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EIGHTH AND NINTH
ANNUAL REPORTS

OF

The Public Utilities Commission

OF THE

STATE OF COLORADO



From December 1, 1920 to November 30, 1922
(Combined for the biennial period)

DENVER, COLORADO
EAMES BROTHERS, PRINTERS
1923

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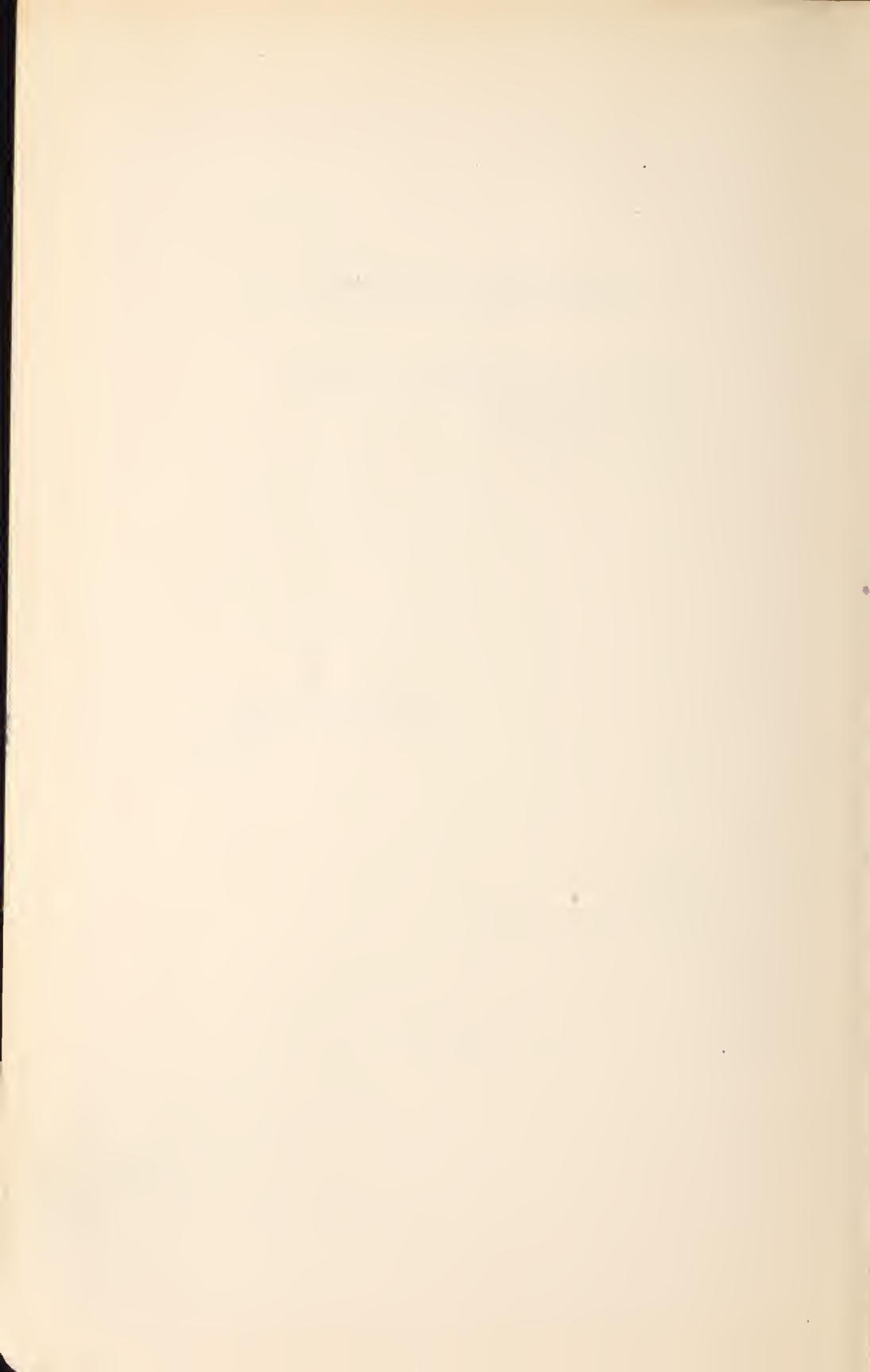
COMMISSIONERS

GRANT E. HALDERMAN, Chairman
A. P. ANDERSON
F. P. LANNON

*CHARLES H. SMALL,
Secretary.

Office of Commission,
318 STATE OFFICE BUILDING,
DENVER, COLORADO.

*Succeeded by John W. Flinham, December 16, 1922.



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SECTION I. GENERAL

Letter of Transmittal and Introduction



LETTER OF TRANSMITTAL

Denver, Colorado, December 1, 1922.

To His Excellency,

OLIVER H. SHOUP,

Governor of Colorado.

Dear Sir: The Public Utilities Commission of the State of Colorado has the honor to transmit to you herewith its eighth and ninth annual reports for the fiscal years ended November 30, 1921, and November 30, 1922.

In accordance with the request made upon all departments, the Commission has made its report as brief as possible.

All formal orders and decisions are published in a series of reports entitled "Decisions of the Public Utilities Commission of the State of Colorado" now numbering five volumes. Volume VI, which contains decisions issued since January 1, 1920, is compiled and ready for the printer but, owing to lack of funds, has not been published at the time of this report.

Respectfully,

GRANT E. HALDERMAN,

A. P. ANDERSON,

F. P. LANNON,

Commissioners.

Attest:

*CHARLES H. SMALL, Secretary.

*Succeeded by John W. Flintham, December 16, 1922.

FORMAL PROCEEDINGS

During the biennial period two hundred forty-one formal proceedings have been handled and disposed of, which embrace change of telegraph service, freight rates, express rates, reparation of coal and miscellaneous freight rates, improvement of freight and passenger train service and curtailment of train service, establishment and discontinuance of railroad and express agencies, transfer charges for baggage and freight, track and bridge conditions, certificates of public convenience and necessity for automobile transportation and the establishment of grade crossings by railroads and other matters affecting the various public utilities operating within the state.

CASES FILED

There were sixty formal cases filed and seventy-two disposed of during the biennial period; a brief review of these cases is as follows:

Fencing right of way of railroads, request to install tri-weekly instead of daily passenger service between Denver and Leadville, reparation on coal rates, railroad crossing protection between Denver and Boulder, purchase of light plant by municipality, reasonableness of rates on coal from Pike View to points on the Chicago, Rock Island & Pacific Railroad in Colorado, alleged excessive, unjust and discriminatory rates on coal, inadequate station facilities and petitions for new depots, inadequate surface crossing facilities and petition for construction of viaduct at Sterling, Colorado, inadequate train service, distribution of cars, protest against increased fares, readjustment of freight rates on coal, stopping of trains, discontinuance of passenger trains, protest against reduction in passenger train service on the South Park line, closing of agencies, complaint against track condition, reasonableness of express rates on perishable fruit from Western Slope to Pueblo, Colorado Springs and Denver, protest against operation of passenger and freight auto transportation between Colorado Springs and Cripple Creek without certificate of public convenience and necessity, abandonment of Buena Vista to Hancock branch of the Colorado & Southern Railway, reinstatement of car door board allowance rule, reduction of express rates from Western Slope, investigation of charges assessed by the Denver & Salt Lake Railroad for transporting baggage and freight around Tunnel No. 16, reduction of freight rates 10% in conformity with suggestion of Interstate Commerce Commission in Docket 13293, effective July 1, 1922, investigation by the Commission on its own motion into the reasonableness of the rates, charges, rules and regulations of The Mountain States Telephone and Telegraph Company as established and approved by the Postmaster General, changing office and service of the Western Union Telegraph Company at Victor, Colorado, operation of competing electric plant at Idaho Springs, reasonableness of minimum charge for water at Aurora, Colorado.

Several of the above cases were appealed to the Supreme Court from the order of the Commission, notable of which was the case of the Commission vs. The Mountain States Telephone and Telegraph Company, decision on which was rendered February 7, 1921, in which it was held that the Public Utilities Commission has no authority to regulate telephone rates in a city, which, after the passage of the "home rule" amendment in 1912, adopted a charter giving it control of the rates to be charged by public utilities within its limits. A constitutional amendment giving the Commission jurisdiction over the regulation of utilities in "home rule" cities, except those municipally owned, was submitted to the people at the General Election of November, 1922, and was defeated by 32,594 votes.

