95.69
1896	4,590.14	39.19	2.51	4.43	93.85
1897	4,572.19	*17.95	2.48	4.41	91.13
1898	4,601.18	28.99	2.47	4.44	89.46
1899	4,568.61	*32.57	2.41	4.41	86.67
1900	4,587.25	18.64	2.38	4.43	85.00
1901	4,743.54	156.29	2.40	4.58	83.86
1902	4,791.00	47.46	2.37	4.62	80.98
1903	4,885.26	94.26	2.35	4.71	79.11
1904	4,976.24	90.98	2.33	4.80	77.34
1905	5,027.17	50.93	2.30	4.85	75.10
1906	5,072.09	44.92	2.26	4.89	72.95
1907	5,295.43	223.34	2.30	5.11	73.42
1908	5,360.31	71.13	2.29	5.17	71.74
1909	5,454.43	94.12	2.30	5.26	70.55
1910	5,532.56	91.23	2.30	5.34	69.24
1911	5,586.67	54.11	2.29	5.39	67.11
1912	5,737.15	150.48	2.32	5.53	66.25
1913	5,710.30	*26.85	2.29	5.51	63.48
1914	5,739.27	32.08	2.27	5.54	61.51
1915	5,723.70	*15.57	2.25	5.52	61.64
1916	5,701.59	*22.11	2.24	5.50	59.73

*Denotes decrease.

ABANDONMENT OF RAILROADS

During the biennial period just passed the Commission has had three matters presented involving the abandonment of steam carriers. The first was that of the application of The Denver, Laramie & Northern Railroad Company to abandon and dismantle its line from Denver to Greeley. In September, 1917, permission was granted the owners to sell portions of its line to The Great Western Railway Company which offered to take over and operate the line from a point near Wattenberg to Elm. Permission was granted to dismantle the balance. The mileage involved in this proceeding was as follows:

	Miles of Road	Miles of Yard Tracks and Sidings	Total
Original mileage	56.59	9.01	65.60
Taken by G. W. Ry. Co.	28.60	3.45	32.05
Portion dismantled	27.99	5.56	33.55

On November 9, 1918, an order was issued permitting The Georgetown and Grays Peak Railway Company to abandon and dismantle its line from Silver Plume to the summit of Mt. McClellan. The mileage of this line was 15.90 miles main line, there being no side tracks. The road had been used strictly as a scenic line.

The matter of the proposed abandonment of the Colorado Midland Railroad was pending before the Commission at the time this report was compiled, being held in abeyance awaiting the decision of the Supreme Court on the question of jurisdiction. The owned mileage of this line on December 31, 1917, was as follows, all of which the company proposes to abandon and dismantle:

	Miles of Road	Miles of Yard Tracks and Sidings	Total
Colorado Springs to New Castle	221.92	52.57	274.49
Basalt to Aspen	19.37	8.92	28.29
Cardiff to Gulch	15.01	3.77	18.78
Arkansas Jct. to Leadville	4.80	11.24	16.04
	261.10	76.50	337.60

In addition to the above cases, The Crystal River & San Juan Railway Company on November 1, 1917, was permitted temporarily to discontinue operation of its line, which extends from Placita to Marble, a distance of 7.40 miles. Permission to suspend operation as a railroad was granted upon the showing of the company that it would be in a position to resume operations if a reorganization of the Colorado Yule Marble Company is effected and operation of the marble plant at Marble resumed. The road was built primarily to handle the output of the quarries at Marble and derived its principal traffic from that industry.

On July 9, 1918, the Commission permitted William H. Edmunds, receiver for The Denver & Interurban Railroad Company, to discontinue service upon the street railway line of the Denver & Interurban in the City of Fort Collins, but provided in its order that no part of the physical property should be dismantled or removed. The Denver & Interurban Railroad Company, whose principal operations are in connection with interurban service between Denver and Boulder, went into a receivership on June 11, 1918. On June 22, 1918, Judge Robert E. Lewis of the United States District Court of the District of Colorado directed the receiver to apply to the Public Utilities Commission for an emergency order to abandon operation of the street railway line in Fort Collins. The Commission's order was issued after an investigation and a hearing held July 1, 1918.

RECEIVERSHIPS

At the beginning of the biennial period, December 1, 1916, the following railroads in Colorado were in receiverships:

	Mileage Owned	Mileage Operated	Date of Receivership
Chicago, R. I. & P. Ry.....	165.53	209.38	Apr. 20, 1915
Colorado Midland Ry.....	261.10	337.64	Dec. 13, 1912
Denver, Laramie & N. W. R. R.....	52.00	56.59	June 13, 1912
Missouri Pacific Ry.....	152.12	152.12	Aug. 19, 1915
	<u>630.75</u>	<u>755.73</u>	

Effective June 25, 1917, the receiver of The Chicago, Rock Island & Pacific Railway Company was discharged from the control and management and the railroad and the property returned to the original company.

On May 31, 1917, the property of The Colorado Midland Railway Company was sold under foreclosure proceedings to The Colorado Midland Railroad Company. The latter company passed into receivership on July 1, 1918, and at the time of this report proceedings were pending to abandon service and dismantle the property.

The receiver of The Missouri Pacific Railway Company continued in control and in charge of the railroad and property until June 1, 1917, when the railroad and property were acquired by the Missouri Pacific Railroad Company.

The property of the Denver, Laramie & Northwestern Railroad Company was purchased on a decree of foreclosure by M. S. Radetsky on May 16, 1917, and on June 7, 1917, a corporation was organized under the name of The Denver, Laramie & Northern Railroad Company which took over the operation and control of the property. On September 1, 1917, as heretofore stated, permission was given to abandon portions of this line and to sell portions to The Great Western Railway Company.

August 16, 1917, receivers were appointed for The Denver & Salt Lake Railroad Company.

At the close of the biennial period, November 30, 1918, the following mileage in the State of Colorado was in the hands of receivers:

	Mileage Owned	Mileage Operated	Date of Receivership
Colorado Midland R. R.....	261.10	337.64	July 1, 1918
Denver & Salt Lake R. R.....	252.35	255.46	Aug. 16, 1917
	<u>513.45</u>	<u>593.10</u>	

The Denver & Interurban Railroad Company, an electric line between Denver and Boulder with a separate line in the City of Fort Collins, passed into receivership June 11, 1918. Its owned mileage is 19.14 miles of road and 2.25 miles of other tracks.

OPERATING REVENUES AND EXPENSES OF CARRIERS

The following table shows the operating revenues, operating expenses and net operating revenues of the carriers within the State of Colorado for the periods shown:

STEAM RAILROADS

Year Ended June 30th	Operating Revenues	Operating Expenses	Net Operating Revenues	Operating Ratio
1912	\$44,939,773.86	\$32,781,689.66	\$12,158,084.20	72.96%
1913	47,920,750.96	34,249,092.55	13,671,658.41	71.47%
1914	43,901,549.66	32,720,637.06	11,180,912.60	74.53%
1915	44,009,732.93	31,638,017.21	12,371,715.72	71.87%
1916	49,468,078.41	40,658,412.77	8,809,665.64	82.19%
Year Ended Dec. 31st				
1916	\$51,674,579.12	\$34,242,813.93	\$17,431,765.19	66.48%
1917	59,614,633.46	39,697,732.62	19,916,900.84	66.59%

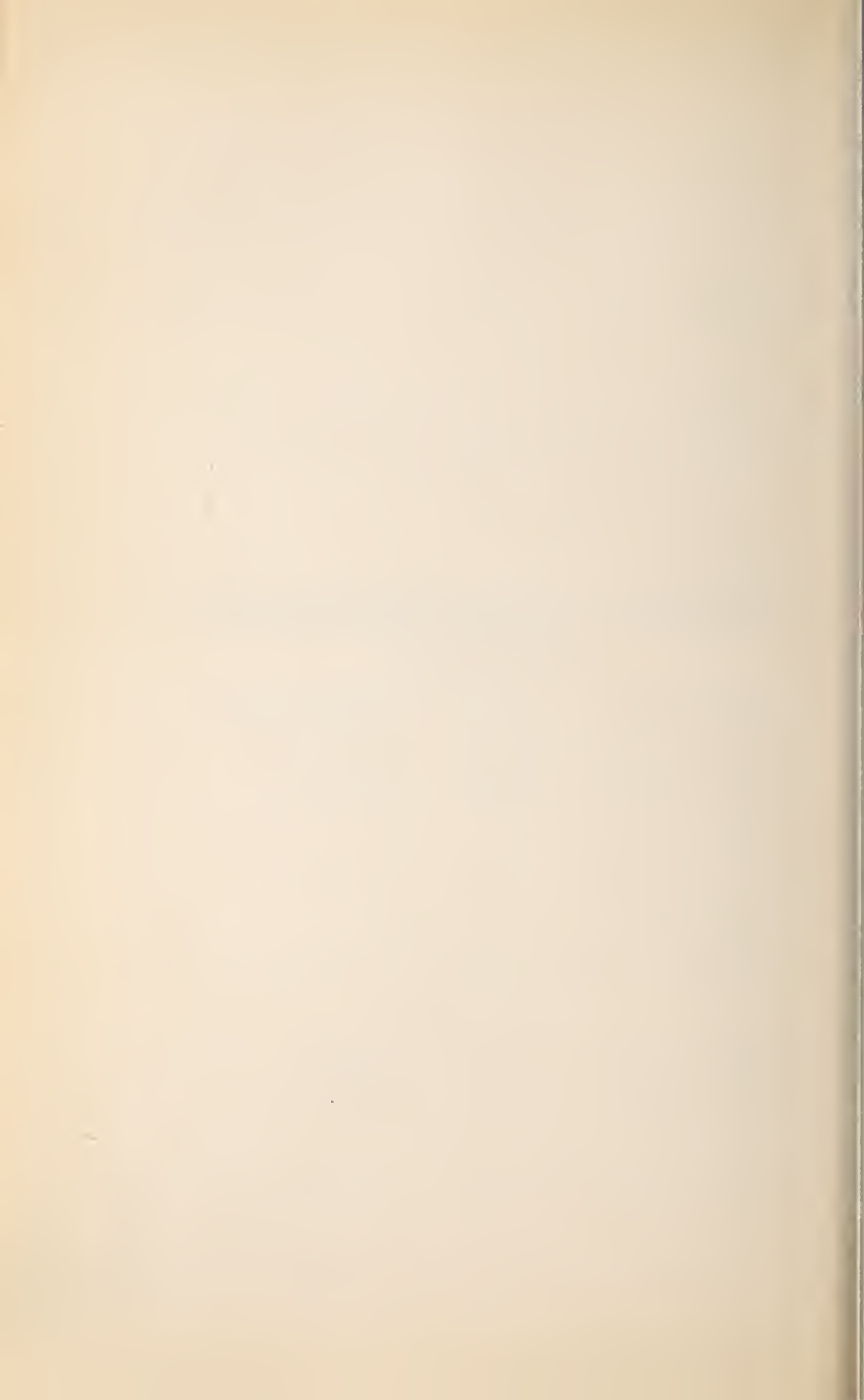
The revenues and expenses of the electric railways within the State of Colorado have been as follows:

ELECTRIC RAILWAYS

Year Ended June 30th	Operating Revenues	Operating Expenses	Net Operating Revenues	Operating Ratio
1915	\$ 4,387,064.64	\$ 2,635,854.13	\$ 1,751,210.51	59.11%
1916	4,328,619.41	2,573,628.27	1,754,991.14	59.46%
Year Ended Dec. 31st				
1916	\$ 4,450,486.44	\$ 2,523,462.26	\$ 1,927,024.18	56.70%
1917	4,635,783.40	2,887,587.39	1,748,196.01	62.27%

**SECTION VII. STEAM AND ELECTRIC
RAILROADS**

- c.** Accident Investigations and Summaries



ACCIDENTS

During the biennial period the Commission has investigated twelve accidents involving fatalities, injuries to persons, or serious damage to property. The number of accidents investigated since the inception of the Commission, with the classes of accidents, have been as follows:

	1915	1916	1917	1918
Rear-end collision	1	1	1	3
Head-on collision	1	....	....	....
Engine side-swiping train .....	....	....	1	1
Derailment due to track, etc.....	1	....	2	1
Derailment due to defects in locomotives or cars.....	1	....	....	....
Derailment due to open or misplaced switch.....	1	....	....	....
Derailment due to accidental obstruction in track.....	2	1	....	....
Derailment due to negligence of trainmen or employes .....	....	....	1	....
Derailment, unknown causes	3	1	1	....
Locomotive boiler accident .....	....	....	1	....
Striking street cars or other vehicles.....	....	3	....	....
Miscellaneous train accident .....	....	....	1	....
Total	10	6	8	5

The number of persons killed and injured in these accidents is as follows:

	1915	1916	1917	1918
Fatalities	8	9	9	....
Persons injured	66	28	29	46

The accidents investigated by the Commission during the biennial period include one locomotive boiler explosion, five collisions, five derailments, and one miscellaneous accident. The only accidents investigated have been those occurring in connection with the operation of trains, and classified in the reporting rules as "Train Accidents." The casualties in these accidents were nine persons killed, and 75 persons injured. The total damage to property of the carriers, as reported by them, was: Cost of equipment, \$57,688.00; cost of track, \$1,029.00; cost of clearing wrecks, \$2,824.00; a total property damage of \$61,541.00.

A brief summary of the accidents investigated follows:

January 17, 1917, an accident occurred on the Chicago, Burlington & Quincy Railroad at Akron, in which four persons were slightly injured. The nature of the accident, as reported by the carrier, was from light engine 2960 moving down the roundhouse track and side-swiping passenger train No. 10.

March 29, 1917, a derailment occurred on the Rio Grande Southern Railroad near Valley View, which resulted in slight injuries to 19 passengers and two employes, none of which were incapacitated more than one day. The derailment occurred to passenger train No. 8, which was derailed and turned over on its side. The accident, according to the railroad report, was due to a sun kink in the rail.

April 24, 1917, a derailment occurred on the Denver & Salt Lake Railroad near Spruce. Freight extra 118 stalled above Spruce, according to the carrier, account over application of air. After starting, the train kept gaining speed until it derailed and piled up at Mile Post 57, demolishing 13 ears and damaging the engine. The conductor was killed and three other employes injured.

May 23, 1917, a derailment occurred on the Union Pacific Railroad near Sterling. According to the carrier, the tank truck on engine 2840, of passenger train No. 12, jumped the track while train was going about 30 miles per hour, derailing mail car, baggage car, chair car, coach and front truck of diner. Three persons were slightly injured.

May 30, 1917, a derailment occurred on the Rio Grande Southern Railroad near Sams. Passenger train No. 8 derailed on a three per cent. ascending grade at the upper end of a six degree curve, while proceeding about 12 miles per hour. No cause was assigned by the carrier. Several passengers were slightly injured.

July 14, 1917, a miscellaneous train accident occurred on the Denver & Rio Grande Railroad near Tunnel. A freight extra was proceeding east with 29 loads and one empty at about 15 miles per hour when the boom of Ditcher 038 was not down sufficient to allow clearance for tunnel, tearing out west end just inside portal, causing about forty tons of rock and dirt to fall on train. Two employes, not on duty, were killed.

October 16, 1917, a locomotive boiler accident occurred on the Atehison, Topeka & Santa Fe Railway near Orsa. Extra freight was proceeding east with 37 loads and one empty, with engines 639 and 1695. As train was passing Orsa station at about 8 miles per hour engine 1695 blew up, killing the engineer, fireman and one brakeman.

November 12, 1917, a collision occurred on the Denver & Rio Grande Railroad near Cotopaxi, resulting in the deaths of three passengers, and injury to fifteen passengers and three employes. Second and third sections No. 16 were proceeding east, the former consisting of 22 ears, and the latter 21 ears, both carrying government troops and equipment. Second 16 was proceeding at about 7 miles per hour when third 16, proceeding at about 20 miles per hour, collided with it in the rear. The accident occurred at 5:33 a. m.

January 23, 1918, a collision occurred on the Denver & Rio Grande Railroad near Granite in which one employe was injured. Freight No. 65 was proceeding west at 10 miles per hour when passenger No. 3, proceeding 30 miles per hour, collided with it in rear. Accident occurred at 2:47 a. m.

April 4, 1918, a collision occurred on the Denver & Rio Grande Railroad near Husted in which 33 passengers and four employes were injured. Accident occurred at 11:02 a. m. Freight 86, with 50 cars, was taking a siding and shoving in a cut of five cars when passenger train 4 struck freight.

April 11, 1918, a rear-end collision occurred on the Colorado & Southern Railway on main track West 3rd Avenue crossing in South Denver. The accident occurred at 9:10 p. m. and resulted in injuries to 8 passengers. Switching crew with engine 222 and 65 cars stopped at South Park Junction for crossing and started ahead when passenger train 3 collided in rear.

September 3, 1918, a derailment occurred on the Rio Grande Southern Railroad at Mile Post 33½, which resulted in neither damage to property nor casualties to persons.