APPLICATIONS FILED

One hundred thirteen applications have been filed and one hundred two disposed of during the biennial period. Twenty-four applications were filed by automobile carriers seeking a certificate of public convenience and necessity as provided in Section 35 of the Act, of which seven were granted, eight dismissed or refused and thirteen are still pending.

Highway railroad crossings were involved in forty applications filed, of which twenty-nine were granted, seven dismissed and refused and thirteen are still pending.

Other applications dealt with electric properties involving light, heat and power complaints, telephone and water works system, partial abandonment of steam railroad and electric street railway lines, and the curtailment of various public utility services.

REPARATIONS

From December 1, 1920, to December 1, 1922, sixty informal reparation claims were filed and disposed of involving freight claims, mileage on Pacific Fruit Express cars, electric and express rates.

Fifty-eight freight claims were paid by steam railways amounting to \$10,623.35 and two by electric service corporations amounting to \$330.13. Users of these classes of service were thus awarded reparation to the amount of \$10,953.48.

INVESTIGATION AND SUSPENSION DOCKET

Eight cases of rates were investigated and suspended during the biennial period which involved increases in electric, water and express rates, minimum charge on carload shipments of sugar beets, minimum on carload shipments of sugar, advance in freight rates on coal and coke, and in telephone rates.

INVESTIGATION AND SUSPENSION DOCKET No. 40.

This is known as The Colorado Power Company case and was instituted December 20, 1919, when the Power Company filed

schedules with the Commission providing for certain increases in rates. The Order of Suspension was issued by the Commission on January 9, 1920, followed by protests of the various power users on the Company's lines. Hearings were held in March, 1921, and intermittently thereafter; taking of testimony required approximately thirty days and resulted in a transcript of approximately twenty-five hundred pages of testimony, with nearly one hundred exhibits filed in support thereof. The investigation and testimony in the case developed a rather unusual condition—that of an over-built property wherein energy was generated very much in excess of the firm power demand. Such excess or surplus energy had to be disposed of at whatever rate could be obtained for same. This rate of necessity was very low as compared with other rates of the Company then in effect. The question, therefore, resolved itself into whether or not the firm power consumers should be compelled through increased rates to absorb a deficit occasioned by the Company's having constructed a plant very much in excess of the firm power demand made upon it. The Commission's decision in this case was handed down in April, 1922, in which the application of the Company for an increase in its power rates was denied.

INFORMAL COMPLAINTS

One hundred eighty-four informal complaints were filed with the Commission from December 1, 1920, to December 1, 1922. As distinguished from the cases and applications made the subject of formal procedure, and which require the initiating of the case in a formal manner, the holding of a public hearing and the making of a formal order, the informal complaints are those handled and adjusted by correspondence, which quite frequently permits the disposition of complaints without hearing and the added expense and inconvenience incident to the handling of a case in the formal manner. The greater number of informal complaints registered were with reference to the movement by steam railroads of perishable products, livestock, hay, grain, etc. The informal handling of matters of this character resulted in the expeditions disposal of these complaints.

GENERAL ORDERS

During the biennial period five general orders have been promulgated as follows:

GENERAL ORDER NO. 33:

In the matter of notifying consumers and users of electric, gas, telegraph, telephone and water utilities of proposed changes in rates, rules and regulations.

This general order provides for the giving of thirty days' notice of increase of rates.

GENERAL ORDER NO. 34:

In the matter of the discontinuance of any passenger train; also, in the matter of curtailment of passenger train

service, and in the matter of a change of location or abandonment of any depot or station facility, and in the matter of the withdrawal or abandonment of any agency at any depot or railroad station.

Requires notice of all carrier utilities, concerning changes in train schedules, closing of agency and other similar matters affecting the public, to be posted conspicuously in its depots for a period of at least fifteen days prior to the proposed effective date thereof.

GENERAL ORDER No. 35:

In the matter of discontinuance of any telegraph or express office within the State of Colorado, or in the entailment of any such telegraph or express service.

Provides for notice of thirty days to be given by telegraph or express utilities of any proposed entailment of any service rendered.

GENERAL ORDER No. 36:

In the matter of the operation of passenger stages over crossings of steam, interurban or other railroads.

Provides that all transportation companies are ordered to stop each and every auto stage, wagon, sleigh, or any other vehicle whatever engaged in the transportation of passengers before crossing the tracks of any steam, interurban or other railroad. This general order does not apply in connection with the operation of passenger stages within municipalities as regards operation over the tracks of electric or other street railroads.

GENERAL ORDER No. 37:

In the matter of transporting free, within the state, livestock, agricultural products and materials pertaining to agriculture and stock raising for the purposes of exhibit, demonstration, and the promotion and improvement of the livestock (and agricultural) industries of the state.

Provides that any railroad company operating within the State of Colorado may, if it so elects, in co-operation with the State Agricultural College, a livestock or agricultural organization, furnish free of charge within this state such transportation and the use of such railroad equipment as may be necessary for making, conducting or holding agricultural or livestock exhibits, demonstrations or meetings on or along its lines. Also provides for the transportation free of charge of any seeds, livestock or agricultural products of superior quality when carried for free distribution, or to be sold at cost, or given in exchange for inferior seeds or livestock. This order is made for the purpose of improving or promoting the livestock or agricultural industries of the state, and not as a commercial enterprise, and is to be under the direction of the Agricultural Agent of the railroad company performing same.

PROCEEDINGS BEFORE THE INTERSTATE COMMERCE
COMMISSION

During the biennial period the Commission entered its appearance before the Interstate Commerce Commission in the following cases:

Application of The Silverton Railway to abandon its line between Silverton and Joker Tunnel, a distance of 15.5 miles;

Application of The Colorado & Southern Railway Company to abandon its branch line between Buena Vista, Romley and Hancock, in Chaffee County, a distance of 26.3 miles;

The Wool Rate Case;

The Fourth Section Application;

The Western Grain Rates Case;

Express Rates Case, I. C. C. Docket No. 13930.

Colorado Coal Rates, I. C. C. Docket No. 13293.

In the two cases of abandonment filed by rail carriers before the Interstate Commerce Commission under Sections 18, 19 and 20 of the Transportation Act of 1920, which seems to provide that no rail carrier may abandon any part or portion of its operation without a certificate from the Interstate Commerce Commission that the public convenience and necessity require or will require such abandonment. The two cases referred to are the application of The Silverton Railway Company, which operates between Silverton, Colorado, a distance of 15.5 miles, to the mines in that vicinity, and is located in San Juan and Ouray counties. The other case is that of an application of The Colorado & Southern Railway Company for permission to abandon its line operating between Buena Vista, Romley and Hancock, in Chaffee County. In each of the said cases the Commission entered its appearance and filed a motion to dismiss the petitions, on the ground, *inter alia*, that the Interstate Commerce Commission had no jurisdiction where the matter involved lies wholly within the state, and that it was not the intention, purpose or plan of Congress in enacting the Transportation Act of 1920 to vest the federal Commission with power over matters and things purely intrastate. The matter was argued before the Interstate Commerce Commission, with the result that this Commission, in the abandonment of its line of railroad by the Silverton Railway, followed the decision of the United States Supreme Court in *Texas vs. Eastern Texas Railway Company* and others, March 13, 1922, and entered its order September 15, 1922, granting a certificate confining its jurisdiction to intrastate commerce only. The Interstate Commerce Commission granted the permission as to interstate commerce, on the ground that there had been no agricultural development along the line, which traverses mountainous territory, that traffic had been limited to ores, minerals and mining supplies, large expenditures would be required to place the road in safe condition for operation, it owns no safe equipment, and automobile and like truck competition has deprived the line of its passenger, mail, express and local freight service. The order was issued June 17, 1922.

In the case of the Colorado & Southern Railway, the Interstate Commerce Commission assumed jurisdiction on the grounds that while the branch line lies wholly within the State of Colorado, it constitutes a part of the applicant's system, which is an interstate road, its operating results are reflected in the accounts of the applicant, and the latter would be required to bear or make good any deficit from its operation. The Commission was therefore of the opinion that it had jurisdiction, and so entered its order. The Commission also held that the abandonment would deprive a large section of the benefits of rail transportation, and would end the development of the resources tributary to the line, and would probably result in the abandonment of mining enterprises and the loss of large investments heretofore made. While the operation of the line for the past four or five years has resulted in substantial losses, the Commission held that the record afforded some assurance that the conditions which produced that result were changing, and that future operations might show a more favorable return. On July 28th an order was issued denying the application.

WOOL RATE CASE

This Commission entered its appearance in objection to the proposal of the rail carriers in transporting wool from Pacific Coast terminals to Boston and other Atlantic Coast terminals at a rate of \$1.35 per hundred pounds in grease or sacked, without any proportionate reduction of the rate on wool from intermediate points to Boston and Atlantic seaports. The rate on wool from Colorado, Wyoming, Utah, Montana and other wool-producing states is very much higher than \$1.35 per hundred pounds; in the wool-producing states State Commissions and other interested bodies attended the hearings of the Examiner of the Interstate Commerce Commission and objected thereto; the rail carriers sought to justify the application for a \$1.35 rate on the theory that such a rate was necessary, else wool coming into this country from Australia and New Zealand would be carried to Boston via the Panama Canal, and the rail carriers would suffer an entire loss in such transportation. This Commission and other Commissions opposed the application for the reason that such a rate, without corresponding reductions in intermediate territory, would be detrimental to the upbuilding of the wool industry in the United States. The matter is still pending before the Interstate Commerce Commission.

FOURTH SECTION APPLICATION

An application was made to the Interstate Commerce Commission by the Transcontinental Freight Bureau, an organization maintained by the rail carriers of the United States, for permission to modify the Fourth Section of the Interstate Commerce Act, which now prohibits the carriers from charging more for a short haul than a long haul. The application sought permission of the Interstate Commerce Commission to install rates on certain special commodities which will be lower from eastern points to

Pacific Coast points than to intermediate points in Colorado. In appearing in opposition to this application the Commission fortified itself by addressing circular letters to all the civic and business organizations of the state, inviting their views upon the matter, with the result that in each instance such organizations joined with the Commission in objecting to the granting of the application. Hearings were held in different parts of the country and the matter is now awaiting the decision of the Interstate Commerce Commission.

WESTERN GRAIN RATES CASE

A matter of a great deal of importance occurring during the biennial period was an application to the Interstate Commerce Commission by the various Commissions of the western part of the country for a reduction of the rates on grain, grain products and hay moving in interstate commerce. This Commission joined with the other western Commissions in urging the reduction of rates upon this character of products, for the reason that throughout this western territory the freight rates permitted by the adoption of the increase of August, 1920, made the shipment to market of most of such products almost prohibitive, and with a large surplus of grain, grain products and hay a rate that would move it to river points would afford substantial relief to the citizens of this western country and of this state who are engaged in the production of such products. The Commission is glad to advise that a decision has been reached by the Interstate Commerce Commission upon this application, with the result that the freight rates on grain, grain products and hay have been ordered reduced 16½ per cent by the Interstate Commerce Commission, to become effective not later than December 27, 1921. The rail carriers operating within Colorado have filed schedules applying the same decrease of rates upon these products moving within this state or in intrastate commerce, effective January 1, 1922.

EXPRESS RATES 1922 DOCKET NO. 13930

The above matter embraces a hearing as to rates of the American Railway Express Company, which was instituted by the Interstate Commerce Commission on its own motion in March, 1922. In September, 1920, and in the spring of 1921, by two respective proceedings brought by the Express Company, total increases of 26½ per cent were granted the Express Company upon interstate traffic by the Interstate Commerce Commission. Application was made to the various State Commissions for like increases by the Express Company, with the result that most of the states followed the lead of the Interstate Commerce Commission and granted a like increase of 26½ per cent upon intrastate express rates.

There has been a general feeling throughout the country that express rates under existent conditions are too high to permit of the free flow of express commerce, with the result that the Interstate Commerce Commission has instituted this proceeding upon its own motion. Many of the State Commissions met at the first

hearing in Washington on November 20, 1922, and the evidence of the express carrier was received to justify a continuance of the present rates, so the status of that matter now is that the express shippers of the country and the state regulatory bodies are expected to submit evidence at stated times and places to establish the contention that rates are too high and should be modified. These express rate hearings have been set for different parts of the country, and one will be held in Denver, March 15, 1923, at the Federal building. The Commission communicated with the larger of the express shippers in Denver, and it is its purpose and plan to cooperate with them to the extent of its ability to sustain the contention that express rates are too high at the March 15th hearing.

The State Commissions in the five express rate zones appointed as a co-operating committee Messrs. Bacharach of New Jersey from Zone 1, Shealey of South Carolina from Zone 2, Taylor of Nebraska from Zone 3, Betts of Arizona from Zone 4, and Kuykendall of Washington from Zone 5. (Express rates in Colorado are included in Zones 3 and 4.) This committee was authorized by vote of the convention of the National Association of Railway and Utilities Commissioners, held at Detroit November 14th to 17th, 1922, to select a State Commission representative to sit as examiner with the examiners of the Interstate Commerce Commission in receiving the evidence and analyzing the same and drafting a proposed report for the consideration of the Interstate Commerce Commissioners and the co-operating state commissioners. The committee selected Mr. J. C. Harraman, express rate expert of the California Commission staff. Mr. Harraman is regarded as one of the best qualified express rate experts in the country. The examiners will hold a series of hearings in various parts of the country, and will end with a hearing to be held in Washington, April 9th, 1923. Thereafter they will analyze all the evidence, including that taken at the hearing in Washington, November 20th, 1922, and will prepare a proposed report.

COLORADO COAL RATES, I. C. C. DOCKET NO. 13293

A reduction of coal rates from mines in Routt County, Colorado, amounting to approximately \$150,000 per annum, was authorized in I. C. C. Docket No. 13293, joint hearing of which was held in Denver, July 31st, August 1st, 2nd and 3rd, 1922, before Chairman Hall and Commissioners Esch and Eastman. This Commission was represented at the hearing, as was also the Nebraska State Railway Commission. Prior to this a hearing had been held in Washington, and Mr. H. W. Prickett, of the Traffic Service Bureau of Utah, appeared as the personal appointee of the Governors of Arizona, Colorado, Idaho, New Mexico and Utah, and acting in co-operation with the Nevada Commission offered striking evidence as to the repressing effect of rates upon the coal production in intermountain territory. At this meeting the National Coal Association, The American Coal Association and a score of other producing, distributing and consuming interests also appeared to urge the necessity for a reduction in coal rates. The case was

decided August 3, 1922, and the petition of the Receivers of The Denver & Salt Lake Railroad Company to be excluded from the findings in original report 68 I. C. C. 676 (Reduced Rates) denied as to interstate rates on coal. The Commission said in its opinion:

"We find that the existing interstate joint rates on coal in carloads from points on the Denver & Salt Lake Railroad to destinations on connecting lines of respondents herein in Wyoming, Kansas, Nebraska, Iowa, North Dakota and South Dakota have been since June 30, 1922, are and for the future will be unjust, unreasonable and unduly prejudicial to mines served by the Denver & Salt Lake Railroad and to the shippers of coal therefrom to the extent that said joint interstate rates exceeded, exceed or may exceed the rates in effect on like traffic from and to the same points on August 25, 1920, increased by twenty per cent."

CONSOLIDATION OF RAILROADS

A tentative plan of consolidation of the railway properties of the United States into a limited number of systems was proposed August 3, 1921, by the Interstate Commerce Commission. This tentative plan was prepared and served under paragraphs (4) and (5) of Section 5 of the Interstate Commerce Act, and contemplates the consolidation of the railway properties of the United States under the statutes into nineteen major systems. Of the various systems proposed, five of these directly affect the State of Colorado and are designated as follows:

System No. 13.—Union Pacific-Northwestern, in which is included the

Union Pacific

St. Joseph & Grand Island

Oregon Short Line

Oregon-Washington Railroad and Navigation Company

Los Angeles & Salt Lake

Chicago & Northwestern

Chicago, St. Paul, Minneapolis & Omaha

Lake Superior & Ishpeming

Wabash lines west of the Missouri River.

System No. 14.—Burlington-Northern Pacific, in which is included

Chicago, Burlington & Quincy

Northern Pacific

Chicago Great Western

Minneapolis & St. Louis

Spokane, Portland & Seattle.