STATISTICS OF ACCIDENTS

Since January 1, 1916, the reporting of accidents to the Commission has been in accordance with the rules governing the monthly reporting of accidents to the Interstate Commerce Commission. The Commission co-operated with the Interstate Commerce Commission and adopted the rules for application in the State. The Interstate Commerce Commission has for some time been engaged on a revision of the rules, and effective October 1, 1918, issued a new set of rules. This Commission will also adopt and prescribe the new rules in the interest of uniformity. The revised rules are similar to the former rules and provide for further amplification of the classes and descriptions of accidents. Under the rules the carriers are required to file monthly reports of all accidents resulting in fatalities or injuries to persons or involving damage to property of the carrier of \$150.00 or more. In addition to the monthly reports the carriers are required to render immediate telegraphic reports of train accidents and crossing accidents.

Certain requirements of the rules effective at the present time and of those effective prior to 1916 preclude a complete and accurate comparison of accidents occurring by years. The figures of casualties are fairly comparable, however, and are included herein.

Tables have been compiled, and included herein, from the monthly reports of accidents in Colorado filed with the Commission by the steam and electric carriers. During the year 1917 there were 75 persons killed in steam railroad operating accidents and 2 in industrial accidents, a total of 77. The same year there were 652 persons injured in operating accidents and 1,287 in industrial

accidents, the last named class of accidents being those in railroad shops and other departments as distinguished from the actual operation of trains. The following tables show the number of persons killed and injured in stean railroad accidents during the years from 1909 to 1917:

	Operating Accidents		Industrial Accidents		Total All Persons Reported	
	Killed	Injured	Killed	Injured	Killed	Injured
1909	141	961	3	403	144	1,364
1910	104	507	3	239	107	746
1911	57	371	1	333	58	704
1912	84	671	11	580	95	1,251
1913	100	497	7	616	107	1,113
1914	104	661	2	934	106	1,594
1915	87	699	7	975	94	1,674
1916	59	503	1	1,198	60	1,701
1917	75	652	2	1,287	77	1,939

The number of persons, by classes, involved in operating accidents was as follows:

	Passengers		Employes		Others Not Trespassing		Trespassers	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1909	22	182	52	642	14	36	53	71
1910	14	133	33	320	3	14	54	58
1911	1	82	27	224	9	10	20	51
1912	178	28	391	4	29	52	53	
1913	5	64	45	356	8	27	42	50
1914	1	166	34	385	11	51	58	59
1915	286	28	305	15	36	44	72	
1916	3	65	21	362	16	49	19	27
1917	4	86	37	487	10	45	24	34

The principal causes of accidents arise from persons falling from cars or engines, and from being struck at highway crossings. The number of casualties from these two causes are also shown:

	Falling from Cars or Engines		Struck at Highway Grade Crossings	
	Killed	Injured	Killed	Injured
1909	20	98	7	21
1910	14	73	3	8
1911	10	49	4	7
1912	15	83	3	15
1913	23	130	6	16
1914	17	152	6	30
1915	18	137	14	30
1916	12	129	15	37
1917	11	154	11	34

During the year 1917 four passengers were killed and 86 injured, a total of 90 casualties. During that year 6,762,105 passengers were carried on the railroads of the State, while the passengers carried one mile numbered 516,970,856.

Upon the foregoing basis, during the year 1917 there were 1,690,526 passengers carried for each passenger killed and 78,629 carried for each one injured; also there were 129,242,714 passengers carried one mile for each passenger killed, and 6,011,289 carried one mile for each one injured.

The report of the Railroad Commissioner for 1885 showed an interesting comparison of casualties in Colorado and those in eastern states where mountainous conditions are not encountered by railroads. During that year, on 2,996 miles of road operated in Colorado, there were 39 persons killed and 319 injured, or one killed for every 76.84 miles of road, and one injured for every 9.39 miles of road. In Iowa, for example, the same year one person was killed for every 47.87 miles of road, and one injured for every 8.54 miles. Present day statistics show a similar condition and indicate that Colorado has a minimum of casualties occurring in connection with the operation of locomotives or trains.

During the year 1917, 75 persons were killed in Colorado, and 9,567 in the United States; 652 persons were injured in Colorado and 70,790 in the United States. The mileage of road operated in Colorado was 5,950 and in the United States 254,046. The statistics of locomotive and train mileage in the United States are not yet available for 1917, but the figures for 1916 may be used as fairly approximate to arrive at the number of miles per casualty. Although Colorado had 2.34 per cent. of the operated mileage in the United States, 1.46 per cent. of the locomotive miles, and 1.39 per cent. of the train miles, the number of persons killed in Colorado amounted to only .78 per cent. of those killed in the United States and the number of persons injured to only .92 per cent. The number of miles of road per person killed in the United States was 26.5, and in Colorado three times that, or 79.3 miles; the number of miles per person injured in the United States was 3.6, and in Colorado approximately three times that, or 9.1 miles. The number of locomotive miles per person killed in the United States was only 184,230 and in Colorado 343,740; the number of locomotive miles per person injured in the United States 24,898 and in Colorado 39,540. The number of train miles per person killed in the United States was 129,514 and in Colorado 227,503; and the number of train miles per person injured in the United States 17,503 and in Colorado 26,169.

From the monthly reports of accidents filed by the carriers the Commission has compiled the following summary statements showing the number of accidents, number of casualties, and damage to property, of the steam carriers for the years ended December 31, 1916 and 1917:

	1916	1917
Average miles owned, main line.....	5,414.90	5,422.10
Average miles operated, main line.....	5,914.67	5,955.55
Locomotive miles run	24,978,314	25,780,530
Train miles run	16,936,988	17,062,699

TRAIN ACCIDENTS

Collisions:	1916	1917
Passenger train with passenger train.....	1	1
Passenger train with freight train.....	5	3
Passenger train with engine	1	1
Passenger train with cars.....	1	1
Freight train with freight train.....	10	11
Freight train with engine.....	7	3
Freight train with cars.....	5	4
Engine with engine	10	12
Engine with cars	9	11
Cars with cars	3	19
Cars with mixed train	1	....
Broken passenger train	1	....
Broken freight train .....	....	8
Total collisions	52	74
Derailments:		
Passenger trains	10	14
Freight trains	136	158
Engines	6	8
Mixed trains	7	3
Special trains .....	....	....
Work trains	5	7
Total derailments	164	190
Locomotive boiler accidents:		
Passenger trains .....	....	1
Freight trains	2	2
Total locomotive boiler accidents	2	3
Other locomotive accidents:		
Passenger trains	3	2
Freight trains	1	....
Engines .....	....	1
Total other locomotive accidents	4	3
Miscellaneous train accidents:		
Passenger trains	3	1
Freight trains	29	12
Special trains .....	....	1
Engines	2	4
Total miscellaneous train accidents	34	18
Grand Total Train Accidents	256	288

CLASSES OF TRAIN ACCIDENTS

Collisions:	1916	1917
Rear-end	11	18
Head-on	6	5
Broken train	7	4
Miscellaneous	28	47
Total	52	74

Derailments:	1916	1917
Due to:		
Defects in track, bridges, switches, and signals, and other defects in roadway	28	42
Failure of power brake apparatus, hose, etc.....	...	3
Failure of couplers	3	7
Other defects in equipment	74	78
Interlocked switches	1	....
Accidental obstructions or defects in tracks, including those due to fire, land and snow slides, floods, animals on track, etc.	20	18
Negligence or misconduct of trainmen or other employees....	11	13
Acts of non-employees	4	....
Other ascertained causes	14	17
Unknown causes	9	12
Total	164	190
Locomotive boiler accidents:		
Boiler explosions and other boiler failures or defects.....	...	3
Failures of, or defects in tubing and piping.....	1	....
Other boiler appurtenances	1	....
Total	2	3
Other locomotive accidents:		
Failure of, or defects in:		
Cylinders .....	....	....
Driving gear and machinery	1	3
Wheels and axles	2	1
Tenders .....	....	....
Miscellaneous .....	....	....
Total	3	4
Miscellaneous train accidents:		
To locomotives or cars, not elsewhere classified.....	28	13
Caused by striking trolley cars, automobiles, etc., at public highway crossings	4	4
Resulting from fires, floods, landslides, bridge failures, etc....	1	....
Other miscellaneous train accidents.....	1	1
Total	34	18

DAMAGE TO RAILWAY PROPERTY

Class of Accidents	Damage to Equipment		Damage to Track	
	No.	Amount	No.	Amount
Collisions	1916 52	\$ 69,122.00	21	\$ 1,156.00
	1917 74	52,594.00	19	1,128.00
Derailments	1916 158	104,469.00	145	32,962.00
	1917 181	124,307.00	164	29,175.00
Locomotive boiler	1916 2	6.00	....	....
	1917 3	18,847.00	2	346.00
Other locomotive	1916 4	518.00	1	39.00
	1917 3	385.00	....	....
Miscellaneous	1916 34	8,717.00	2	440.00
	1917 18	4,170.00	1	325.00
Total, all classes.....	1916 250	182,832.00	169	34,597.00
	1917 279	200,303.00	186	30,974.00

		Cost of		Total Prop-	
		Clearing Wrecks		erty Damage	
		No.	Amount	No.	Amount
Collisions	1916	31	\$ 2,344.00	52	\$ 72,622.00
	1917	44	2,987.00	74	56,709.00
Derailments	1916	141	18,888.00	164	156,319.00
	1917	163	24,139.00	190	177,621.00
Locomotive boiler	1916	...	.....	2	6.00
	1917	2	128.00	3	19,321.00
Other locomotive	1916	...	.....	4	557.00
	1917	1	45.00	3	430.00
Miscellaneous	1916	5	69.00	34	9,226.00
	1917	5	320.00	18	4,823.00
Total, all classes.....	1916	177	21,301.00	256	238,730.00
	1917	215	27,627.00	288	258,904.00

CASUALTIES TO PERSONS

TRAIN ACCIDENTS

	1916		1917	
	*K	*I	*K	*I
Collisions:				
Passengers on passenger trains.....	...	9	3	51
Passengers on other trains.....	...	6	....	....
Persons carried under contract on pas- senger trains .....	...	....	....	1
Employees on duty	5	24	....	27
Total	5	39	3	79
Derailments:				
Passengers on passenger trains	1	16	....	6
Persons carried under contract on pas- senger trains	1	4	....	2
Persons carried under contract on other trains .....	....	....	....	1
Employees on duty	4	21	7	27
Trespassers on trains, other than employees	1	1	1	2
Trespassers not on trains, other than employees .....	....	....	....	1
Total	7	42	8	39
Locomotive boiler accidents:				
Employees on duty .....	....	2	3	....
Other locomotive accidents:				
Employees on duty .....	....	3	1	....
Miscellaneous train accidents:				
Passengers on other than passenger trains	2	3	....	....
Persons carried under contract on other than passenger trains .....	....	4	....	1
Employees on duty	1	10	1	4
Employees not on duty .....	....	....	2	....
Other non-trespassers not on trains.....	....	2	....	1
Trespassers on trains, other than em- ployees	1	2	....	....
Trespassers not on trains, other than em- ployees .....	....	....	....	1
Total	4	21	3	7
Total train accidents	16	107	18	125

*"K" and "I," on this and following pages, indicate "Killed" and "Injured," respectively.

TRAIN SERVICE ACCIDENTS

	1916		1917	
	K	I	K	I
Passengers on passenger trains	22		1	21
Passengers on other trains	5			6
Passengers not on trains	4			2
Persons carried under contract on other than passenger trains	2			
Persons carried under contract, not on trains				1
Employees on duty	11	300	22	425
Employees not on duty		2	1	4
Other non-trespassers on passenger trains				1
Other non-trespassers on other trains.....		5		4
Other non-trespassers not on trains.....	15	32	10	33
Trespassers on trains—employees	1			
Trespassers on trains—other persons.....	5	12	7	14
Trespassers not on trains—employees.....			1	2
Trespassers not on trains—other persons....	11	12	15	14
Total	43	396	57	527
Grand total, train and train-service accidents, all persons	59	503	75	652

CASUALTIES BY CLASSES OF PERSONS, TRAIN AND TRAIN SERVICE ACCIDENTS

	1916		1917	
	K	I	K	I
Passengers on passenger trains.....	1	47	4	78
Passengers on other trains	2	14		6
Passengers not on trains		4		2
Total	3	65	4	86
Persons carried under contract on passenger trains	1	4		3
Persons carried under contract on other trains..		6		2
Persons carried under contract not on trains.....				1
Total persons carried under contract.....	1	10		6
Employees on duty	21	360	34	483
Employees, not on duty		2	3	4
Total employees	21	362	37	487
Other non-trespassers on passenger trains.....				1
Other non-trespassers on other trains.....		5		4
Other non-trespassers, not on trains.....	15	34	10	34
Total non-trespassers	15	39	10	39
Trespassers on trains—employees	1			
Trespassers on trains—other persons.....	7	15	8	16
Trespassers not on trains—employees.....			1	2
Trespassers not on trains—other persons	11	12	15	16
Total trespassers	19	27	24	34
Grand total, all persons.....	59	503	75	652
Subsequent fatalities	5		3	

TRAIN SERVICE ACCIDENTS BY CLASSES, SHOWING NUMBER OF CASUALTIES

Classes of Accidents	1916		1917	
	K	I	K	I
Coupling and uncoupling air and steam hose and safety chains, and turning angle cocks .....	....	2	1	9
Coupling and uncoupling cars.....	1	14	5	22
Insufficient clearances .....	....	19	1	20
Getting on or off cars or locomotives.....	1	67	3	84
Falling from cars or locomotives.....	11	62	8	70
Other accidents to employees.....	....	137	3	212
Miscellaneous accidents on or around trains—				
To passengers .....	....	19	....	18
To other persons not employees.....	1	11	2	9
Employees having no duty in connection with operation of particular train.....	....	7	1	20
Being struck or run over at stations or in yards	9	19	9	19
Being struck or run over at highway grade crossings	13	28	11	32
Being struck or run over at other places.....	7	8	13	8
Other miscellaneous train service accidents.....	....	5	....	4
Totals	43	396	57	527

NON-TRAIN ACCIDENTS, SHOWING NUMBER OF ACCIDENTS AND CASUALTIES

Classes of Persons:	1916		1917	
	K	I	K	I
Shopmen .....	....	630	....	631
Station men .....	....	106	....	162
Trackmen	1	271	2	323
Bridge and building men.....	....	94	....	61
Other employees .....	....	94	....	102
Total employees	1	1,195	2	1,279
All other persons .....	....	3	....	3
Total industrial accidents	1	1,198	2	1,287
Other non-train accidents .....	....	....	....	2
Total non-train accidents	1	1,198	2	1,289

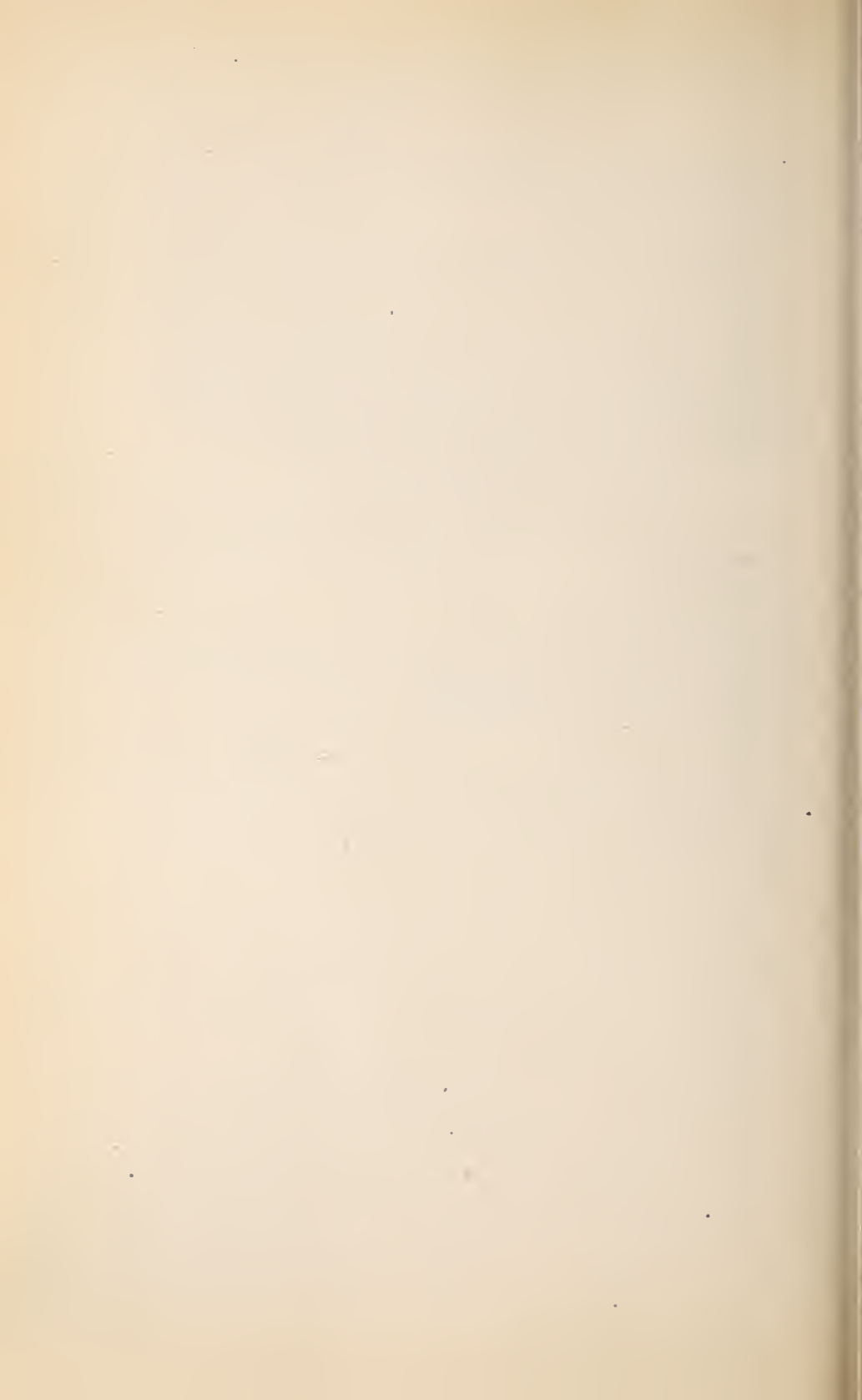
Classes of Non-train Accidents:	1916		1917	
	K	I	K	I
Working machinery, engines, motors, etc.....	30	....	66
Transmission apparatus (belts, gears, shafting, ropes, etc.)	7	....	16
Use of hand tools, apparatus, etc.....	193	....	205
Flying particles	93	....	101
Explosives, inflammable, hot, or corrosive substances	13	....	17
Electric currents	5	....	1
Collapse, fall, etc., of objects.....	198	1	161
Falls of person	1	150	....	169

	1916		1917	
	K	I	K	I
Handling rails, ties, bridge timbers, etc.....	....	155	....	171
Handling freight or supplies.....	....	94	....	137
Miscellaneous industrial causes.....	....	260	1	243
	—	—	—	—
Total casualties from industrial causes.....	1	1,198	2	1,287
Other non-train accidents .....	....	....	....	2
	—	—	—	—
Total non-train accidents	1	1,198	2	1,289

The foregoing figures include only accidents and casualties of the steam carriers. In addition thereto the following casualties have occurred in connection with the operation of electric street and interurban carriers during the years 1915, 1916 and 1917—the reports not having been required prior to 1915:

ELECTRIC RAILWAYS—CASUALTIES

Classes of Persons:	1915		1916		1917	
	K	I	K	I	K	I
Employees on duty .....	....	4	1	4	....	6
Employees not on duty.....	....	....	....	....	....	1
Passengers on passenger trains or cars.....	....	37	....	63	1	61
Passengers on other trains.....	....	....	....	....	....	2
Passengers not on trains.....	....	....	....	3	....	9
Other non-trespassers not on trains.....	3	46	15	38	1	42
Trespassers on trains—other than employees .....	....	....	....	....	....	1
Trespassers not on trains—other than employees	1	2	1	1	....	6
	—	—	—	—	—	—
Total operating casualties	4	89	17	109	2	128
Industrial accidents to employees.....	1	90	....	52	....	82
	—	—	—	—	—	—
Total casualties	5	179	17	161	2	210



SECTION VII. STEAM AND ELECTRIC
RAILROADS

d. Condition of Grade Crossings

GRADE CROSSINGS

The order of the Commission in Re Improvement of Grade Crossings in Colorado, 2 Colo. P. U. C. 128, requires that each carrier file with the Commission sketches and plats of each crossing on its line in the State of Colorado. That portion pertaining to the filing of sketches requires that the railroads furnish to the Commission

“information to be given upon forms to be placed with the railroads by this Commission, showing, for each railroad crossing at grade, the railway alignment and grade location to nearest section line; the section, township, range and county; a cross-section sketch of the railway crossing, showing the crown and approaches, with the rate of grade; the physical condition on either side of railroad crossing, with cuts, fills, trees, buildings, and other obstructions on right-of-way which interfere with the view of approaching trains; the character of the crossing; the protection of the crossing, whether by gates, flagmen, standard sign, special sign, bell or automatic or visual signal; and the daily number, direction and speed of trains.”

The cards supplied by the Commission for this purpose are approximately $9\frac{1}{2} \times 14\frac{1}{2}$ inches and contain skeleton detail for the information required. Upon receipt of the completed cards they are filed and numbered according to stations and line order. A complete index and cross-reference is maintained to facilitate the handling of the cards. When crossings are in immediate vicinity two sketches are included on one card. Two thousand and twenty-eight plats were filed up to November 30, 1918, covering a total of 2,195 crossings.

The following table shows a compilation of the number of grade crossings in the State of Colorado, with the various classes of crossings and the methods of protection at the same:

GRADE CROSSINGS IN COLORADO.

Steam Roads.			
	*With other steam railways	With electric interurban or street railways	With streets, avenues and highways
Protected by both gates and flagmen	3	4	6
Protected by gates alone.....	31	6	8
Protected by flagmen alone, 24 hours daily	4	....	7
Protected by flagmen alone, part time only	2	8	53
Protected by crossing alarm only.....	....	2	110
Protected by interlocking devices.....	50	2	....
Protected by signals not interlocked	4	7	2
Protected alone by derailling devices on electric railways .....	....	4	....
Unprotected	68	25	3,437
Total	162	58	3,623

*Includes duplications account reports rendered by two or more carriers.

A great proportion of the casualties reported by common carriers occur from the collision of steam or electric trains, locomotives or cars with automobiles, motorcycles, wagons and other vehicles at grade crossings. The following table shows the number of casualties from such causes and the percentage relation which such casualties bear to the total casualties occurring in connection with the operation of trains, locomotives or cars:

CASUALTIES AT HIGHWAY GRADE CROSSINGS.

Steam Railroads:	Killed	Per cent of total persons killed	Injured	Per cent of total persons injured
1913	6	6.0	16	3.2
1914	6	5.8	30	4.5
1915	14	16.1	30	4.3
1916	15	25.4	37	7.4
1917	11	14.7	34	5.2
Total 5 years.....	52	12.2	147	4.9
Electric Railways:				
1915	3	75.0	31	34.8
1916	14	82.3	28	25.7
1917 .....	....	....	29	22.6
Total 3 years.....	17	74.0	88	27.0

Soon after its organization the Commission, realizing the danger attending the operation of trains and vehicles over grade crossings, instituted an investigation into the matter of safety of grade crossings. The order of the Commission entered in this cause provided that no grade crossing be constructed or altered except the same be constructed and maintained in accordance with the uniform specifications set forth in the order.

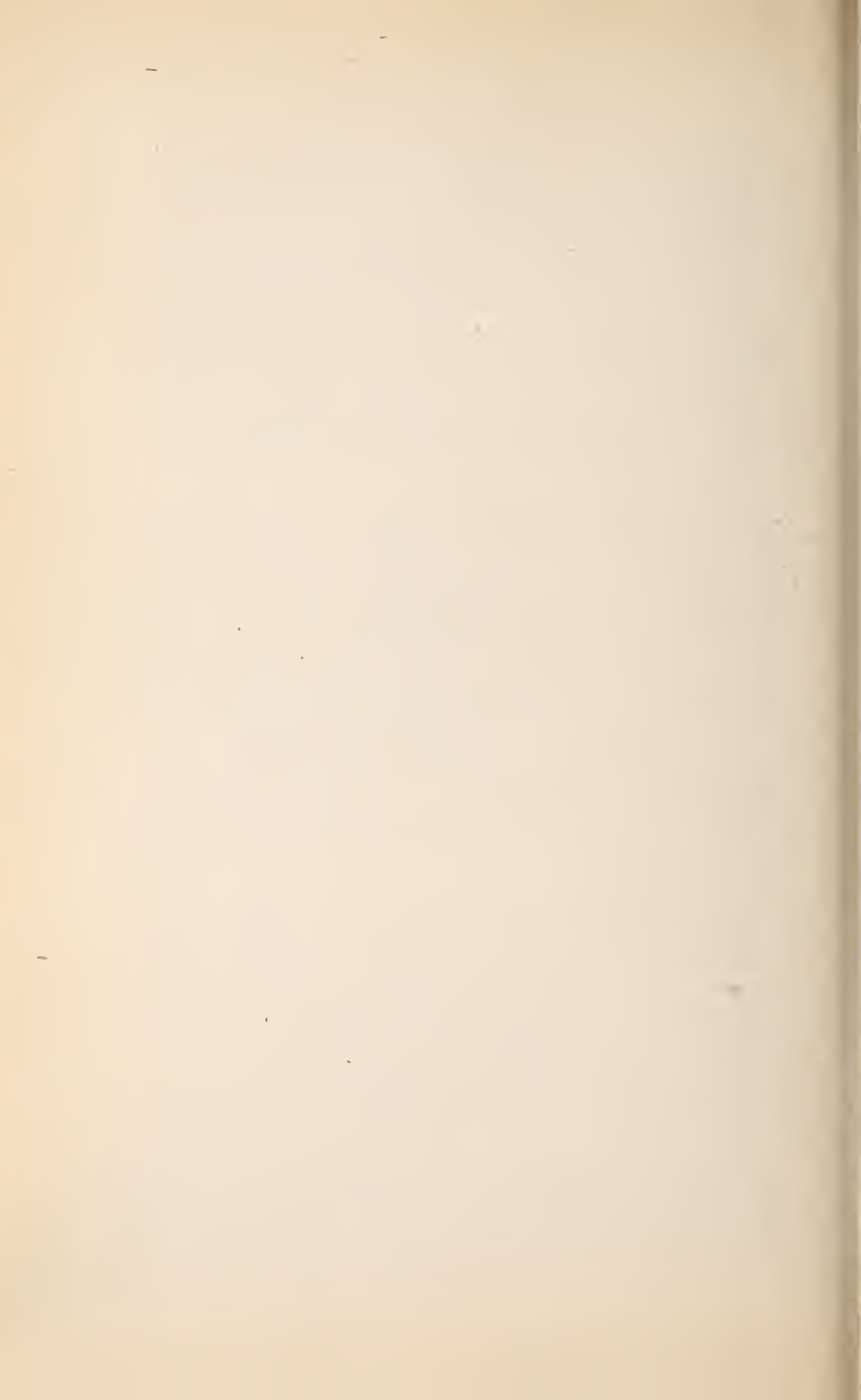
The specifications provide that when railroads cross state highways, whether primary or secondary, the approaches thereto shall be not less than 24 feet in width, while at crossings other than state highways the approaches shall be not less than 16 feet in width. At all crossings, whether over state highways or not, the approaches are required to be constructed and maintained level with the top of the rails for not less than 20 feet from the center line of the track on either side, and when more than one track is crossed, for not less than 20 feet from the center line of the outside track; the approaches to be constructed on a uniform grade of not to exceed 6 per cent from a point at least 20 feet from the center line of track or tracks; the roadway to be well drained and surfaced with gravel or some other suitable paving material, and a smooth roadway surface to be maintained on approaches and crossings. Further provision is made for the planking of crossings within city or town limits.

It is thus designed to obtain a uniformity of grade crossings throughout the state with maximum degrees of grade and approaches. Under the amendment to section 29 of the Act, passed in 1917, no carrier shall change or construct any new highway crossing except upon application to the Commission, which is thus given full authority to require the safest and most adequate crossing.

The Commission on March 1, 1916, issued its General Order No. 13 requiring the efficient maintenance of all safety devices previously installed by carriers, and requiring further that before any new safety device shall be installed by any carrier the proposed plans and specifications thereof shall be submitted to the Commission for approval. In addition it required all steam and electric carriers to immediately remove from their rights-of-way all obstructions of every kind, except buildings, which in any way interfered with the view of approaching trains at railway and highway crossings.

The Commission, through its inspection department, has made hundreds of inspections of crossings and safety devices at crossings. Special proceedings were instituted on the motion of the Commission into the adequacy of grade crossing protections between Denver and Pueblo on the lines of the Atchison, Topeka & Santa Fe Railway and the Denver & Rio Grande Railroad. It is estimated that not less than 25 per cent of the passenger and vehicle traffic of the state moves between Denver and Pueblo. The Commission also instituted proceedings in connection with the safety of grade crossings between Denver and Boulder on the lines of the Colorado & Southern Railway and the Denver & Interurban Railroad.

As a result of these two proceedings orders were issued requiring the installation and maintenance of automatic signal protection devices at highway crossings on the lines named. In addition the Denver & Interurban Railroad was directed to operate trains at a minimum rate of speed over certain crossings.



SECTION VIII. ENGINEERING

- a. Standards of Service



STANDARDS OF SERVICE

Section 13 (b) of the Act provides that every public utility shall furnish, provide and maintain such service, instrumentalities, equipment and facilities as shall promote the safety, health, comfort and convenience of its patrons, employes and the public, and as shall in all respects be adequate, efficient, just and reasonable. Other sections of the Act make it the duty of the Commission to provide rules and regulations to be observed by the utilities to carry out the provisions of the section quoted. For this purpose the Commission held a hearing and investigation in 1916 to prescribe the rules and regulation to govern the service of electric, gas and water utilities. These rules were issued October 5, 1916, and are now in effect. They are found in Volume 3 of Decisions of the Commission, at page 250 and page 301 to 324. Original Rule 14 was indefinitely suspended by order issued March 22, 1917. Vol. 3, page 362.

The Commission has co-operated with the Bureau of Standards of the United States government. Representatives of the Bureau of Standards attended the hearings of the Commission and rendered material assistance in connection with the promulgation of the Commission's service rules.

The service rules as prescribed by the Commission require that each utility keep a record of its operations and interruptions of service; make frequent inspections of plants; make frequent tests of its instruments, meters, etc.; file prompt reports of accidents; keep complete records of all complaints received; furnish information to consumers; render meter readings in clear and comprehensive form; keep schedules open to the public for inspection; furnish forty-eight hours' notice to consumers of discontinuance of service.

The gas utilities are required to maintain an average heating value in the gas supplied of 575 British thermal units per cubic foot; to equip their plants with calorimeters with which to determine the heating quality of the gas; supply gas of certain degree of purity; maintain adequate pressure gas; adjust bills on meter errors, etc.

The electric utilities are required to use pole identifications; make pole inspections; follow rules currently in force in the National Electric Safety Code regarding grounding of low-potential circuits; adopt standard average voltages; make voltage surveys and keep voltage records; locate meters in certain places and positions; comply with certain accuracy requirements for service watt-hour meters, and make tests on installation; make periodic tests of

watt-hour meters; adjust bills on errors; inspect incandescent lamps, and install station instruments and watt-hour meters.

Water utilities are required to keep water to certain standards of purity; make chemical and bacteriological tests and furnish records thereof to the Commission each week; avoid "dead-ends" in distributing mains; maintain adequate pressure; make pressure surveys; install and make periodic tests of meters; adjust bills on meter errors; and maintain suitable water meter testers.

Upon application the Commission will make a test of any meter of any electric, gas or water utility at the following bases of charges, which are prescribed in the rules:

Electric Utilities: (Watt-hour meters)	Charge
1. For continuous current and single phase meters operating on 600 volts or less, up to and including 25 amperes rated capacity of the meter element, each.....	\$2.00
2. For each additional 50 amperes or fraction thereof.....	.50
3. For single phase meters above 600 volts and for polyphase meters with or without instrument transformers up to and including 25 kilowatts rated capacity.....	3.00
4. For each additional 25 kilowatts rated capacity or fraction thereof	3.00
 Gas Utilities:	
Not exceeding 10 lights capacity, each meter.....	2.00
Exceeding 10 but not exceeding 45 lights capacity, each meter.....	4.00
Exceeding 45 lights capacity, each meter.....	8.00
 Water Utilities.	
For each meter not exceeding 1 inch capacity.....	2.50
Exceeding 1 inch but not exceeding 2 inches.....	4.00
Exceeding 2 inches capacity.....	8.00

For such tests the fee shall be forwarded to the Commission by the consumer when making application, which shall be refunded to the consumer by the utility if the meter be found fast beyond the limits of variation prescribed by the rules. Many meters have been tested by the Commission upon requests of consumers.

The Commission possesses complete equipment for making tests required under its rules. The equipment consists of gas testing sets, hydrometers, gas pressure gauges, water pressure gauges, voltmeters, portable standard watt-hour meters, load boxes and portable voltmeters.

SECTION VIII. ENGINEERING

b. Valuation

VALUATION

As the Commission has no jurisdiction over the issuance of securities of utilities all of the valuation proceedings conducted have been for rate-making purposes. Although the 1917 amendment to the Public Utilities Act vested the Commission with jurisdiction over the issuance of certificates of public convenience and necessity and provided that, after a hearing, the Commission shall determine the value of the property of a public utility when a municipality elects to purchase, but the utility and municipality cannot agree upon a valuation, no cases have arisen thereunder which have necessitated the valuation of properties.