System No. 16.—Santa Fe

Atehison, Topeka & Santa Fe

Gulf, Colorado & Santa Fe

Colorado & Southern

Fort Worth & Denver City

Denver & Rio Grande Western
 Western Pacific
 Utah Railway
 Northwestern Pacific
 Nevada Northern

System No. 17.—Southern Pacific-Rock Island

Southern Pacific Company
 Nevada Northern
 Chicago, Rock Island & Pacific
 Chicago, Rock Island & Gulf
 Arizona & New Mexico
 El Paso & Southwestern
 San Antonio & Aransas Pass
 Trinity & Brazos Valley
 Midland Valley
 Vicksburg, Shreveport & Pacific
 Chicago, Peoria & St. Louis

System No. 19.—Chicago-Missouri Pacific

Chicago & Eastern Illinois
 Missouri Pacific
 Kansas City Southern
 Kansas City, Mexico & Orient
 Kansas, Oklahoma & Gulf
 Texas & Pacific
 Fort Smith & Western
 Louisiana & Arkansas
 Gulf Coast Lines
 International & Great Northern.

Under the direction of the Interstate Commerce Commission, Professor William Z. Ripley of Harvard University prepared a report on the consolidation. In some respects the tentative plan as outlined by the Commission does not follow the recommendations of Professor Ripley, but presents alternatives thereto for consideration. In the tentative plan it has been sought to minimize dismemberment of existing lines or systems. The tentative plan is put forward without prejudgment of any matters which may be presented upon that record, and in order to elicit full record upon which the plan may be ultimately adopted.

Professor Ripley in his recommendation links the Central Pacific with System No. 13, and does not specifically include the Lake Superior & Ishpeming in any system.

From the Chicago, Burlington & Quincy are excepted the Colorado & Southern and Fort Worth & Denver City, which may be included in System No. 16, Santa Fe. Professor Ripley recommends that they be included in System No. 19, Chicago-Missouri Pacific. Professor Ripley also recommends extension of this system to the Pacific Coast, but including the Denver & Rio Grande Western and the Western Pacific. He also recommends redistribution of portions of the Minneapolis & St. Louis and Chicago Great Western. The Spokane, Portland & Seattle, which is included in

the tentative plan, System No. 14, may be included in System No. 15, Milwaukee-Great Northern. The Northwestern Pacific, which in the tentative plan is included in System No. 16, would, under Professor Ripley's recommendation, retain its present status, and the Nevada Northern is not specifically included in any system.

In the Transportation Act of 1920, dealing with the consolidation of railways into systems by amendment of Section 5, paragraph (4) of the Act to Regulate Commerce of 1887, it is contemplated that under such a plan competition shall be preserved as fully as possible, and wherever practicable the existing routes and channels of trade and commerce shall be maintained. Subject to the foregoing requirements, the several systems shall be so arranged that the cost of transportation as between competitive systems and as related to the values of the properties through which the service is rendered shall be the same, so far as practicable, so that the various systems can employ uniform rates in the movement of competitive traffic and under efficient management earn substantially the same rate of return upon the value of their respective railway properties.

It is contemplated that the Interstate Commerce Commission will set dates for hearings in the western territory, this primarily for the purpose of affording state commissions, communities and the public an opportunity to present such evidence as they may desire.

The Public Utilities Commission of this state has taken no definite action in the matter of the consolidation, but it feels a vital interest in the plan of mergers that might naturally arise and will, therefore, take such action as it deems advisable to ascertain the feeling of the public in the matter and to preserve the best interest of the state.

THE BACHARACH BILL

House Resolution 10212, by Mr. Isaac Bacharach, member of Congress of New Jersey, had for its purpose the limiting of the jurisdiction now exercised by United States District and Circuit Judges from interference in matters of purely intrastate scope that have been passed upon by State Commissions or State courts. The bill was instigated because of the action of the United States Circuit Court of Appeals of the Third Circuit, reversing a decision of the New Jersey Supreme Court, which affirmed an order of the Board of Public Utility Commissioners of New Jersey denying an increase of fares from seven cents per fare zone to ten cents per fare zone sought by the New Jersey Central Traction Company, and an order to that effect issued by the Commission June 29, 1920, denying the petition of the Traction Company. The validity of the order was challenged by the Traction Company, and it was taken before the New Jersey Supreme Court on a writ of certiorari to review. The court held:

"1. The New Jersey Commission may take into consideration the safety, sufficiency, and adequacy of service in determining what is a just and reasonable rate of fare.

"2. Evidence that a street railway was in an unsafe condition and imperiled human life and limb, that the track was so constructed that it made riding uncomfortable, that cars did not run on schedule, and that the utility had insufficient equipment properly to operate its cars, was held not to support a claim that the Commission acted arbitrarily in determining that a 10-cent fare was unjust and unreasonable.

"3. The fact that a Commission considered the character of service was unjust and unreasonable, does not violate the New Jersey Constitution and the Constitution of the United States in that it takes the property of the railway for public use without just compensation.

"4. The burden of proving that a proposed increase, change or alteration in rates is just and reasonable, is placed upon the utility making the application."

Syllabus in P. U. R. 1921 D, p. 391.

May 5, 1921, the writ was dismissed and the order of the Board affirmed.

N. J. L.—113 Atlantic, 692.

The case was carried to the United States Circuit Court of Appeals on an application for preliminary injunction to restrain enforcement of the state statute or order. *Public Service Railway Company vs. Board of Public Utility Commissioners*, District Court D, New Jersey, October 12, 1921, 276 Federal, 979. The court held:

"1. Under Judicial Code, Section 266 (Comp. St. Sec. 1243), providing that an application to a District Court for an interlocutory injunction to restrain enforcement of a state statute, or an order of a board or commission acting under a state statute, shall be heard and determined by three judges, a court so convened has to do solely with the allowance or disallowance of a preliminary injunction; all other questions being reserved until after trial. On the hearing of such an application in a suit by a street railroad company to restrain, as confiscatory, an order of a state commission fixing passenger rates, the court will not consider whether the company is over-capitalized or overbonded, whether its management is or is not efficient, or whether the rate fixed is in itself just and reasonable, but only the question whether the rate is confiscatory of the company's property, because based on a valuation of the property less than its worth at the present time.

"2. Municipal franchise ordinances, prescribing rates to be charged by public service companies, are subject to the reserved power of the state to change such rates, and under the law of New Jersey, as settled by decisions binding on the federal courts, the power of the state Board of Public Utility Commissioners, created by statute, to fix rates to be charged by a street railway company, is not limited nor affected by franchise contracts with municipalities.

"3. To overcome the presumption in favor of the validity of a rate of fare for a street railroad company fixed by an administrative board, after a full hearing, the company, on an application for a preliminary injunction, must show beyond any just or fair doubt that the action of the board was in fact confiscatory.

"4. Rates of fare prescribed by the Board of Public Utility Commissioners of New Jersey to be charged by a street railroad company *held* confiscatory, and enforcement of the order enjoined.

"5. While a court of equity has no power to fix rates of fare to be charged by a street railroad company, it may, on granting a preliminary injunction restraining as confiscatory a rate established by a state board, name a rate as a condition of the injunction, beyond which the company may not go pending final adjudication and the determination of a just rate by a proper body, with provision for refunding of any excess above the board rate in case that rate is finally sustained."

"Davis, Circuit Judge, dissenting."

The following is from the majority opinion of Judges Woolley and Rellstab, in which the rates authorized the Public Service Railway Company to be charged are named:

"To this end the court will award an injunction against the Board of Public Utility Commissioners restraining it temporarily from putting into effect its orders of July 14, 1921, upon the condition, however, that until otherwise directed by the court the Public Service Railway Company shall charge and collect over its various routes a school fare not exceeding the prevailing rate, a base fare not exceeding 8 cents, shall issue and accept as base fares four tickets or tokens for not more than 30 cents and shall charge not more than 1 cent for an initial transfer, and shall give to every rider paying a base fare of 8 cents a receipt for 1 cent, and to every rider purchasing 4 tickets or tokens for 30 cents a receipt for 2 cents, transferable by hand, and redeemable by the company on presentation if the rate named in this condition for injunction is not sustained by the court on final hearing."

Judge Davis in his dissenting opinion made the following statement:

"The Company contends that going value includes the cost of developing the business to its present efficiency, not returned in earnings; losses incident to running unprofitable lines in rural districts; cost of consolidating many separate lines into a unitary system under one management; the value of obsolescent or superseded properties. The Company declares that—

'Here is a discrepancy evolved out of the minds of the members of the Board of \$31,000,000 on this item alone.'

“The municipalities, on the other hand, contend that while \$70,000,000 represented the pure, physical cost of the properties new, this was a cost of the properties as a going concern, as a unitary system, and not as bare, disconnected, junk value, and that all constituent elements which the Company seeks to have embraced under going value, and which can properly be so embraced, were included in the physical cost. They contend, therefore, that no allowance should have been made for going value and cite the case of *Des Moines Gas Co. vs. Des Moines*, 238 U. S. 153, 35 Sup. Ct. 811, 59 L. Ed. 1244, in which going value was disallowed by the Supreme Court as supporting their contention. There is confusion and uncertainty as to whether some of the elements properly embraced in going value were not included in the physical cost of the properties by the Board. The case is so involved in a mass of contradictory affidavits and evidence that it is impossible to determine, without serious doubts, in this preliminary application just what was included by the Board of physical cost and going concern value. Again the Board sailed between Scylla and Charybdis and allowed \$12,000,000 for going value. The Board did not give specific value to the power contract, but did consider its potential value, counsel says, in fixing going value, just as it considered every property in fixing physical cost, appreciation or going value. In making these valuations the Board did not accept fully the opinions of opposing experts, but doubtless considered what all said and used its own judgment.

“If, however, some of the properties have been underestimated or even excluded, when the Board’s action as a whole is considered, does its order at this time amount to confiscation within the meaning of the Fourteenth Amendment to the federal Constitution? This court does not mean to increase the return of slightly over 7 per cent on the properties valued. It does not declare that a return of 7 per cent is confiscatory. It has sought to provide a return on the properties it has found to be used in serving the public and underestimated or wholly excluded by the Board in its valuation. The Court’s order will permit the Company to charge 8 cents for a single fare and 30 cents for four tickets or tokens and one cent for a transfer. This is an increase of one cent on a single fare and one-half cent on a fare if tickets or tokens are purchased, and a reduction of 1 cent on a transfer. Assuming that riders will generally buy tickets, one-half cent on each of 361,130,000 estimated fares for the ensuing year, exclusive of school fares, which are to remain the same as before, amounts to \$1,805,650. If this amount is reduced by \$715,000, the amount the Board estimated 1 cent on a transfer would return, the yearly increase in consequence of the court’s order will be \$1,090,650. The increase as a matter of fact would be greater, because some persons riding only one time would pay a single, flat rate of 8 cents. If, to account for these single

fare riders, enough is added to make the aggregate increase \$1,400,000, this amount is 7 per cent on \$20,000,000, which must represent the extent of the value of the underestimated or wholly excluded properties. This sum, added to the valuation of \$82,000,000, makes a valuation of the properties, according to the Court, as I gather the basis of its conclusion, of \$102,000,000. After paying all operating expenses and taxes, the rate allowed by the Board will give a return to the Company of \$5,842,500, which is 5.727, or nearly $5\frac{3}{4}$ per cent on the increased valuation. After paying all operating expenses, not including taxes, the return would be nearly $7\frac{3}{4}$ per cent on the new valuation, without increasing the rate of fare above that allowed by the Board. The Interstate Commerce Commission, composed of men of ability and experience and having at their command an advisory board of noted experts, allows the railroads a return of only $5\frac{1}{2}$ per cent. If the Court in this case is right, the Interstate Commerce Commission has confiscated the property of every railroad in the country—a most unlikely assumption. Assuming that the Board did underestimate or wholly exclude the properties to the extent of \$20,000,000, in view of the rate of return that the Board's order permits, I should hesitate to say on a preliminary application, without the benefit of a full hearing, with many questions in doubt, that it was confiscatory.

“It is apparent that the Company has sought to magnify the valuation of the various constituent elements of its properties and the municipalities, on the other hand, have sought to minimize them. As I have studied this record and weighed the opposing arguments, I have been profoundly impressed with two facts: First, the difficulty of the task which the Board has performed under unusual conditions and trying circumstances; and, second, its earnest effort to make a valuation of the properties and promulgate a rate of return which would at the same time be fair and just to the Company and to the public. The determination of this question has called for the exercise of the Board's best business judgment, and I am persuaded that with a strong desire to be fair it has conscientiously done its best. Its order is presumptively right and should not be disturbed, unless it clearly appears to be wrong. *Knoxville vs. Knoxville Water Co.*, 212 U. S. 1, 29 Sup. Ct. 148, 53 L. Ed. 271; *Phoenix Railway Co. vs. Geary, et al.*, 239 U. S. 277, 36 Sup. Ct. 45, 60 L. Ed. 287; *Darnell vs. Edwards*, 244 U. S. 564, 37 Sup. Ct. 701, 61 L. Ed. 1317. As was said in the case of *Des Moines Gas Co. vs. Des Moines, supra*:

‘While this case is close to the border line, I cannot say on the whole case that the evidence, beyond any just and fair doubt, satisfied me that the rates (provided in the Board's order) will prove confiscatory.’

“And I therefore, with regret, am constrained to dissent from the conclusion of my colleagues.”

The bill introduced in Congress by Mr. Bacharach is as follows:

“H. R. 10212

67th Congress
2nd Session

IN THE HOUSE OF REPRESENTATIVES

January 31, 1922

Mr. Bacharach introduced the following bill; which was referred to the Committee on the Judiciary and ordered to be printed.

A BILL

To supplement and amend an Act entitled ‘An Act to codify, revise and amend the laws relating to the judiciary’ (Act of March 3, 1911, chapter 231), and known as the Judicial Code, and to limit the jurisdiction of district and circuit courts in certain cases.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That no district or circuit court of the United States or judge thereof shall have jurisdiction to entertain any bill of complaint to suspend or restrain the enforcement, operation or execution of any order made by an administrative board or commission in any state, acting under and pursuant to the statutes of such state, where such order was made after hearing upon notice, nor to entertain jurisdiction of any bill of complaint to suspend or restrain the enforcement, operation or execution of the statute under which such order was made in any case where under the statutes of that state provision is made for a judicial review of such order upon the law and the facts: *Provided,* That nothing herein contained shall limit or affect in any manner the jurisdiction of district and circuit courts of the United States and judges thereof in matters affecting interstate commerce, nor to prohibit such court or courts or the judges thereof from entertaining any bill of complaint to suspend or restrain the enforcement, operation, or execution of any order made by an administrative board or commission in any state insofar as such order affects interstate commerce.”

The bill was referred to the Judiciary Committee, and several hearings were held upon it. Honorable Frank H. Sommer, a former member of the Board of Public Utility Commissioners of New Jersey, appeared as special counsel for that board, and explained the bill and the reasons for its enactment. He emphasized the desirability of having the validity of Commission orders determined upon the record made before the Commission; he pointed out that in the Public Service Railway fare case the New Jersey Commission fixed fares after a very extended investigation, in which it expended more than \$100,000; nevertheless, in the federal

courts, the record before the Commission could not be introduced and the trial must proceed *de novo*. Mr. Sommer was followed by the Honorable Clyde M. Reed, Chairman of the Public Utility Commission of Kansas, who appeared in support of the bill, and also by Congressman Rhodes of Missouri, the latter appearing at the request of the Governor of that state. Several opponents of the bill were also heard. Honorable John E. Benton, General Solicitor of the National Association of Railway and Utilities Commissioners, appeared in support of the bill for the following Commissions: Arizona, Colorado, Florida, Idaho, Kansas, Michigan, Montana, Nevada, New Hampshire, New Jersey, New Mexico, North Dakota, Ohio, Oklahoma, South Dakota, Tennessee, Utah, Virginia, Washington and West Virginia, making a statement in support of the bill and including a brief in the record.

Congressman Bacharach stated approximately thirty-five states had endorsed the bill through the action of their respective regulatory Commissions, or Governors, or both.

On June 8th the House Committee determined not longer to continue hearings on the bill, but to postpone further consideration until such date at the next session of Congress as may be fixed by the Committee. Thus no final action was taken on the bill during the year 1922.

SUMMARY

A summary of the ordinary work of the Commission for the biennial period is as follows:

December 1, 1920, to December 1, 1922

Formal cases filed, 60; disposed of, 72.

Informal complaints filed, 184; disposed of, 184.

Investigation and Suspension cases filed, 8; disposed of, 13.