As the Reports of Decisions of the Commission contain the decisions of the Commission with reference to valuations it is unnecessary to enter into detail on the methods of valuing property used by the Commission or its engineers. The following statement shows the properties valued by the Commission for rate-making purposes. In addition to the valuations listed, the Commission has made several revaluations and also partial valuations of properties which do not appear in the table:

Utility Electric Properties.	Date of Decision	Fair Value
Arkansas Valley Electric Co.....	June 22, 1915	\$ 25,560.69
Colorado Springs L., H. & P. Co.....	Dec. 15, 1915	1,481,762.00
Arvada Electric Co.	April 27, 1916	34,383.00
Arkansas Valley Ry., L. & P. Co. (La Junta)....	April 29, 1916	80,000.00
Wray Light & Power Co.....	June 9, 1917	19,898.00
Intermountain Ry., L. & P. Co. (Lamar).....	Oct. 8, 1917	139,500.00
Suburban Light & Power Co.....	Nov. 16, 1917	16,000.00
Western Colorado Power Co. (Montrose, Delta, Olathe)	Mch. 12, 1918	250,000.00
Aguilar Light & Power Co.....	July 12, 1918	13,500.00
Total electric properties		\$ 2,060,603.69
Gas Properties.		
Colorado Springs L., H. & P. Co.....	Dec. 15, 1915	\$ 710,917.00
Federal Gas Co.....	April 30, 1918	145,000.00
Total gas properties		\$ 855,917.00
Water Properties.		
Cripple Creek Water Co.....	Mch. 25, 1916	\$ 150,000.00
Castle Creek Water Co.....	Dec. 2, 1916	165,735.00
Commonwealth Land Co.....	Oct. 13, 1917	10,000.00
Total water properties.....		\$ 325,735.00
Steam Properties.		
Colorado Springs L., H. & Power Co.....	Dec. 15, 1915	\$ 122,774.00
Telephone Properties.		
Mountain States Telephone & Telegraph Co.....	Jan. 5, 1917	14,698,414.00
Grand total all properties.....		\$18,063,443.69

At the present time proceedings are pending to determine the fair value of the properties of The Denver Tramway Company, of which the book value is *\$29,516,515.65, according to the annual report of the company for the year ended December 31, 1917, and of The Glenwood Light & Water Company, of which the book value is \$410,329.47 according to the annual report of the company for the year ended December 31, 1917. The valuation of the former utility is practically completed and awaits only the decision of the Commission, the case having been fully presented and argued by applicant and protestants.

*On December 17, 1918, subsequent to the biennial period embraced in this report, the Commission issued its order in this cause finding the present fair value, for rate-making purposes, of the property of the Denver Tramway System as of December 31, 1917, to be \$23,674,100.00 apportioned to the three operating divisions as follows:

City lines	\$20,867,750.00
Denver & Northwestern Ry.....	1,448,550.00
Denver & Inter-Mountain R. R.....	1,357,800.00

SECTION IX. STATISTICS

a. Steam Railroads

TABLE NO. 1

STATEMENT OF MILEAGE OWNED IN STATE OF COLORADO BY STEAM ROADS, DECEMBER 31, 1917.—COLORADO.

Class A:	Operating roads	Road	Second main track	Yard tracks and sidings	Total	Owued, but not operated
	Atchison, T. & S. F. Ry.	505.94	20.18	285.68	811.80	.....
	Chicago, B. & Q. R. R.	394.36	.....	138.96	533.32	.....
	Chicago, R. I. & P. Ry.	165.53	.....	27.69	193.22	.....
	Colorado & Southern Ry.	642.87	6.33	293.84	943.04	151.08
	Colorado Midland R. R.	261.10	.....	76.50	337.60	.....
	Cripple Creek & C. S. R. R.	2.06	.....	2.86	4.91	.....
	Denver & Rio Grande R. R.	1,564.12	74.33	477.57	2,116.02	48.33
	Denver & Salt Lake R. R.	252.35	.....	48.63	300.98	.....
	Missouri Pacific R. R.	152.12	.....	37.72	189.84	.....
	Union Pacific R. R.	591.84	13.49	227.70	833.03	.....
	Total	4,532.29	114.33	1,617.14	6,263.76	199.41
Class B:	Colorado & S. E. R. R.	6.27	.....	9.63	15.90	1.25
	Colorado & Wyoming Ry.	34.95	.....	106.78	141.73	1.70
	Colorado, Wyo. & E. Ry.	43.88	.....	.....	43.88	.....
	Great Western Ry.	86.39	.....	23.49	109.88	.....
	Manitou & P. R. R.	8.70	.....	.....	9.00	.....
	Rio Grande Southern R. R.	175.00	.....	25.82	200.82	7.27
	Uintah Ry.	50.74	.....	.....	50.74	.....
	Total	405.93	.....	166.02	571.95	10.22
Class C:	Beaver P. & N. Ry.	6.49	.....	1.55	8.04	.....
	Colorado-Kansas Ry.	29.20	.....	1.90	31.10	.....
	Crystal River R. R.	20.60	.....	3.20	23.80	.....
	Crystal River & S. J. F. R.	.....	.....	.....	.....	7.40
	Denver, B. & W. R. R.	45.99	.....	3.32	49.91	.....
	San Luis Central R. R.	42.21	.....	1.00	43.21	.....
	San Luis Southern Ry.	31.53	.....	.....	33.41	.....
	Silverton Ry.	17.00	.....	.....	17.00	.....
	Silverton Northern R. R.	21.40	.....	2.41	23.81	.....
	Total	177.42	.....	15.76	193.18	7.40

Switching and Terminal:					
Denver U. T. Ry.	.....	5.90	5.90	.....	.....
Northwestern T. Ry.	.....	.28	4.97	.....	.....
Pueblo U. D. & R. R.	.....	2.59	2.59	.....	.....
Total	.....	8.77	13.46	.....	.....
Non-operating, lessor:					
Colorado R. R.	.....	22.74	130.92	.....	.....
Colo. Spgs. & C. D. Ry.	.....	13.48	87.73	.....	.....
Georgetown & G. P. Ry.	.....	15.90	15.90	.....	.....
Midland Terminal Ry.	.....	15.71	45.11	.....	.....
Rio Grande Junction Ry.	.....	11.49	73.57	.....	.....
Total	.....	63.42	353.23	.....	.....
Electric roads, steam operations:					
Denver & I. M. R. R.	.....	7.12	19.08	.....	.....
GRAND TOTAL	.....	1,878.23	7,414.66	.....	217.03
	.....	114.33		.....

TABLE NO. 2

STATEMENT OF MILEAGE OPERATED IN STATE OF COLORADO BY STEAM ROADS, DECEMBER 31, 1917.—COLORADO.				
Class A:	Road	Second main track	Yard tracks and sidings	Total
	Atchison, T. & S. F. Ry.	506.21	312.54	842.67
	Chicago, B. & O. R. R.	429.33	138.96	568.29
	Chicago, R. I. & P. Ry.	374.51	27.69	432.66
	Colorado & Southern Ry.	876.05	321.37	1,206.95
	Colorado Midland R. R.	337.64	112.98	450.62
	Cripple Creek & C. S. R. R.	132.61	46.85	173.46
	Denver & Rio Grande R. R.	1,673.17	504.61	2,300.32
	Denver & Salt Lake R. R.	255.46	51.12	306.58
	Missouri Pacific R. R.	152.12	37.72	189.84
	Union Pacific R. R.	592.21	227.70	833.58
	Total	5,329.71	1,784.74	7,310.97
Class B:				
	Colorado & S. E. R. R.	20.78	9.63	30.41
	Colorado & Wyoming Ry.	37.07	106.78	143.85
	Colorado, Wyo. & E. Ry.	43.88	43.88	43.88
	Great Western Ry.	86.39	23.49	109.88
	Manitou & P. P. R. R.	8.70	.30	9.00
	Rio Grande Southern R. R.	179.79	25.82	205.61
	Uintah Ry.	50.74	.....	50.74
	Total	427.35	166.02	593.37
Class C:				
	Beaver, P. & N. Ry.	6.49	1.55	8.04
	Colorado-Kansas Ry.	22.20	1.80	24.00
	Crystal River R. R.	20.60	3.20	23.80
	Denver, B. & W. R. R.	46.79	6.21	53.00
	San Luis Central R. R.	15.21	1.00	16.21
	San Luis Southern Ry.	31.53	2.63	34.16
	Silverton Ry.	17.00	.....	17.00
	Silverton Northern R. R.	21.40	2.41	23.81
	Total	181.22	18.80	200.02

Switching and Terminal:			
Denver U. T. Ry.....	5.90		
Northwestern T. Ry.....	7.32		
Pueblo U. D. & R. R.....	2.01		
	2.59		
	<hr/>		
Total	15.81		
Electric roads, steam operations:			
Denver & I. M. R. R.....	7.12		
	<hr/>		
GRAND TOTAL	1,987.18	196.52	8,139.25

TABLE NO. 3

REVENUES AND EXPENSES OF STEAM ROADS, YEAR ENDED

	Argentine & Grays Peak Ry. Co.	Atchison, Topeka & Santa Fe Ry. Co.
Transportation—rail line:		
Freight	\$1,468	\$4,413,468
Passenger	5,695	2,434,671
Excess baggage		30,184
Sleeping car		
Parlor and chair car		
Mail		170,343
Express		388,452
Other passenger train		76,869
Milk		5,255
Switching		39,260
Special service train		6,101
Other freight train		73
Total transportation—rail line.....	7,163	7,564,676
Incidental:		
Dining and buffet		
Hotel and restaurant		
Station and train privileges		27,188
Parcel room		259
Storage—freight		2,863
Storage—baggage		4,059
Demurrage		16,934
Telegraph and telephone.....		10,265
Power		
Rents of buildings and other property.....		2,092
Miscellaneous	162	23,073
Total incidental	162	86,733
Joint facility:		
Joint facility—Cr.		22,411
Joint facility—Dr.		
Total joint facility		22,411
Total railway operating revenues.....	7,325	7,673,820
Operating expenses:		
Maintenance of way and structures.....	1,892	526,119
Maintenance of equipment.....	2,000	1,247,424
Traffic expenses	100	134,308
Transportation	4,289	2,328,923
Miscellaneous operations		
General	500	147,784
Transportation for investment—Cr.		25,724
Total operating expenses	8,781	4,358,833
Net operating revenue	*1,456	3,314,987
Operating ratio—per cent.....	120.0	56.80

* Denotes deficit.
a Figures are for entire line.

TABLE NO. 3

DECEMBER 31, 1917.—WITHIN THE STATE.

Beaver, Penrose & Northern Ry. Co.	Chicago, Burling- ton & Quincy R. R. Co.	Chicago, Rock Island & Pacific Ry. Co.	Colorado & South- eastern R. R. Co.	(a) Colo. & Southern Ry. Co.	Colorado & Wyoming Ry. Co.
\$1,054	\$3,692,624	\$1,052,592	\$77,739	\$8,278,757	\$245,776
206	1,223,055	533,712	.....	1,913,524	28,932
1	12,757	4,589	.....	16,636	228
.....
275	94,589	48,376	.....	119,878	1,608
151	127,663	89,717	.....	220,854	3,898
.....	4,221	3,194	.....	2,341	54
.....	27,265	.....	.....	.....	.....
.....	80,523	293	7,938	234,288	676,757
.....	268	.....	601	1,990	.....
.....	.....	.....	.....	188	.....
1,687	5,262,965	1,732,472	86,280	10,788,457	957,253
.....	61,795	15,249	.....	69,101	.....
.....	20,212	.....	.....	15,362	.....
.....	68	2,212	.....	13,124	.....
.....	233	19	.....	705	.....
22	2,229	1,009	2	2,473	30
.....	3,561	1,260	.....	4,421	54
3	17,523	4,307	.....	37,123	53,964
.....	8,820	.....	.....	.....	.....
.....	10,956	.....	101	297	.....
.....	5,751	320	207	15,441	282
25	131,147	24,375	310	158,048	54,330
.....	16,893	49,419	.....	20,212	.....
.....	.....	.....	.....	53	.....
.....	16,893	49,419	.....	20,159	.....
1,712	5,411,004	1,806,266	86,590	10,966,664	1,011,582
3,434	371,505	297,114	11,584	1,021,845	92,312
1,138	668,922	394,341	11,154	1,880,993	114,275
132	73,018	49,965	867	131,729	1,452
4,344	1,568,453	737,308	32,129	3,372,309	319,012
.....	84,503	15,174	.....	73,728	.....
150	108,244	64,192	4,574	322,464	50,977
.....	22,906	1,042	.....	5,763	.....
9,199	2,851,738	1,557,052	60,307	6,797,304	578,028
*7,487	2,559,266	249,214	26,283	4,169,360	433,555
536.0	52.70	86.20	69.65	61.98	57.14

TABLE NO. 3 (Continued)

	Colo.- Kansas Ry. Co.	(b) Colorado Midland Ry. Co. Receiver
Transportation—rail line:		
Freight	\$18,010	\$424,646
Passenger	2,484	70,780
Excess baggage		309
Sleeping car		
Parlor and chair car.....		
Mail	949	7,267
Express		25,000
Other passenger train		40
Milk		
Switching	672	5,077
Special service train		
Other freight train		
Total transportation—rail line	22,116	533,119
Incidental:		
Dining and buffet		2,000
Hotel and restaurant		
Station and train privileges.....		50
Parcel room		4
Storage—freight		140
Storage—baggage		19
Demurrage		1,502
Telegraph and telephone		24
Power		
Rents of buildings and other property		846
Miscellaneous	61	581
Total incidental	61	5,167
Joint facility:		
Joint facility—Cr.		28
Joint facility—Dr.		
Total joint facility		28
Total railway operating revenues.....	22,176	538,314
Operating expenses:		
Maintenance of way and structures	7,969	89,170
Maintenance of equipment	2,161	163,585
Traffic expenses	100	33,005
Transportation	9,183	270,029
Miscellaneous operations		3,107
General	1,886	30,068
Transportation for investment—Cr.		
Total operating expenses	21,298	588,964
Net operating revenue	878	*50,650
Operating ratio—per cent.	95.30	109.41

* Denotes deficit.

a Figures are for entire line.

b Report for five months ended May 31, 1917.

c Report for seven months ended Dec. 31, 1917.

d No report rendered.

TABLE NO. 3 (Continued)

DECEMBER 31, 1917.—WITHIN THE STATE.

(c) Colorado Midland R. R. Co.	(a) Colo.- Wyo. & Eastern Ry. Co.	Cripple Creek & Colorado Springs R. R. Co.	Crystal River R. R. Co.	(d) Crystal River & San Juan Ry. Co.	Denver & Rio Grande Railroad Company
\$ 908,253	\$157,842	\$ 914,588	\$17,427		\$12,172,408
127,980	17,936	170,568	1,858		3,220,327
400	64	1,052			33,880
-----	-----	-----	-----		-----
9,976	2,718	3,693	868		26,310
30,609	1,681	14,214			166,922
135		538			381,903
-----	-----	-----	-----		43,794
6,542	54	1,464	94		196,938
2,075		400			3,846
-----	-----	-----	-----		10
1,086,870	180,295	1,106,518	20,248		16,246,338
-----	-----	-----	-----		-----
6,738					148,032
-----	-----	-----	-----		107,042
821		1,464			12,438
12		17			3,569
161	40	97			2,727
53	11	85			5,445
2,540	672	3,245			29,231
24	311	15			3,463
-----	-----	-----	-----		-----
507		291			1,349
4,158	214	1,437			15,053
-----	-----	-----	-----		-----
15,014	1,248	6,652			328,350
-----	-----	-----	-----		-----
48					20,587
-----	-----	-----	-----		27,344
48					*6,757
-----	-----	-----	-----		-----
1,101,932	181,542	1,113,170	20,248		16,567,931
-----	-----	-----	-----		-----
252,710	30,281	86,849	4,169		1,984,339
204,020	18,779	89,983	3,273		2,998,345
48,932	300	17,285	110		306,303
553,625	50,150	288,134	5,591		5,471,689
6,962					220,016
30,241	16,246	37,220	2,729		523,773
-----	-----	-----	-----		16,525
1,096,489	115,756	519,472	15,871		11,487,940
-----	-----	-----	-----		-----
5,443	65,786	593,698	4,377		5,079,991
99.51	63.76	46.67	78.38		69.34

TABLE NO. 3 (Continued)

	(a)	(b)
	Denver & Salt Lake R. R. Co.	Denver & Salt Lake R. R. Co. Receiver
Transportation—rail line:		
Freight	\$ 994,553	\$652,838
Passenger	210,024	133,956
Excess baggage	1,311	729
Sleeping car .....	.....	.....
Parlor and chair car.....	5,820	3,956
Mail	9,929	6,921
Express	16,688	10,216
Other passenger train	468	18
Milk .....	.....	.....
Switching	3,029	1,219
Special service train	100	.....
Other freight train	13	.....
Total transportation—rail line	1,241,934	809,854
Incidental:		
Dining and buffet .....	.....	.....
Hotel and restaurant .....	.....	.....
Station and train privileges.....	2,351	1,549
Parcel room .....	.....	42
Storage, freight	221	157
Storage, baggage	479	348
Demurrage	927	987
Telegraph and telephone	1,714	1,150
Power	82	35
Rents of buildings and other property	1,262	792
Miscellaneous	577	753
Total incidental	7,615	5,813
Joint facility:		
Joint facility—Cr. ....	.....	.....
Joint facility—Dr. ....	.....	.....
Total joint facility .....	.....	.....
Total railway operating revenues.....	1,249,549	815,667
Operating expenses:		
Maintenance of way and structures.....	247,862	148,591
Maintenance of equipment	360,563	197,450
Traffic expenses	18,097	6,832
Transportation	653,082	353,103
Miscellaneous operations .....	.....	.....
General	39,214	16,723
Transportation for investment—Cr.	9	.....
Total operating expenses	1,318,809	722,700
Net operating revenue	*69,259	92,967
Operating ratio—per cent	105.54	88.60

* Denotes deficit.

a Report for period from Jan. 1 to Aug. 16, 1917.

b Report for period from Aug. 17 to Dec. 31, 1917.

c Report for period from Jan. 1 to July 21, 1917.

d Report for five months ended May 31, 1917.

e Report for seven months ended Dec. 31, 1917.

TABLE NO. 3 (Continued)

DECEMBER 31, 1917.—WITHIN THE STATE.

Denver, Boulder & Western R. R. Co.	Great Western Ry. Co.	Manitou & Pike's Peak Ry. Co.	(c) Midland Terminal Ry. Co.	(d) Missouri Pacific Ry. Co. Receiver	(e) Missouri Pacific R. R. Co.	Rio Grande Southern R. R. Co.
\$44,248	\$256,756	\$ 504	\$81,393	\$517,313	\$ 842,238	\$480,791
20,691	3,587	47,697	7,825	59,318	121,357	119,382
25	8	.....	19	466	941	1,732
.....
.....	.....	.....	.....	55	.....	1,332
1,873	1,330	.....	1,204	10,681	15,213	8,122
1,091	549	.....	197	13,026	16,764	16,912
.....	.....	.....	*12	4	74	.....
.....
64	23,075	.....	15	1,719	2,707	51
.....	.....	.....	.....	.....	.....	76
.....
67,991	285,304	48,201	90,640	602,582	999,296	628,399
.....
.....	.....	.....	.....	2,755	7,143	.....
280	.....	70	159	4,404	9,280	.....
.....	.....	.....	.....	114	292	.....
.....	13	.....	11	7	14	.....
.....	.....	.....	1	210	301	308
.....	4,628	.....	108	38	28	150
.....	.....	.....	.....	705	1,578	23
.....	.....	.....	.....	139	295	299
.....
74	.....	2,553	4	.....	.....	.....
9	.....	.....	3	41	611	193
.....
362	4,641	2,623	285	8,412	19,543	973
.....
.....	.....	.....	.....	818	1,215	3,748
.....
.....	.....	.....	.....	818	1,215	3,748
68,354	289,946	50,824	90,925	611,811	1,020,054	633,120
.....
15,693	42,618	6,979	14,125	63,708	87,774	114,861
12,252	38,603	15,662	9,920	95,773	166,295	41,769
2,470	897	9,960	1,042	17,321	24,727	216
31,919	74,511	11,622	18,077	170,040	310,736	227,539
90	.....	.....	.....	6,538	13,228	.....
5,908	36,645	9,106	2,484	11,236	19,795	13,268
.....	.....	.....	.....	4,017	495	.....
.....
68,331	193,274	53,329	45,648	360,599	622,059	397,652
.....
23	96,672	*2,505	45,277	251,212	397,995	235,468
99.97	66.66	104.92	50.30	58.93	60.98	62.81

TABLE NO. 3 (Concluded)

	San Luis Central R. R. Co.	San Luis Southern Ry. Co.
Transportation—rail line:		
Freight	\$31,286	\$17,825
Passenger	1,852	6,445
Excess baggage	42	80
Sleeping car		
Parlor and chair car.....		
Mail	709	1,500
Express		1,056
Other passenger train		9
Milk	32	
Switching	33	
Special service train		
Other freight train		
Total transportation—rail line	33,954	26,915
Incidental:		
Dining and buffet		
Hotel and restaurant		
Station and train privileges.....		
Parcel room		
Storage, freight	28	36
Storage, baggage	1	1
Demurrage	150	33
Telegraph and telephone		
Power		
Rents of buildings and other property.....		586
Miscellaneous		44
Total incidental	180	700
Joint facility:		
Joint facility—Cr.		
Joint facility—Dr.		
Total joint facility		
Total railway operating revenues.....	34,133	27,615
Operating expenses:		
Maintenance of way and structures.....	2,484	4,537
Maintenance of equipment	1,665	2,430
Traffic expenses	1,557	324
Transportation	11,028	14,783
Miscellaneous operations		
General	2,271	1,397
Transportation for investment—Cr.		
Total operating expenses	19,005	23,471
Net operating revenue	15,128	4,144
Operating ratio—per cent	55.70	85.00

* Denotes deficit.

† Less than .01 per cent.

a Figures are for entire line.

b Per cent of operating expenses.

TABLE NO. 3 (Concluded)

DECEMBER 31, 1917.—WITHIN THE STATE.

Silverton Ry. Co.	Silverton Northern R. R. Co.	(a) Utah Ry. Co.	Union Pacific R. R. Co.	Total	Per Cent of Total Revenues
\$22,806	\$74,746	\$376,779	\$4,755,733	\$41,526,462.30	69.66
97	2,576	19,687	1,956,467	12,462,488.49	20.90
.....	.....	75	20,212	125,738.47	.21
.....	.....	.....	3,768	41,241.75	.....
.....	416	8,096	159,737	853,192.09	1.43
.....	.....	1,809	197,993	1,560,444.03	2.62
.....	.....	.....	48,417	180,165.34	.31
.....	.....	.....	.....	32,550.89	.05
15	374	.....	58,223	1,340,425.53	2.25
.....	45	.....	2,570	18,973.85	.03
.....	.....	.....	.....	284.49	†
22,918	78,157	406,446	7,203,119	58,142,167.23	97.53
.....	.....	.....	128,809	441,622.33	.74
.....	.....	8,095	178,725	343,119.38	.58
.....	.....	.....	7,468	69,649.02	.12
.....	.....	.....	965	5,844.19	.01
.....	.....	.....	2,939	16,016.82	.03
.....	.....	.....	3,737	23,750.94	.04
391	4,467	.....	31,705	212,746.32	.36
.....	.....	1,068	18,829	49,611.32	.07
.....	.....	271	463	851.68	†
.....	.....	.....	19,096	40,805.56	.07
.....	.....	75,759	13,647	158,377.58	.26
391	4,467	88,388	406,381	1,362,395.14	2.28
.....	.....	.....	5,996	141,375.26	.24
.....	.....	.....	3,907	31,304.17	*.05
.....	.....	.....	2,089	110,071.09	.19
23,309	82,624	494,834	7,611,589	59,614,633.46	100.00
11,545	11,777	44,394	1,053,761	6,651,999.99	(b)16.76
.....	10,203	55,544	1,187,704	9,996,224.99	(b)25.19
.....	190	1,135	161,419	1,043,790.51	(b)2.63
8,381	19,410	77,745	2,632,411	19,629,552.52	(b)49.47
.....	.....	95,872	203,388	722,605.65	(b)1.82
800	9,433	18,048	254,143	1,781,518.37	(b)4.49
.....	.....	.....	72,063	148,543.60	(b)*.37
20,726	51,014	292,737	5,420,763	39,677,148.43	100.00
2,583	31,610	202,096	2,190,826	19,937,485.03	.....
88.49	61.74	59.16	71.22	66.55	.....

SECTION IX. STATISTICS

b. Electric Railways

TABLE NO. 4

STATISTICS OF ELECTRIC STREET AND INTERURBAN RAILWAYS.

	Arkansas Valley Ry. Light & Power Co.
Passenger car mileage	1,445,036
Freight, mail and express car mileage.....	5,914
Total car mileage	1,450,950
Passenger car-hours	156,298
Freight, mail and express car-hours.....	641
Total car-hours	156,939
Regular fare passengers carried	7,989,595
Revenue transfer passengers carried	641
Total revenue passengers carried.....	7,989,595
Free transfer passengers carried.....	887,695
Total passengers carried.....	8,877,290
Employees and others carried free.....	241,319
Passenger revenue	\$380,552.06
Average fare, revenue passengers.....	.04760
Average fare, all passengers (including transfer passengers).....	.04290
Total revenue from transportation.....	380,596.56
Revenue from transportation per car-mile.....	.26230
Revenue from transportation per car-hour.....	2.42600
Total revenue from other railway operations.....	1,795.23
Revenue from other railway operations per car-mile.....	.00124
Revenue from other railway operations per car-hour.....	.01144
Total operating revenues	382,391.79
Operating revenues per car-mile.....	.26350
Operating revenues per car-hour.....	2.43700
Total operating expenses.....	214,934.38
Operating expenses per car-mile .....	.1481
Operating expenses per car-hour.....	1.37
Miles of line owned—main line.....	19.22
Miles of line owned—all tracks.....	33.73
Miles of line operated—main line	19.22
Miles of line operated—all tracks.....	33.73

*Not computed.

TABLE NO. 4

YEAR ENDED DECEMBER 31, 1917.

Colorado Springs & Interurban Ry. Co.	Denver & Crown Hill Ry. Co.	Denver & Inter-Mountain R. R. Co.	Denver & Interurban R. R. Co.	Denver & South Platte Ry. Co.
1,526,314	31,738	383,883	612,358	74,705
27,378	.....	227,131	.....	.....
1,553,692	31,738	611,014	612,358	74,705
148,676	4,532	34,542	*	7,471
5,475	.....	22,713	.....	.....
154,151	4,532	57,255	*	7,471
7,584,059	85,899	1,445,806	992,845	319,333
.....
7,584,059	85,899	1,445,806	992,845	319,333
1,101,932	.....	443,553	71,766	34,423
8,685,991	85,899	1,889,359	1,064,611	353,756
237,147	.....	29,141	3,893	.....
\$363,178.25	\$ 4,069.16	\$ 93,705.91	\$232,553.63	\$ 15,577.81
.04789	.04737	.06481	.23423	.04878
.04181	.04737	.04959	.21844	.04404
376,260.74	4,069.16	194,368.56	234,016.91	15,582.81
.24217	.12821	.31811	.38216	.20859
2.44090	.89787	3.39473	*	2.08576
10,082.49	.....	15,053.62	834.50	455.12
.00649	.....	.02464	.00136	.00609
.06541	.....	.26292	*	.06092
386,343.23	4,069.16	209,422.18	234,851.41	16,037.93
.24866	.12821	.34275	.38352	.21468
2.50630	.89787	3.65765	*	2.14669
299,533.17	5,593.21	171,107.86	222,736.97	18,996.82
.19278	.17623	.28005	.36374	.25429
1.9431	1.23416	2.98864	*	2.54274
24.74	1.50	15.02	19.14	4.25
41.52	1.50	22.70	21.39	4.25
24.74	1.50	37.95	51.94	4.25
41.52	1.50	55.42	54.73	4.25

TABLE NO. 4 (Concluded)

STATISTICS OF ELECTRIC STREET AND INTERURBAN RAILWAYS

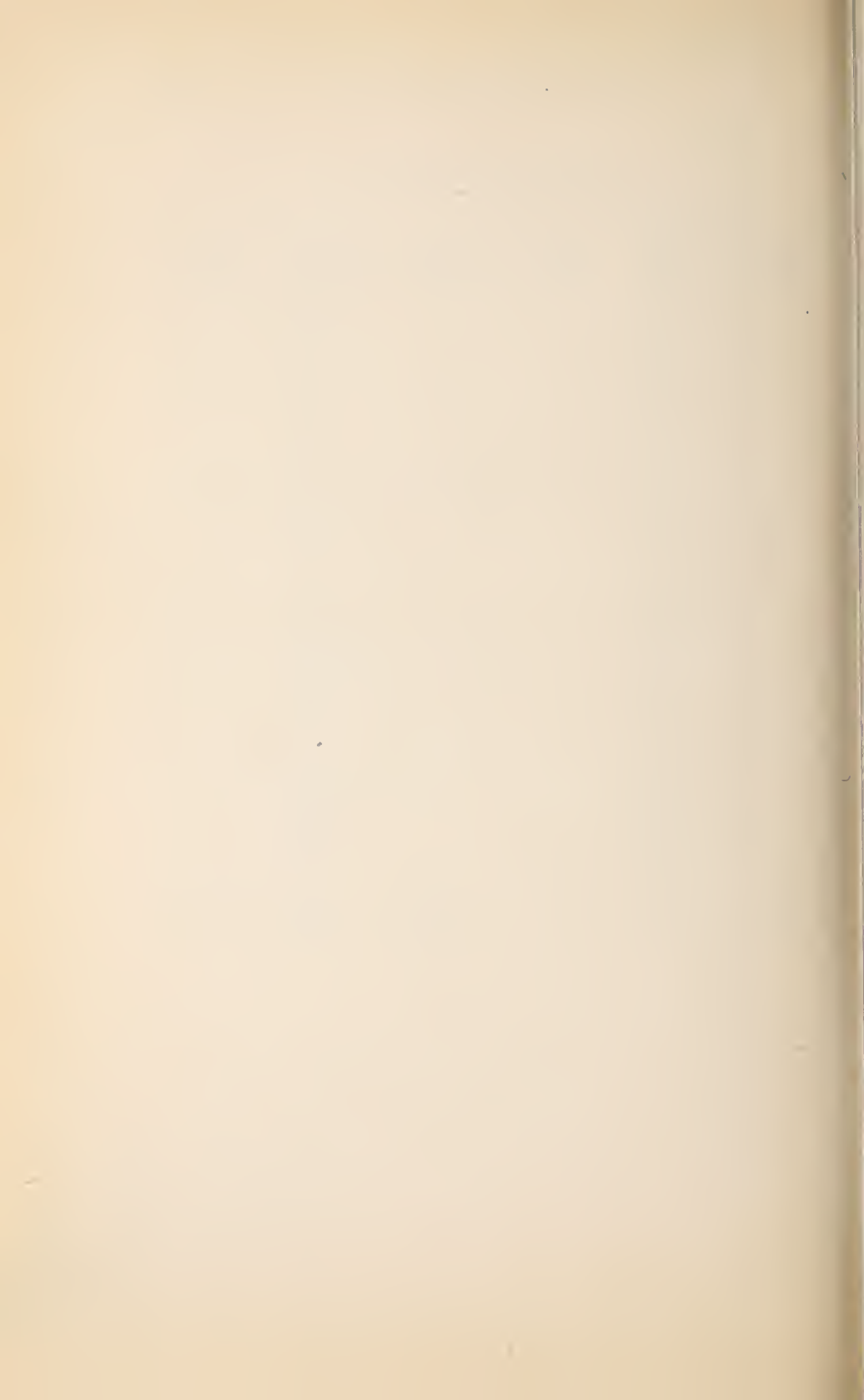
	Denver Tramway Co.
Passenger car mileage	11,721,084
Freight, mail and express car mileage.....	16,336
Total car mileage	11,737,420
Passenger car-hours	1,212,539
Freight, mail and express car-hours.....	1,633
Total car-hours	1,214,172
Regular fare passengers carried.....	63,101,236
Revenue transfer passengers carried.....	.....
Total revenue passengers carried.....	63,101,236
Free transfer passengers carried.....	14,145,075
Total passengers carried.....	77,246,311
Employees and others carried free.....	819,186
Passenger revenue	\$3,128,770.57
Average fare, revenue passengers.....	.04958
Average fare, all passengers (including transfer passengers).....	.04050
Total revenue from transportation.....	3,156,540.45
Revenue from transportation per car-mile.....	.26875
Revenue from transportation per car-hour.....	2.59974
Total revenue from other railway operations.....	123,035.55
Revenue from other railway operations per car-mile.....	.01048
Revenue from other railway operations per car-hour.....	.10133
Total operating revenues	3,279,576.00
Operating revenues per car-mile.....	.27941
Operating revenues per car-hour.....	2.70107
Total operating expenses	1,814,346.02
Operating expenses per car-mile.....	.15457
Operating expenses per car-hour.....	1.49430
Miles of line owned—main line.....	127.03
Miles of line owned—all tracks.....	228.95
Miles of line operated—main line.....	127.03
Miles of line operated—all tracks.....	228.95

a. Statistics, except mileage, not furnished.

TABLE NO. 4 (Concluded)

YEAR ENDED DECEMBER 31, 1917.

(a) Durango Ry. & Realty Co.	Grand River Valley Ry. Co.	(a) Greeley & Denver R. R. Co.	(a) Manitou Elec- tric Ry. & Casino Co.	Trinidad Electric Transmission Ry. & Gas Co.	(a) Western Light & Power Co.
	190,200			236,244	
	12,348			.....
	202,548			236,244	
	17,558			34,844	
	944			.....
	18,502			34,844	
	267,345			734,681	
	
	267,345			734,681	
	.....			31,478	
	267,345			766,159	
	18,124			51,662	
	\$27,649.72			\$36,013.49	
	.10342			.04910	
	.10342			.04700	
	36,813.76			49,461.01	
	.18175			.20900	
	1.98966			1.41300	
	587.66			350.02	
	.00290			.00140	
	.02176			.01000	
	37,401.42			49,811.23	
	1.18465			.21080	
	2.21490			1.42800	
	35,138.62			56,677.33	
	.18465			.23900	
	1.89378			1.62200	
2.25	19.32	5.45	.70	19.20	8.00
2.35	21.71	6.07	.70	19.60	8.50
2.25	19.32	5.45	.70	19.20	8.00
2.35	21.71	6.07	.70	19.60	8.50



SECTION IX. STATISTICS

- c. Electric Utilities--Privately Owned

TABLE NO. 5

OPERATING REVENUES AND EXPENSES, ELECTRIC UTILITIES.