Applications filed, 69; disposed of, 67.

Applications for Certificates of Public Convenience and Necessity filed, 44; disposed of, 35.

General Orders issued, 4.

Regulations filed, 60; disposed of, 60.

Certificates of Public Convenience and Necessity, automobile carriers: Applications filed, 24; granted, 7; dismissed and refused, 8; total disposed of, 15; pending, 13.

Highway—Railroad Crossings: Applications filed, 40; granted, 29; dismissed and refused, 7; total disposed of, 36; pending, 13.

During the biennial period a vast amount of time of the engineering and auditing staff of the Commission has been devoted to making an inventory and preparing an audit of The Western Colorado Power Company, preparatory to a hearing relative to fixing a value of the physical property of the Company to serve as a basis for a readjustment of its rates. The applicant Company is one of the very large producers of electric energy in the state and serves the towns and cities of Durango, Silverton, Telluride, Ridgway, Ouray, Olathe, Montrose and Delta and adjacent territory.

All preliminary preparations having been completed by the Commission, the hearing on the application was set for December 4, 1922. On November 28, 1922, motion to dismiss the case was filed by the applicant, and an order of dismissal was issued by the Commission on November 29, 1922.

Matters of importance to the people of the State of Colorado and in which this Commission is vitally interested, is a valuation of the physical property of the steam carriers of the country and a petition of the American Railway Express Company in the matter of express rates and classification. These are matters that are now before the Interstate Commerce Commission and in which this Commission is taking such an active part as its time and finances will permit. That the Commission is seriously handicapped in the way of appropriations for handling matters of this kind, is to be regretted. An exhaustive investigation and study should be made in order that the people of the state may not be unduly burdened by reason of an excessive valuation of the property of the railroads devoted to the public service in this state. The petition of the American Railway Express Company prays that an increase in its rates be allowed. The general impression at this time is that express rates are unduly high and that a still further increase in the now existing rates without a thorough investigation in behalf of the people is a matter of grave concern to this Commission.

A comparative statement showing the number of utilities reporting within the State of Colorado, the total operating revenues, operating expenses, net operating revenues and operating ratio for the years 1916 and 1921, is given below. It will be noted in this statement that the revenues for electric, gas and water utilities was for the year 1916 very much in excess of the revenues for the year 1921. As an explanation of this difference, it might be well to note that The Denver Gas and Electric Company reported to the Commission in 1916, whereas, by a Supreme Court decision, it was placed under the jurisdiction of the City of Denver, a "Home Rule City," and, therefore, did not report to this Commission in 1921. The operating ratio of The Denver Gas and Electric Company for 1916 was only slightly different from the prevailing ratio of 56.09% of all the utilities for that year. The elimination of The Denver Gas and Electric Company for the year 1916 would, therefore, not affect to any appreciable extent the operating ratio for this period.

Telephone utilities, sixty-nine in number, are excluded from the 1921 operations for the reason that these utilities did not begin reporting their financial operations to the Commission until the year 1918; and it would, therefore, be considered unfair to include same for comparative purposes.

The calendar years 1916 and 1921 were taken for the reason that 1916 was the first year in which annual reports of the various utilities were filed with this Commission, and 1921 being the latest

period for which reports are available. The statement reflects in a general way the volume of business transacted by the utilities of the state.

A rather interesting feature of this statement is a comparison of the operating ratios for the two years mentioned. It will be noted that there has been a very decided increase in the ratio, which demonstrates clearly that the revenues from operation were not increased in the same ratio as were operating expenses. Had the revenues increased in the same proportion as expenses and the same operating ratio been maintained in 1921 as was in effect in 1916, the users of electric, water and gas service in the State of Colorado would have paid to these utilities approximately \$2,100,000 more than was actually paid under the existing 1921 rates. Applying the ratio of the steam railroads of the state in the same manner, it develops that approximately \$17,800,000 more would have been paid by users of this class of service than was actually paid.

STATEMENT

ELECTRIC, GAS AND WATER UTILITIES

Year	No.	Operating Revenues	Operating Expenses	Net Operating Revenue	Operating Ratio %
1916	210	\$11,002,501.02	\$ 6,171,604.95	\$ 4,830,896.07	56.09
1921	235	10,627,869.13	7,145,216.71	3,482,652.42	67.23

STEAM RAILROADS

1916	29	\$51,674,579.00	\$33,791,040.00	\$17,883,539.00	65.39
1921	20	72,613,538.00	59,162,201.00	13,451,337.00	81.48

It is rather apparent that it is essential to the public welfare that there should be regulation of the rates and service of the public utilities in this state and that such power should be vested in an impartial, unprejudiced and experienced commission.

One of the purposes of state regulation by a state body is to fix the rates on all public utilities so that the utility may be entitled to earn and the public required to pay rates only upon the fair value of the property actually devoted to public use, considering, of course, the economic operation of the properties. In this respect it is to be regretted that the Commission has not had the financial support in the way of appropriations sufficient to conduct a series of investigations, make inventories and determine values of the various utility properties devoted to public use. The value and importance of these valuations does not lie alone in the fact that they furnish a basis for regulating the rates and service of the utility, but that such valuations might also serve the basis for taxation by the state of the property of the utilities.

Unfortunately the war came on soon after the regulation by the State Commission was established, resulting in necessary and unavoidable increases in rates, which has caused considerable criticism of this Commission. The increases granted during the war were only such as to enable the utilities to live and render necessary service. If at any time the rates allowed to become effective during this period are found to be excessive, it would be a com-

paratively easy matter to adjust same to a lower level. It is fair to presume that the increases granted in this state are no greater than have been authorized generally throughout the United States. The Commission has frequently used its power in preventing increases in the rates of utilities, and, if it exercises its powers to prevent and reduce, it must of necessity exercise its power to raise rates whenever justified; otherwise, regulation would be unfair and a failure. Efficient regulation by the state is necessary to the public welfare, and it is to be hoped that it may not be crippled by reason of the temporary conditions brought on by the war.

The total expenses of the Commission to the state, including all salaries and expenses of the Commissioners and employes, for the biennial period ending November 30, 1922, amounted to \$94,689.93. For your information in a general way as to the disbursement of these moneys, a summarized statement is given below showing the appropriations, receipts, disbursements and unexpended balances.

	Appropriation	Disbursements	Balance Unexpended
3 Commissioners	\$24,000.00	\$23,999.88	\$.12
1 Secretary	5,000.00	4,999.96	.04
1 Rate Clerk	4,200.00	4,200.00	.....
1 Auditor and Statistician	5,000.00	5,000.00	.....
1 Assistant Auditor and Statistician	3,600.00	3,600.00	.....
1 Electrical and Gas Engineer	5,000.00	5,000.00	.....
1 Assistant Electrical and Gas Engineer	4,200.00	4,175.00	25.00
1 Railway and Hydraulic Engineer	5,000.00	5,000.00	.....
1 Asst. Railway and Hydraulic Engineer	3,600.00	3,600.00	.....
1 Reporter	4,200.00	4,200.00	.....
2 Inspectors	7,200.00	7,200.00	.....
3 Stenographers	7,200.00	7,187.10	12.90
Traveling Expenses	6,000.00	5,698.66	301.34
General and Incidental Expenses	5,000.00	4,980.31	19.69
P. U. C. Special Fund	*7,828.99	5,849.02	1,979.97
Total	\$97,028.99	\$94,689.93	\$2,339.06

*Includes balance of \$378.31 as of December 1, 1920.

A brief resume of the partial work done by the electric, gas and telephone engineering staff of the Commission, and a general outline of the nature of the work that should be promulgated by this Bureau, is made a part of this report, as follows:

During the fiscal year ending November 30, 1922, there were no changes in personnel. This staff consists of an engineer and assistant engineer—an entirely inadequate force to handle the work falling to this department in a suitable and efficient manner. Therefore, unavoidable delays have resulted and a great deal of important work which should be properly undertaken by the Commission on its own motion has had to be neglected. Every such delay and every one of the items left incomplete has resulted in a direct financial loss to some group of citizens of this state, and, in the aggregate, amounts to many times the cost of adequately supporting the staff of this Commission in this as well as other departments.

Of the activities which should be taken up and completed, if the words and spirit of the law are to be fulfilled, the following are a few upon which time has been spent, but which have not been completed:

1. A systematic system of inspection of gas and electric utilities to check the practices of these utilities in regard to compliance with the rates on file and the rules and orders of the Commission, the quality of service being rendered, and the efficiencies and economies of their operations upon which rates properly regulated must depend.