Utility	Population of territory supplied
Aguilar Light & Power Company.....	800
Akron Electric Light & Power Company.....	700
Arapahoe Electric Light & Power Company.....	7,000
Arkansas Valley Electric Company.....	3,500
Arkansas Valley Railway, Light & Power Co.....	104,675
Arvada Electric Company.....	1,200
Austin Electric Light & Wood Wkg. Plant.....	.....
Brighton Ice, Light & Power Company.....	3,000
Brush Light & Power Company.....	1,500
Buena Vista Electric Light & Power Company.....	1,000
Carbondale Light & Power Company.....	450
Cardiff Light & Water Company.....	200
Coleman, C. S. ....	.....
Colorado Power Company.....	.....
Colorado Springs Light, Heat & Power Company.....	40,000
Colorado Yule Marble Company.....	.....
Conejos Co-operative Mining & Milling Company.....	1,200
Creede Triune Mines Company.....	600
Crested Butte Light & Water Company.....	1,000
Custer Power & Water Company.....	260
Denver Gas & Electric Light Company.....	225,000
Farmers Electric & Power Company.....	7,000
Fort Lupton Light & Power Company.....	2,500
Garfield Mines Leasing Company.....	500
Gem Electric Company.....	2,200
Gilpin County Light, Heat & Water Company.....	3,300
Glenwood Light & Water Company.....	3,000
Grand Junction Electric, Gas & Mfg. Company.....	8,000
Grand River Valley Railway Company.....	700
Hayden Light & Power Company.....	350
Hinsdale Mining & Development Company.....	400
Home Gas & Electric Company (Greeley).....	10,000
Hotchkiss Packing & Power Company.....	800
Intermountain Railway, Light & Power Co. (Las Animas).....	2,300
Intermountain Railway, Light & Power Co. (Lamar).....	.....
Jefferson County Power & Light Company.....	2,300

*Indicates deficit.

TABLE NO. 5

PRIVATELY OWNED, YEARS ENDED DECEMBER 31, 1916 AND 1917

1916			1917		
Gross Revenue	Operating Expenses	Gross Income	Gross Revenue	Operating Expenses	Gross Income
\$ 5,562.54	\$ 4,754.39	\$ 808.15	\$ 6,089.02	\$ 5,029.29	\$ 1,059.73
3,600.18	3,378.74	221.44	7,739.24	6,931.96	807.28
42,864.95	37,854.45	5,010.50	48,074.99	38,947.87	9,127.12
17,093.29	15,464.79	1,628.50	19,490.15	16,105.18	3,384.97
921,015.60	531,217.40	389,798.20	1,030,566.71	587,721.72	442,844.99
12,731.45	10,308.28	2,423.17	14,000.94	11,280.39	2,720.55
	No report		275.12	82.35	192.77
22,941.48	21,663.20	1,278.28	36,552.92	35,621.47	931.45
8,765.88	7,248.31	1,517.57	11,101.91	9,462.79	1,639.12
8,814.45	4,804.16	4,010.29	8,960.32	7,430.57	1,529.75
2,999.29	2,716.55	282.74	3,386.44	3,032.73	353.71
1,500.82	871.68	629.14	1,968.08	1,325.05	643.03
	No report			No report	
1,020,309.77	558,794.78	461,514.99	1,183,749.85	624,692.02	559,057.83
428,552.55	265,871.80	162,680.75	430,250.58	270,254.23	159,996.35
	No report			No report	
8,630.07	8,322.72	307.35	10,434.86	10,456.35	*21.49
3,431.14	3,909.70	*478.56		Discontinued	
5,635.56	2,514.76	3,120.80	5,891.46	2,311.96	3,579.50
2,387.00	1,896.10	490.90	2,799.03	2,067.61	731.42
2,143,290.87	1,006,794.68	1,136,496.19	2,298,546.04	1,171,630.93	1,126,915.11
31,485.38	24,778.92	6,706.46	34,291.74	26,099.51	8,192.23
16,539.69	14,597.01	1,942.68	22,684.46	17,659.23	5,025.23
1,648.52	1,550.00	98.52	1,551.36	1,465.00	86.36
6,902.47	10,056.23	*3,153.76		Discontinued	
16,639.62	16,846.34	*206.72	14,792.67	14,650.86	141.81
19,292.91	20,003.95	*711.04	22,716.28	20,101.45	2,614.83
70,482.29	46,815.33	23,666.96	75,388.67	47,465.23	27,923.44
4,491.75	2,178.84	2,312.91	4,968.90	2,138.21	2,830.69
	No report for 1916		3,313.70	2,785.41	528.29
2,736.70	3,063.50	*326.80	2,978.65	2,902.63	76.02
71,371.59	55,444.85	15,926.74	83,350.12	67,354.31	15,995.81
4,333.90	3,454.26	879.64	4,647.15	5,555.11	*907.96
18,716.60	14,177.95	4,538.65	20,392.30	15,311.28	5,081.02
34,065.15	24,497.35	9,567.80	42,147.22	44,521.16	*2,373.94
20,108.23	15,249.73	4,858.50	20,830.95	16,034.03	4,796.92

TABLE NO. 5 (Concluded)

OPERATING REVENUES AND EXPENSES, ELECTRIC UTILITIES,

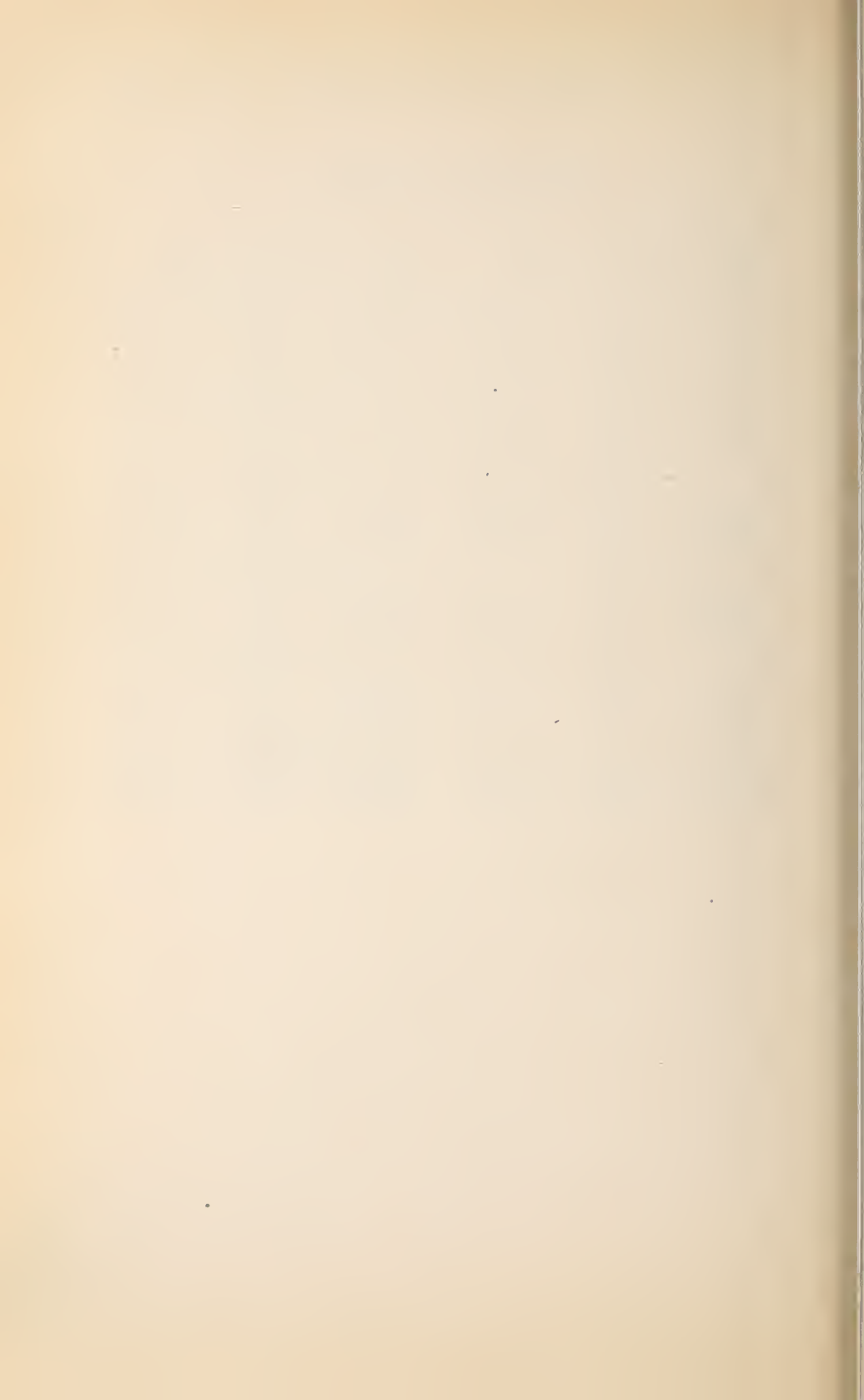
Utility	Population of territory supplied
La Jara Electric Light & Creamery Company.....	700
La Veta Light, Heat & Power Company.....	800
Lieber, John .....	.....
Meeker Electric Company	1,000
Montezuma Electric Company	500
Moore Light & Power Company (Pagosa Springs).....	800
Mutual Light, Heat & Power Company.....	2,000
Myron Stratton Home .....	.....
Oak Creek Service Company	225
Ordway Electric Light & Power Company.....	1,500
Otis Milling Company .....	.....
Palisade Service Company	900
Rico Mining Company	400
Rifle Light, Heat & Power Company.....	1,000
Roaring Fork Electric Light & Power Co. (Aspen).....	3,000
San Luis Power Company .....	.....
Schumm Electric Light & Power Company.....	600
Silverton Electric Company	2,000
Stanley Power Department	1,000
Steamboat Service Company	1,500
Sterling Consolidated Electric Company	5,000
Stevens-Barr Lumber Company.....	.....
Suburban Light & Power Company	1,000
Summit County Power Company	2,000
Tonopah Placers Company	600
Trinidad Electric Trans. Railway & Gas Co.....	50,000
United Hydro Electric Company.....	.....
Werner, W. J. (Saguache) .....	.....
Western Colorado Power Company	19,700
Western Light & Power Company.....	60,000
Wray Light & Power Company	1,200

*Indicates deficit.

TABLE NO. 5 (Concluded)

PRIVATELY OWNED, YEARS ENDED DECEMBER 31, 1916 AND 1917

1916			1917		
Gross Revenue	Operating Expenses	Gross Income	Gross Revenue	Operating Expenses	Gross Income
\$ 2,972.50	\$ 2,904.48	\$ 68.02	\$ 3,398.10	\$ 3,572.19	\$ *174.09
4,079.23	4,081.17	*1.94	5,124.02	4,629.06	494.96
8,240.77	No report	1,690.47	4,544.45	No report	1,207.52
4,127.21	6,550.30	458.23	4,625.52	3,336.93	324.19
	3,668.98			4,301.33	
7,300.13	6,028.38	1,271.75	6,979.55	5,927.67	1,051.88
9,900.00	10,812.40	*912.40		Discontinued	
	No report			No report	
5,518.96	5,965.64	*446.68	5,996.26	5,717.73	278.53
15,269.11	9,233.90	6,035.21	2,554.31	1,508.48	1,045.83
	No report			No report	
7,156.06	9,271.87	*2,115.81	8,591.63	11,783.88	*3,192.25
3,502.98	4,096.98	*594.00		No report	
10,008.36	6,132.96	3,875.40	10,561.56	6,980.84	3,580.72
73,195.65	47,184.53	26,011.12	78,251.20	50,362.83	27,888.37
	No report			No report	
4,721.80	4,101.26	620.54	4,822.29	3,207.91	1,614.38
4,168.09	4,105.41	62.68	15,063.72	14,385.08	678.64
6,037.57	3,467.93	2,569.64	7,822.22	3,583.77	4,238.45
11,566.08	7,216.57	4,349.51	13,103.17	10,102.85	3,000.32
14,700.56	10,456.66	4,243.90		Discontinued	
	No report			No report	
4,250.20	5,000.62	*750.42	4,736.35	4,848.24	*111.89
54,732.00	22,757.87	31,974.13	44,041.17	29,302.96	14,738.21
7,684.10	5,206.86	2,477.24	9,439.95	8,580.23	859.72
382,979.06	242,384.29	140,594.77	481,532.86	331,686.74	149,846.12
57,660.05	38,171.03	19,489.02		Discontinued	
			2,009.81	1,503.93	505.88
471,409.30	223,594.52	247,814.78	543,802.21	305,740.60	238,061.61
377,701.81	284,682.82	93,018.99	442,309.27	384,734.40	57,574.87
4,488.50	4,510.12	*21.62	8,304.65	8,206.61	98.04



SECTION IX. STATISTICS

d. Electric Utilities--Municipal

TABLE NO. 6

OPERATING REVENUES AND EXPENSES, ELECTRIC UTILITIES,

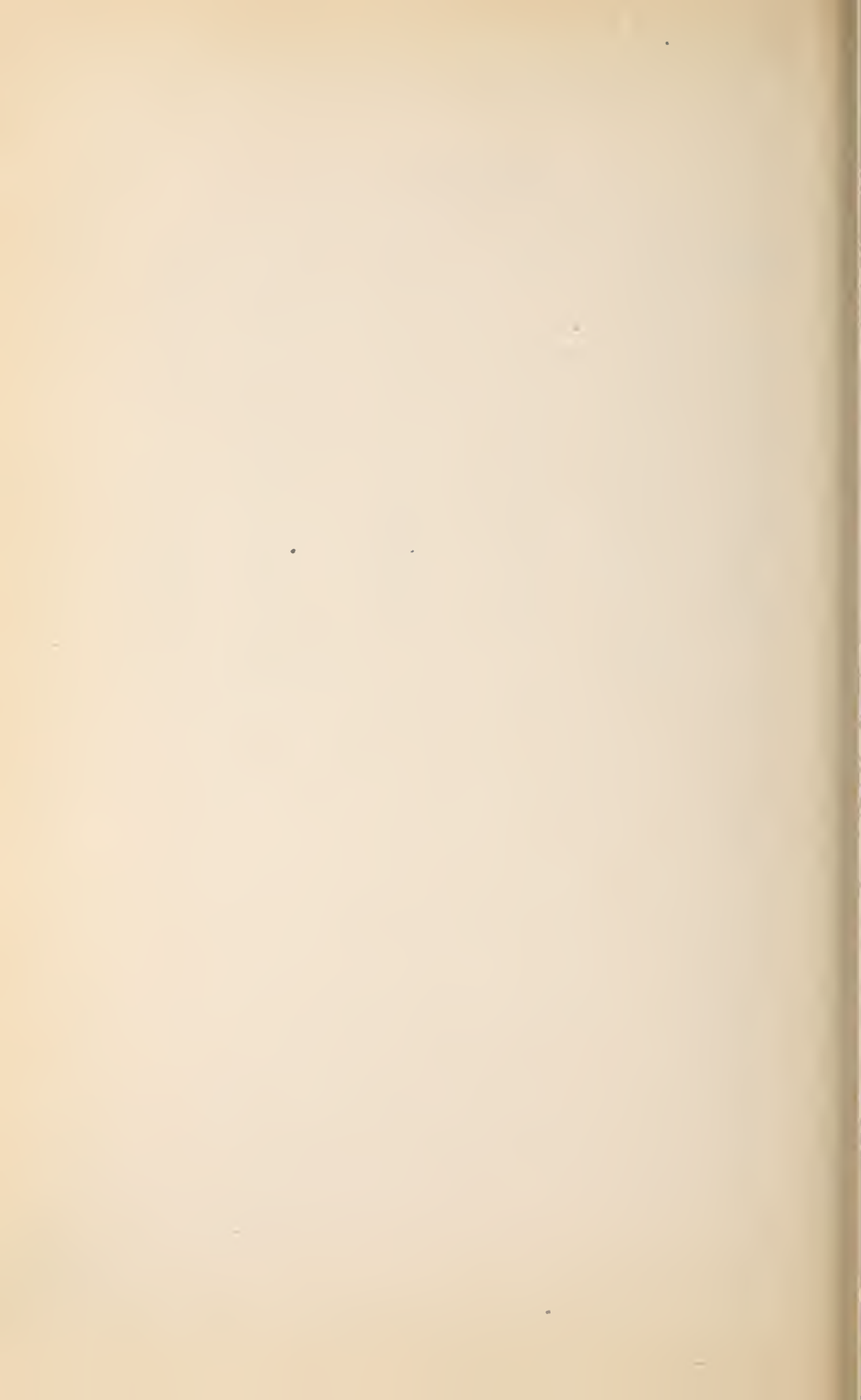
Utility	Population of territory supplied
Burlington, Town of	
Cheyenne Wells, Town of	
Creede, Town of	
Dacona, Town of	
Del Norte, Town of	1,000
Eckley, Town of	
Erie, Town of	500
Firestone, Town of	
Fort Morgan, City of	3,500
Frederick, Town of	
Gunnison, Town of	1,200
Haxtun, Town of	
Holly, Town of	1,000
Holyoke, Town of	1,000
Julesburg, Town of	1,000
Limon, Town of	
Longmont, Town of	6,000
Lyons, Town of	600
New Castle, Town of	550
Paonia, Town of	1,000
Peetz, Town of	
Springfield, Town of	
Walden, Town of	
Yuma, Town of	1,000

*Indicates deficit.