2. A revision of portions of the rules, as issued by the Commission, governing the operations of these utilities.

3. The formulation, after a complete investigation, of rules and practice to be followed in regard to "line extensions" in rural territory.

4. The formulation of rules and practice to control line construction of electric and telephone utilities to reduce the hazards to life and property, as well as prevent unnecessary costs which would ultimately be reflected in rates.

5. Adoption of a uniform fair policy in regard to the hazard of inductive interference which results from the common use of public highways by power lines and telephone lines. This matter is increasing in importance as more lines are built. Interference with the quality of telephone service is arraigned against undue, burdensome expense of construction to electric companies. The solution of this matter is not simple.

6. The systematic following up and elimination of unfair practices by utilities whenever knowledge of these practices are received from the informal complaints before the Commission, is a necessary and proper activity rightly the business of the Commission and broader in its effect on the public than merely satisfying the informal complaint.

7. An investigation of the practices of utilities in home rule cities operating outside the corporate boundaries, to prevent unfair burdens upon rural consumers. Nearly every such utility does operate outside the city limits, and, in several instances, quite extensively.

8. An engineering study or analysis of the Annual Reports and other statistical data of these utilities to determine discrimination as between classes of service, should be made and kept up-to-date. Such analysis will show whether or not a utility's rate structure is properly fabricated upon the costs of service, and it would put the Commission in possession of the facts upon which it could order an investigation with the purpose of reducing rates, if justifiable, or a revision of those rates which are so favorable to one class that some other class of service carries more than its fair share of the burden.

The foregoing items properly completed would eliminate a large percentage of the informal complaints and reduce the time necessary to settle others, and, besides, would bring satisfactory service to the other consumers who have not settled their troubles by complaint to the Commission.

The appraisals of two large electric utilities, The Colorado Power Company and The Western Colorado Power Company, monopolized the time and efforts of this staff.

The Colorado Power Company appraisal was to be the basis for a heavy increase in rates, principally to mining companies operating throughout the central portion of the state, from Denver to Glenwood Springs. While most of the work upon this appraisal was completed during the preceding year, a considerable amount of engineering was required in assisting the Commission in the study and digest of the volumes of conflicting testimony and exhibits presented. It is to be noticed that this increase in rates was denied; and it may be fairly said that the Commission would hardly have been as completely and fully informed as was necessary if the engineering data and checks made had been any less complete than they were.

The Western Colorado Power Company appraisal was to be the basis of a complete revision upwards of the rates for electric light and power through the mining districts, towns and cities of the southwestern corner of the state as reached by this utility's network of lines, including all the territory in and surrounding Durango, Silverton, Telluride, Ouray, Ridgway, Montrose and Delta. To check and collect the necessary data for presentation at the hearing of this case, required all the time of this staff which could possibly be spared from other activities during the entire year. This case did not come to a hearing as it was withdrawn a few days before the day set, December 4, 1922.

These two cases of appraisal show clearly how inadequately prepared the Commission is for making investigations of this character. Without an investigation by the Commission's staff, almost all the data upon which it might base its conclusions would be that supplied by the applicant utility, as it is seldom indeed that protestants can supply any original evidence on these technical details since they do not have access to the records and property of the utility given by law to the Commission. Therefore, if the staff did not prepare its own appraisal from its checks and investigations, the public would be practically at the mercy of the applicant utility so far as valuation is concerned. The character of this engineering work is such that it is best carried on by a considerable group working simultaneously in field checks of equipment, clerical work collecting data from utility records, clerical work in compiling the field and other data, preparation of the unit costs to be used, and the engineering work bringing these details together to form the valuation. The Commission should have the financial support necessary to hire this added force of men with engineering and clerical experience whenever it is necessary for it to go into a valuation of utility property. Also, the collection of cost data should be carried on continuously. It should be compiled in form for immediate use. There is sufficient work of this character to require all the time of one man. The fact that in each of these cases over a year was necessary in the preparation of the Commis-

sion's valuation, and that at the expense of other duties which were seriously neglected, is a clear indication of insufficient facilities provided for the proper functioning of this department.

The rates of gas, electric and telephone utilities are always changing as costs change and as new activities are undertaken by utilities. All schedules filed are given study by this staff; and, through criticism and suggestion, these are revised so that discrimination is prevented before they become effective. The influence of this activity in keeping rates within reasonable bounds cannot be measured, but is considerable.

The majority of the home rule cities have come in for advice and information on their utility problems, and this has been freely given whenever possible.

A large number of municipally owned plants have received extensive assistance in regard to rates and service through consultation. This amounts to preventing evils before they occur and make correction necessary.

A large number of complaints are settled through this staff before an informal complaint is filed. These complaints usually are preliminary inquiries by letter or in person, and the parties are satisfied by the advice or explanation given.

In addition to the above routine matters, a large amount of technical information in regard to rates and service must be prepared to answer the inquiries of various firms, individuals, and state and national boards and bureaus.

Very respectfully submitted,

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO.

Grant E. Halderman,
Chairman,

Aaron P. Anderson,

Frank P. Lannon,

Commissioners.

Attest:

*Chas. H. Small, Secretary.

*Succeeded by John W. Flintham, December 16, 1922.

FORMAL CASES DISPOSED OF FROM DECEMBER 1, 1920,
TO DECEMBER 1, 1922

Decision No. 399.

CASE NO. 20. THE COLORADO STATE BOARD OF STOCK INSPECTION COMMISSIONERS, ET AL., VS. THE ATCHISON, TOPEKA & SANTA FE RY. CO., ET AL. FENCING RIGHT-OF-WAY OF RAILROADS.

Order issued December 6, 1920, dismissing case for want of prosecution, but without prejudice.

Decision No. 491.

CASE NO. 37. BRECKENRIDGE CHAMBER OF COMMERCE VS. THE COLORADO & SOUTHERN RY. CO. PERMISSION SOUGHT BY RAILROAD TO INSTALL TRI-WEEKLY INSTEAD OF DAILY PASSENGER TRAIN SERVICE BETWEEN DENVER AND LEADVILLE.

Order issued December 28, 1921. Permission denied.

Decision No. 437.

CASE NO. 58. NATIONAL FUEL CO. VS. THE COLORADO & SOUTHERN RY. CO. REPARATION ON COAL RATES.

Order issued April 20, 1921, dismissing case in accordance with stipulation filed by both parties.

Decision No. 487.

CASE NO. 59. NATIONAL FUEL CO. VS. CHICAGO, BURLINGTON & QUINCY R. R. CO. REPARATION ON COAL RATES.

Order issued December 5, 1921, dismissing case. Claim amicably adjusted.

Decision No. 429.

CASE NO. 60. NATIONAL FUEL CO. VS. UNION PACIFIC R. R. CO. REPARATION ON COAL RATES.

Order issued March 30, 1921, dismissing case in accordance with stipulation filed by both parties.

Decision No. 406.

CASE NO. 61. COLORADO FUEL & IRON CO. VS. UNION PACIFIC R. R. CO. REPARATION ON COAL RATES.

Order issued January 6, 1921, dismissing case in accordance with stipulation filed by both parties.

Decision No. 407.

CASE NO. 63. SUMMIT GRAIN & COAL CO. VS. UNION PACIFIC R. R. CO. REPARATION ON COAL RATES.

Order issued January 6, 1921, dismissing case in accordance with stipulation filed by both parties.

Decision No. 497.

CASE NO. 68. WILLIAM E. RUSSELL VS. CHICAGO, BURLINGTON & QUINCY R. R. CO. REPARATION ON COAL RATES.

Order issued January 7, 1922, dismissing case. Claim amicably adjusted.

Decision No. 430.

CASE NO. 69. WILLIAM E. RUSSELL VS. UNION PACIFIC R. R. CO. REPARATION ON COAL RATES.

Order issued March 30, 1921, dismissing case in accordance with stipulation filed by both parties.

Decision No. 481.

CASE NO. 70. WILLIAM E. RUSSELL VS. THE COLORADO & SOUTHERN RY. CO. REPARATION ON COAL RATES.

Order issued October 21, 1921, dismissing case. Claim amicably adjusted.

Decision No. 438.