TABLE NO. 6

MUNICIPAL, YEARS ENDED DECEMBER 31, 1916 AND 1917

1916			1917		
Gross Revenue	Operating Expenses	Gross Income	Gross Revenue	Operating Expenses	Gross Income
	No report		\$ 755.64	\$ 1,564.88	\$ *809.24
	No report			No report	
	No report		1,492.52	1,194.12	298.40
\$ 4,540.83	\$ 3,513.34	\$ 1,027.49	5,395.62	4,567.88	827.74
	No report			No report	
1,419.09	1,333.71	85.38	1,573.79	1,160.22	413.57
	No report			No report	
36,311.58	20,919.86	15,391.72	41,212.75	27,761.62	13,451.13
	No report			No report	
11,641.66	6,815.37	4,826.29	14,341.33	7,715.15	6,626.18
	No report			No report	
9,279.56	5,483.55	3,796.01	9,881.14	7,026.11	2,855.03
3,150.00	3,140.50	9.50	4,453.93	3,459.65	994.28
19,013.29	12,015.07	6,998.22	21,672.19	22,677.00	*1,004.81
	No report		868.40	822.92	45.48
36,411.83	19,389.25	17,022.58	41,476.37	22,551.79	18,924.58
108.31	122.30	*13.99	1,090.23	785.81	304.42
1,617.63	1,734.53	*116.90	1,472.88	1,611.33	*138.45
7,841.56	4,816.56	3,025.00	8,652.08	4,934.15	3,717.93
	No report			No report	
	No report			No report	
7,998.64	10,435.24	*2,436.60	11,697.41	10,363.78	1,333.63



SECTION IX. STATISTICS

e. Gas Utilities

TABLE NO. 7

OPERATING REVENUES AND EXPENSES OF GAS UTILITIES,

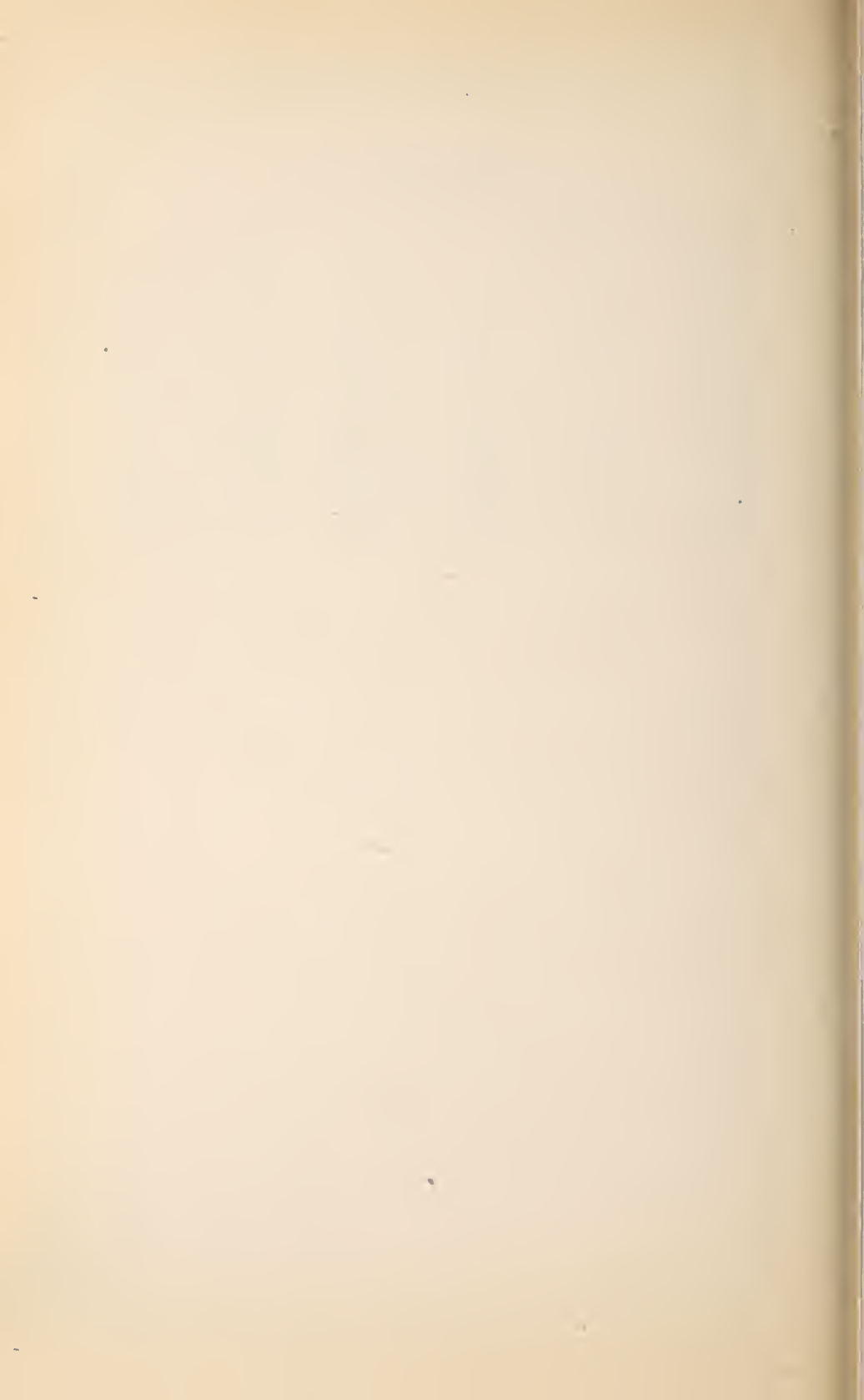
Utility	Population of territory supplied
Burlington Gas & Electric Company.....	500
Canon Gas Company	5,000
Castle Rock Light, Heat & Power Company.....	400
Center Gas & Light Company.....	.....
Colorado Springs Light, Heat & Power Co.....	40,000
Denver Gas & Electric Light Company.....	225,000
Federal Gas Company (Boulder).....	12,000
Grand Junction Electric, Gas & Mfg. Co.....	8,000
Greeley Gas & Fuel Company.....	8,200
Otero County Gas Company (La Junta).....	12,000
Poudre Valley Gas Company (Fort Collins).....	11,000
Pueblo Gas & Fuel Company.....	51,000
Saguache Gas & Electric Company.....	1,000
Trinidad Electric Trans. Ry. & Gas Company.....	50,000

*Indicates deficit.

TABLE NO. 7

YEARS ENDED DECEMBER 31, 1916 AND 1917

1916			1917		
Gross Revenue	Operating Expenses	Gross Income	Gross Revenue	Operating Expenses	Gross Income
\$ 2,524.80	\$ 1,437.01	\$ 1,087.79		No report	
9,200.54	8,874.86	325.68	\$ 9,932.45	\$ 9,936.74	\$ *4.29
1,362.34	1,224.71	137.63	1,078.91	1,116.10	*37.19
388.36	394.24	*5.88		No report	
120,344.97	112,590.96	7,754.01	138,092.11	123,095.54	14,996.57
1,210,053.05	911,274.57	298,778.48	1,355,874.56	1,114,985.76	240,888.80
42,983.28	39,103.39	3,879.89	47,202.15	43,641.04	3,561.11
14,773.08	15,982.37	*1,209.29	21,469.40	20,021.86	1,447.54
42,707.09	31,693.65	11,013.44	52,000.41	40,373.19	11,627.22
14,089.02	12,592.19	1,496.83	21,539.59	18,597.38	2,942.21
19,847.60	16,183.54	3,664.06	24,653.39	20,970.81	3,682.58
122,630.82	91,875.78	30,755.04	139,460.44	114,892.33	24,568.11
874.10	577.20	296.90	988.75	781.51	207.24
18,138.83	14,911.26	3,227.57	20,755.11	18,777.38	1,977.73



SECTION IX. STATISTICS

f. Water Utilities--Privately Owned

TABLE NO. 8

OPERATING REVENUES AND EXPENSES OF WATER UTILITIES.

	Population of territory supplied
Altman Water Company	750
Brookside Water Company	2,500
Buffalo Park Association	100
Cardiff Light & Water Company.....	200
Castle Creek Water Company (Aspen)	2,000
Coal Creek Water & Light Company.....	1,000
Colorado City Water Company	600
Commonwealth Land Company.....	1,000
Crested Butte Light & Water Company.....	1,000
Cripple Creek Water Company.....	5,000
Crystal Springs Pipe Line & Water Company.....	2,000
Custer Water & Power Company.....	260
Denver Union Water Company	235,000
Estes Park Water Company	1,000
Gilman Water Company	-
Leadville Water Company	7,500
Mesa Water Works Company	-
Myron Stratton Home	-
Northfield Land & Water Company.....	1,800
Olney Springs Pure Water Company	400
Plateau City Water Company.....	-
Pure Springs Water Supply Company (Ordway)	1,250

*Indicates deficit.

TABLE NO. 8

PRIVATELY OWNED, YEARS ENDED DECEMBER 31, 1916 AND 1917

1916			1917		
Gross Revenue	Operating Expenses	Gross Income	Gross Revenue	Operating Expenses	Gross Income
\$ 48,640.34	\$ 35,055.88	\$ 13,584.46	\$ 46,863.48	\$ 56,632.25	\$ *9,768.77
5,163.08	3,228.98	1,934.10	5,460.56	4,616.54	844.02
714.25	746.73	*32.48	755.50	817.06	*61.56
2,968.52	1,076.34	1,892.18	3,060.54	1,095.88	1,964.66
17,631.17	12,921.24	4,709.93	16,746.39	15,556.99	1,189.40
2,303.71	1,331.90	971.81	2,387.87	1,544.31	843.56
1,782.54	826.40	956.14	1,545.76	923.53	622.23
	No report		1,053.41	400.38	653.03
4,479.20	2,779.13	1,700.07	4,926.68	2,654.35	2,272.33
29,528.25	20,019.81	9,508.44	26,478.56	23,015.81	3,462.75
4,710.76	1,627.47	3,083.29	4,699.31	1,189.48	3 509.83
1,476.25	1,426.25	50.00			
1,353,856.61	566,041.65	787,814.96	1,454,974.26	586,486.88	868,487.38
3,400.00	1,190.41	2,209.59	3,534.00	2,803.33	730.67
	No report			No report	
56,092.75	28,849.13	27 243.62	60,196.53	29,056.10	31,140.43
	No report			No report	
11,238.81	6,838.63	4,400.18	11,529.11	7,350.54	4,178.57
956.85	133.97	822.88	804.70	550.59	254.11
	No report			No report	
10,329.37	4,471.67	5,857.70	10,691.59	3,118.65	7 572.94



SECTION IX. STATISTICS

g. Water Utilities--Municipal

TABLE NO. 9

OPERATING REVENUES AND EXPENSES OF WATER UTILITIES,

Utility	Population of territory supplied
Aguilar, Town of	1,800
Akron, Town of	1,000
Alamosa, City of	3,500
Animas, Town of	250
Antonito, Town of	1,000
Arvada, Town of	
Ault, Town of	
Austin, Town of	
Basalt, Town of	350
Bayfield, Town of	350
Berthoud, Town of	1,200
Black Hawk, Town of	600
Boulder, City of	12,500
Breckenridge, Town of	1,000
Brighton, Town of	900
Brush, Town of	1,500
Buena Vista, Town of	1,000
Burlington, Town of	800
Canon City, City of	7,100
Carbondale, Town of	300
Castle Rock, Town of	450
Cedaredge, Town of	500
Central City, Town of	1,800
Cheyenne Wells, Town of	500
Collbran, Town of	
Colorado Springs, City of	33,500
Cortez, Town of	
Craig, Town of	1,000
Dacona, Town of	
De Beque, Town of	
Del Norte, Town of	1,000
Delta, City of	3,000
Denver, City and County of (a)	
Dolores, Town of	400
Durango, City of	5,000
Eagle, Town of	
Eaton, Town of	1,400
Empire, Town of	200
Erie, Town of	500
Evans, Town of	600

(a) Assumed ownership and control of property of Denver Union Water Co. November 1, 1918.

*Indicates deficit.

TABLE NO. 9

MUNICIPAL, YEARS ENDED DECEMBER 31, 1916 AND 1917

1916			1917		
Gross Revenue	Operating Expenses	Gross Income	Gross Revenue	Operating Expenses	Gross Income
\$ 1,391.63	\$ 913.99	\$ 477.64	\$ 1,499.30	\$ 1,535.27	\$ *35.97
2,500.00	1,850.00	650.00	2,345.10	1,829.55	515.55
4,373.05	4,520.92	*147.87	3,568.66	3,888.22	*319.56
481.85	226.49	255.36	495.55	125.26	370.29
1,850.08	765.00	1,085.08		No report	
3,400.00	.....	3,400.00	3,450.00	1,964.88	1,485.12
2,285.40	1,876.72	408.68	2,544.82	3,512.34	*967.52
	No report			No report	
1,446.85	111.81	1,335.04		No report	
564.23	295.60	268.63	571.68	481.17	90.51
4,751.49	3,110.40	1,641.09	5,565.00	2,682.46	2,882.54
1,462.67	194.93	1,267.74	1,455.48	509.42	946.06
52,663.56	20,107.58	32,555.98	57,268.34	22,076.19	35,192.15
4,711.33	1,237.82	3,473.51	4,830.86	1,694.45	3,136.41
1,819.40	2,227.71	*408.31	2,632.10	2,930.93	*298.83
4,593.58	4,480.94	112.64	11,088.64	14,008.27	*2,919.63
3,037.80	82.55	2,955.25	2,985.20	924.91	2,060.29
600.00	809.44	*209.44	967.00	1,096.81	*129.81
33,317.65	7,894.52	25,423.13	33,548.35	9,928.91	23,619.44
2,138.05	1,650.00	488.05	1,606.90	600.00	1,006.90
2,217.56	348.09	1,869.47	2,098.80	475.26	1,623.54
1,375.45	361.02	1,014.43	1,622.39	2,435.45	*813.06
6,684.22	1,767.71	4,916.51	5,785.10	1,664.12	4,120.98
1,386.00	1,787.90	*401.90		No report	
	No report			No report	
159,752.61	36,206.14	123,546.47	161,252.19	36,502.28	124,749.91
	No report			No report	
506.27	1,338.88	*832.61	1,474.25	2,040.89	*566.64
	No report			No report	
1,140.00	1,140.00	.....	1,200.00	1,200.00	.....
1,943.12	1,362.18	580.94	1,934.18	1,561.90	372.28
14,134.60	3,438.93	10,695.67	14,592.94	8,401.56	6,191.38
2,081.70	2,028.89	52.81	2,257.65	811.03	1,446.62
21,006.91	5,184.93	15,821.98	21,672.64	6,615.55	15,057.09
3,391.75	1,537.65	1,854.10	4,185.30	1,171.65	3,013.65
6,566.60	3,912.87	2,653.73	6,600.31	4,676.79	1,923.52
493.22	170.85	322.37	865.91	773.50	92.41
2,098.90	619.31	1,479.59	2,028.05	826.09	1,201.96
759.34	815.20	*55.86	883.06	873.68	9.38

TABLE NO. 9 (Continued)

OPERATING REVENUES AND EXPENSES OF WATER UTILITIES.

Utility	Population of territory supplied
Fairplay, Town of	200
Firestone, Town of	3,000
Florence, City of	12,500
Fort Collins, City of	1,200
Fort Lupton, Town of	
Fort Morgan, City of	3,500
Fountain, Town of	500
Frederick, Town of	
Fruita, Town of	
Georgetown, Town of	1,000
Glenwood Springs, Town of	3,000
Golden, City of	3,000
Grand Junction, City of	
Grand Valley, Town of	200
Greeley, City of	12,000
Gunnison, Town of	1,200
Gypsum, Town of	600
Hartman, Town of	150
Haxtun, Town of	750
Hayden, Town of	450
Holly, Town of	1,000
Holyoke, Town of	1,000
Hotchkiss, Town of	600
Hudson, Town of	
Hugo, Town of	
Iliff, Town of	
Idaho Springs, City of	1,800
Johnstown, Town of	300
Julesburg, Town of	1,000
Lafayette, Town of	2,000
La Junta, City of	6,000
Lake City, Town of	
Lamar, City of	3,000
Las Animas, City of	3,000
La Veta, Town of	800
Limon, Town of	1,000
Littleton, Town of	1,500
Longmont, City of	5,500
Louisville, Town of	2,000
Loveland, City of	5,000
Lyons, Town of	500

*Indicates deficit.

TABLE NO. 9 (Continued)

MUNICIPAL, YEARS ENDED DECEMBER 31, 1916 AND 1917

1916			1917		
Gross Revenue	Operating Expenses	Gross Income	Gross Revenue	Operating Expenses	Gross Income
\$	\$	\$	\$	\$	\$
529.55	824.55	*295.00	562.70	542.95	19.75
	No report			No report	
9,988.64	2,284.91	7,703.73	12,567.21	2,170.60	10,396.61
49,089.87	16,162.82	32,927.05	54,309.93	17,997.02	36,312.91
2,562.43	2,153.67	408.76	4,004.35	4,266.63	*262.28
18,882.96	13,044.32	5,838.64	19,584.23	11,756.63	7,827.60
4,262.26	779.44	3,482.82	4,004.91	727.45	3,277.46
	No report			No report	
8,742.55	2,271.80	6,470.75	12,163.06	2,065.09	10,097.97
1,518.55	1,079.80	438.75	2,032.29	1,661.89	370.40
12,719.85	6,009.54	6,710.31	12,532.87	5,027.81	7,505.06
9,991.49	15,040.02	*5,048.53	10,431.63	3,656.42	6,775.21
	No report			No report	
1,733.31	882.64	850.67	1,779.25	493.48	1,285.77
59,366.75	13,952.81	45,413.94	57,313.75	85,609.58	*28,295.83
2,893.50	3,679.89	*786.39	6,084.48	4,752.34	1,332.14
1,616.75	82.50	1,534.25	2,055.89	147.87	1,908.02
945.63	1,064.13	*118.50	1,016.63	1,213.13	*196.50
2,400.00	1,212.44	1,187.56	2,400.00	1,622.67	777.33
3,359.91	869.06	2,490.85	1,536.00	1,393.71	142.29
4,917.86	2,752.05	2,165.81	4,679.69	3,512.73	1,166.96
4,281.81	3,329.18	952.63	2,930.28	4,213.67	*1,283.39
5,100.00	500.00	4,600.00	5,200.00	500.00	4,700.00
	No report		927.37	577.53	349.84
3,560.65	2,540.20	1,020.45	5,027.52	8,381.23	*3,353.71
	No report			No report	
7,936.97	4,073.24	3,863.73		No report	
1,824.00	350.00	1,474.00	1,830.00	1,739.55	90.45
4,435.51	4,026.00	409.51	4,665.00	5,205.00	*540.00
16,132.74	2,197.41	13,935.33	17,712.83	7,134.31	10,578.52
25,494.30	6,476.63	19,017.67	26,348.29	9,316.48	17,031.81
	No report			No report	
8,428.07	4,442.46	3,985.61	10,347.97	6,615.45	3,732.52
4,803.87	3,793.43	1,010.44	4,809.76	5,178.50	*368.74
2,000.00	354.40	1,645.60	1,650.00	735.25	914.75
2,359.55	1,315.01	1,044.54	4,970.83	3,323.93	1,646.90
3,782.45	1,948.99	1,833.46	3,115.70	2,233.91	881.79
42,798.04	8,912.27	33,885.77	49,304.87	13,487.18	35,817.69
7,473.15	787.00	6,686.15	3,040.40	953.91	2,086.49
28,000.00	10,903.44	17,096.56	28,424.15	19,613.34	8,810.81
1,322.60	97.31	1,225.29	1,563.41	618.04	945.37

TABLE NO. 9 (Continued)

OPERATING REVENUES AND EXPENSES OF WATER UTILITIES.

Utility	Population of territory supplied
Mancos, Town of	800
Manitou, Town of	1,500
Manzanola, Town of	600
Meeker, Town of	1,000
Milliken, Town of	300
Minturn, Town of	300
Montrose, City of	4,500
Monument, Town of	150
New Castle, Town of	550
Norwood, Town of	
Oak Creek, Town of	
Olathe, Town of	600
Ophir, Town of	
Orchard City, Town of	300
Ordway, Town of	1,250
Otis, Town of	
Ouray, City of	1,200
Pagosa Springs, Town of	700
Palisade, Town of	
Palmer Lake, Town of	
Paonia, Town of	1,000
Peetz, Town of	
Platteville, Town of	
Pueblo, City of, Dist. No. 1	
Pueblo, City of, Dist. No. 2	35,000
Red Cliff, Town of	650
Rico, Town of	500
Ridgway, Town of	450
Rifle, Town of	1,000
Rockvale, Town of	1,500
Rocky Ford, Town of	5,000
Salida, City of	5,000
Silver Cliff, Town of	
Silver Plume, Town of	500
Silverton, Town of	
Simla, Town of	
Steamboat Springs, Town of	1,200
Sterling, City of	5,000
Sugar City, Town of	1,300
Sulphur Springs, Town of	
Swink, Town of	

*Indicates deficit.

TABLE NO. 9 (Continued)

MUNICIPAL, YEARS ENDED DECEMBER 31, 1916 AND 1917

1916			1917		
Gross Revenue	Operating Expenses	Gross Income	Gross Revenue	Operating Expenses	Gross Income
\$ 1,995.05	\$ 1,396.77	\$ 598.28	\$ 1,863.30	\$ 1,271.62	\$ 591.68
8,737.30	645.10	8,092.20	11,470.10	1,894.71	9,575.39
3,556.70	2,028.00	1,528.70	3,632.37	2,778.15	854.22
6,672.25	1,746.94	4,925.31	7,171.52	4,783.87	2,387.65
1,042.59	1,214.38	*171.79	1,487.64	1,251.91	235.73
1,280.20	233.37	1,046.83	2,564.75	140.42	2,424.33
20,369.21	9,144.45	11,224.76	22,053.48	11,223.41	10,830.07
319.96	243.25	76.71	711.52	198.38	513.14
2,369.50	1,529.82	839.68	2,406.15	1,355.65	1,050.50
	No report			No report	
4,436.08	No report			No report	
	4,898.39	*462.31	5,533.24	6,319.48	*786.24
	No report			No report	
1,344.62	235.47	1,109.15	5,335.26	743.23	4,592.03
9,605.89	7,628.12	1,977.77	10,467.84	7,172.33	3,295.51
	No report			No report	
9,221.14	6,074.78	3,146.36	8,787.11	9,430.74	*643.63
2,500.00	1,071.00	1,429.00	2,429.00	968.80	1,460.20
5,028.37	754.46	4,273.91	5,409.16	935.22	4,473.94
1,225.90	206.04	1,019.86	1,242.95	267.58	975.37
6,519.66	278.74	6,240.92	6,697.88	232.10	6,465.78
	No report			No report	
	No report		1,000.00	217.85	782.15
	No report		123,758.14	98,014.49	25,743.65
124,950.96	63,318.78	61,632.18	142,294.77	87,333.46	54,961.31
1,647.03	864.77	782.26	3,152.57	1,214.23	1,938.34
934.37	485.44	448.93	903.65	543.50	360.15
3,262.28	1,222.66	2,039.62	2,826.20	1,878.27	947.93
7,063.06	311.25	6,751.81	6,985.90	4,411.08	2,574.82
4,087.63	1,818.66	2,268.97	5,644.59	2,633.14	3,011.45
15,941.06	6,896.02	9,045.04	15,297.31	7,457.66	7,839.65
21,640.93	3,527.90	18,113.03	22,071.92	7,204.02	14,867.90
	No report			No report	
1,562.49	650.00	912.49	1,993.48	813.75	1,179.73
8,813.69	1,319.73	7,493.96	9,241.68	2,104.45	7,137.23
	No report			No report	
3,356.49	1,471.84	1,884.65	3,880.07	1,261.81	2,618.26
20,955.29	4,188.66	16,766.63	13,214.29	5,201.85	8,012.44
2,896.21	1,039.10	1,857.11	4,550.00	2,183.24	2,366.76
	No report			No report	
	No report		800.33	1,389.25	*588.92

TABLE NO. 9 (Continued)

OPERATING REVENUES AND EXPENSES OF WATER UTILITIES,

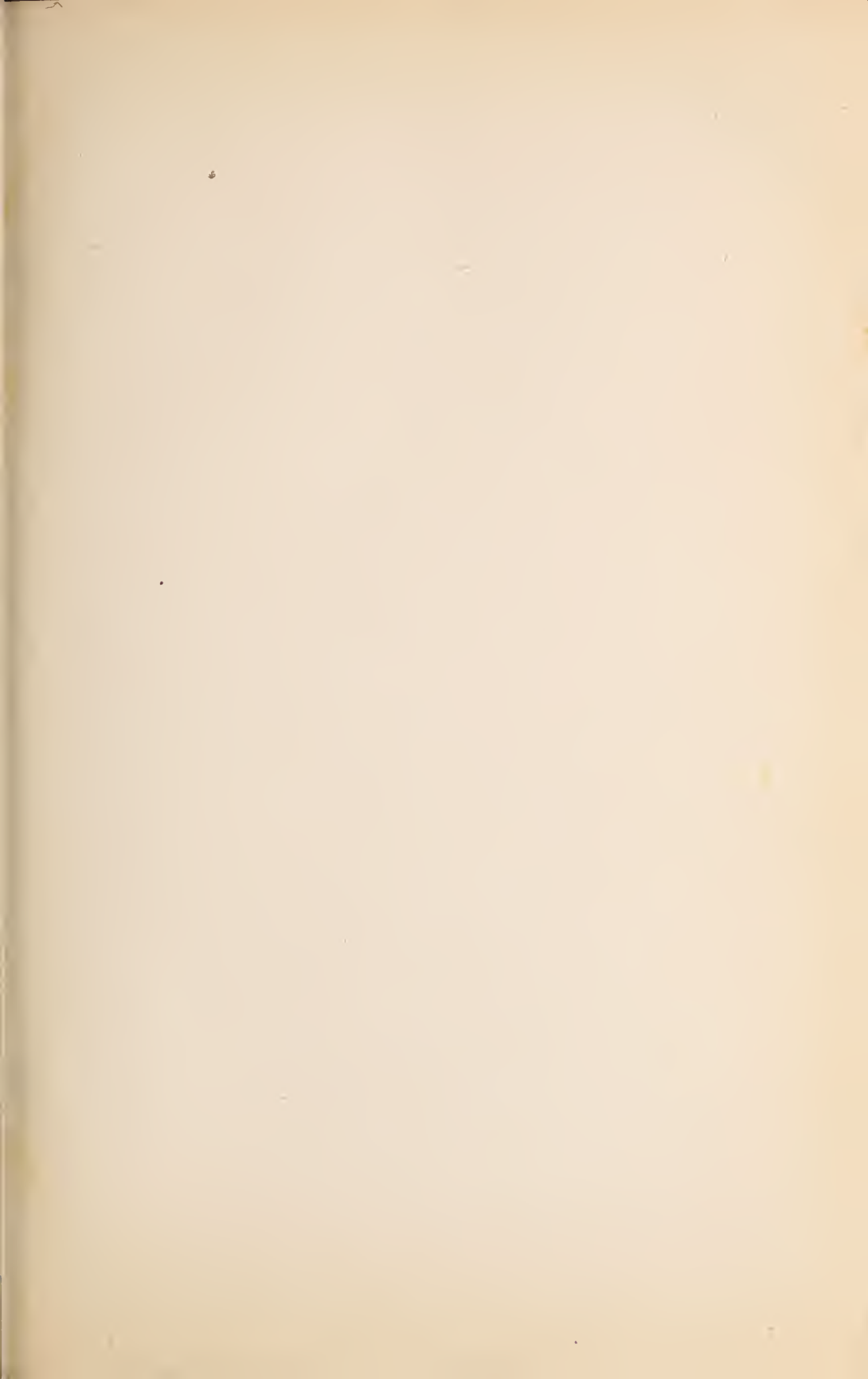
Utility	Population of territory supplied
Telluride, Town of	2,500
Trinidad, City of	30,000
Victor, Town of	5,000
Walden, Town of	300
Walsenburg, Town of	6,000
Ward, Town of	
Wellington, Town of	
Westcliffe, Town of	
Westminster, Town of	400
Windsor, Town of	
Wray, Town of	1,150
Yampa, Town of	300
Yuma, Town of	1,000

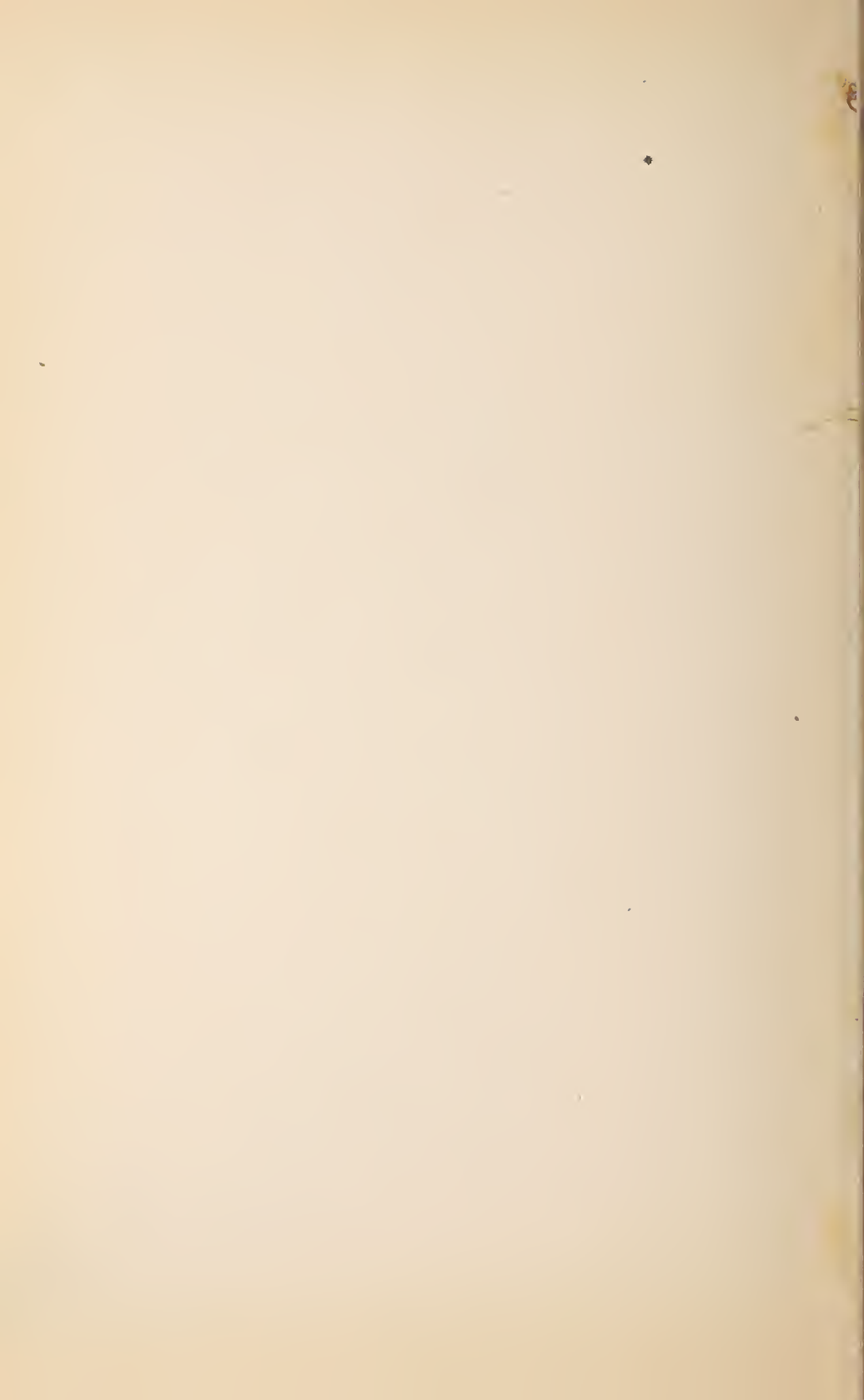
*Indicates deficit.

TABLE NO. 9 (Continued)

MUNICIPAL, YEARS ENDED DECEMBER 31, 1916 AND 1917

1916			1917		
Gross Revenue	Operating Expenses	Gross Income	Gross Revenue	Operating Expenses	Gross Income
\$ 8,897.49	\$ 4,229.82	\$ 4,667.67	\$ 9,078.40	\$ 5,539.46	\$ 3,538.94
70,036.79	15,311.44	54,725.35	79,712.78	36,003.24	43,709.54
26,199.40	5,388.40	20,811.00	22,515.02	6,812.90	15,702.12
702.40	1,529.09	*826.69		No report	
13,969.75	3,132.98	10,836.77	15,553.45	3,485.50	12,067.95
	No report			No report	
	No report			No report	
	No report			No report	
1,289.54	989.70	299.84	1,245.20	962.79	282.41
5,936.50	4,435.24	1,501.26	6,089.03	4,884.46	1,204.57
2,139.63	2,147.85	*8.22	3,068.90	2,872.76	196.14
2,348.52	210.87	2,137.65		No report	
2,626.56	3,526.44	*899.88	6,926.00	4,431.62	2,494.38







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