CASE NO. 77. WESTERN POTTERY MFG. CO. VS. THE COLORADO & SOUTHERN RY. CO. REPARATION ON NORTHERN COLORADO COAL RATES.

Order issued April 20, 1921, dismissing case in accordance with stipulation filed by both parties.

Decision No. 498.

CASE NO. 80. AMERICAN SMELTING & REFINING COMPANY VS. CHICAGO, BURLINGTON & QUINCY R. R. CO. REPARATION ON COAL RATES.

Order issued January 12, 1922, dismissing case in accordance with stipulation filed by both parties.

Decision No. 439.

CASE NO. 81. AMERICAN SMELTING & REFINING CO. VS. THE COLORADO & SOUTHERN RY. CO. REPARATION ON COAL RATES.

Order issued April 20, 1921, dismissing case. Matters involved settled upon basis approved by the Commission.

Decision No. 482.

CASE NO. 95A. THE PUBLIC UTILITIES COMMISSION VS. THE COLORADO & SOUTHERN RY. CO., THE DENVER & INTERURBAN R. R. CO. IN RE CROSSING PROTECTION BETWEEN DENVER AND BOULDER.

Order issued October 25, 1921, modifying a previous order regarding speed of trains at crossings; granting request to discontinue stop at Madison; denying request to discontinue stop at Burns Junction cross-over.

Decision No. 394.

CASE NO. 144. THE WESTERN LIGHT & POWER CO. VS. THE CITY OF LOVELAND. IN THE MATTER OF THE PETITION OF THE CITY OF LONGMONT FOR AN ORDER BY THE COMMISSION HOLDING THAT NOTHING IN THE COMMISSION'S DECISION OF DECEMBER 31, 1917, DECISION NO. 152, SHALL BE CONSIDERED AS IN ANY WAY PREVENTING THE CITY FROM ACQUIRING BY PURCHASE, EMINENT DOMAIN PROCEEDINGS OR OTHERWISE THE DISTRIBUTION SYSTEM OF THE W. L. & P. CO. IN LOVELAND.

Order issued December 2, 1920, granting the petition of the City of Loveland.

Decision No. 395.

CASE NO. 147. THE GOLDEN CYCLE MINING AND REDUCTION CO. VS. THE COLORADO SPRINGS LIGHT, HEAT & POWER CO. DECISION OF THE SUPREME COURT OF COLORADO, JUNE 7, 1920, NO. 9416, ORDERING AND DIRECTING THE COMMISSION TO VACATE ITS ORDER RENDERED IN CASE NO. 147, JULY 31, 1917.

Order issued December 6, 1920, vacating order rendered in Case 147 on July 31, 1917.

Decision No. 396.

CASE NO. 157. THE GOLDEN CYCLE MINING AND REDUCTION CO. VS. THE COLORADO SPRINGS LIGHT, HEAT & POWER CO. DECISION OF THE SUPREME COURT OF COLORADO, JUNE 7, 1920. NO. 9623, ORDERING AND DIRECTING THE COMMISSION TO VACATE ITS ORDER RENDERED IN CASE 157, MAY 25, 1918.

Order issued December 6, 1920, vacating order rendered in Case 157 on May 25, 1918.

Decision No. 541.

CASE NO. 164. PIKES PEAK CONSOLIDATED FUEL CO. VS. THE DENVER & RIO GRANDE R. R. CO., AND THE CHICAGO, ROCK ISLAND & PACIFIC RY. CO. COMPLAINT AGAINST REASONABLENESS OF RATES ON COAL FROM PIKEVIEW TO POINTS ON C. R. I. & P. IN COLORADO.

Order issued May 8, 1922, dismissing case. Matters involved compromised.

Decision No. 398.

CASE NO. 166. THE CRIPPLE CREEK DISTRICT CITIZENS AND MINING INTERESTS VS. THE CRIPPLE CREEK & COLORADO SPRINGS R. R. CO., ET AL. ALLEGED EXCESSIVE RATES ON COAL FROM TRINIDAD, WALSENBURG, CANON CITY AND COLORADO SPRINGS TO THE CRIPPLE CREEK DISTRICT.

Order issued December 6, 1920, dismissing case. Matters involved similar to those determined in Case 200.

Decision No. 499.

CASE NO. 168. THE GRAND JUNCTION ELECTRIC, GAS & MFG. CO. AND HOLLY SUGAR CORPORATION VS. THE DENVER & RIO GRANDE R. R. CO. ALLEGED DISCRIMINATION IN RATES ON COAL.

Order issued January 12, 1922, dismissing case, with leave to complainants to reinstate the same should they be so advised.

Decision No. 500.

CASE NO. 169. THE MIDWEST COAL & IRON CO., THE PALISADE COAL & SUPPLY CO., THE GARFIELD COAL & TRANSPORTATION CO., VS. THE DENVER & RIO GRANDE R. R. CO. ALLEGED DISCRIMINATION IN RATES ON COAL.

Order issued January 12, 1922, dismissing case with leave to complainants to reinstate the same should they be so advised.

Decision No. 505½.

CASE NO. 174. THE MANITOU & PIKES PEAK RY. CO. VS. THE MIDLAND TERMINAL RY. CO., WALKER D. HINES, DIRECTOR GENERAL OF RAILROADS, THE DENVER & RIO GRANDE R. R. CO., THE COLORADO & SOUTHERN RY. CO. ALLEGED UNJUST RATES ON COAL. REPARATIONS ON COAL RATES.

Order issued January 25, 1922, dismissing case in accordance with notice filed by complainant.

Decision No. 463.

CASE NO. 176. STAR INVESTMENT CO., ET AL., VS. THE CITY AND COUNTY OF DENVER AND BOARD OF WATER COMMISSIONERS OF THE CITY AND COUNTY OF DENVER. REASONABLENESS OF MINIMUM CHARGE FOR WATER AT AURORA. PETITION FOR REHEARING FILED AUGUST 5, 1921, BY DEFENDANTS.

Order issued July 6, 1921, providing reparation to petition and prescribing certain rates. Petition for rehearing denied August 18, 1921. Record lodged with the State Supreme Court September 16, 1921, Docket No. 10169.

Decision No. 428.

CASE NO. 180. PUBLIC UTILITIES COMMISSION VS. THE MOUNTAIN STATES TELEPHONE AND TELEGRAPH CO. INVESTIGATION BY THE COMMISSION ON ITS OWN MOTION INTO THE REASONABLENESS OF THE RATES, CHARGES, RULES AND REGULATIONS OF THE MOUNTAIN STATES T. & T. CO., AS ESTABLISHED AND APPROVED BY THE POSTMASTER GENERAL.

Order issued on question of jurisdiction, March 29, 1921, in conformity with remittitur of the Supreme Court, State of Colorado, March 19, 1921, Docket No. 9746, City of Fort Collins, Petitioners, vs. the P. U. C. of Colorado and The Mountain States Telephone and Telegraph Co., respondents.

Decision No. 414.

CASE NO. 184. CITY OF STERLING, BY THE STERLING CHAMBER OF COMMERCE VS. UNION PACIFIC R. R. CO. AND CHICAGO, BURLINGTON & QUINCY R. R. CO. COMPLAINT AS TO INADEQUATE STATION FACILITIES AND PETITION FOR ERECTION OF NEW PASSENGER DEPOT.

Order issued February 1, 1921, dismissing case in accordance with stipulation filed by parties involved.

Decision No. 415.

CASE NO. 185. CITY OF STERLING, BY THE STERLING CHAMBER OF COMMERCE VS. UNION PACIFIC R. R. CO. AND CHICAGO, BURLINGTON & QUINCY R. R. CO. COMPLAINT AS TO INADEQUATE STATION FACILITIES AND PETITION FOR ERECTION OF NEW FREIGHT DEPOT.

Order issued February 1, 1921, dismissing case in accordance with stipulation filed by parties involved.

Decision No. 416.

CASE NO. 186. CITY OF STERLING, BY THE STERLING CHAMBER OF COMMERCE VS. UNION PACIFIC R. R. CO. AND CHICAGO, BURLINGTON & QUINCY R. R. CO. COMPLAINT OF INADEQUATE SURFACE CROSSING FACILITIES AND PETITION FOR CONSTRUCTION OF VIADUCT AT CHESTNUT ST., STERLING.

Order issued February 1, 1921, dismissing case in accordance with written stipulation filed by parties involved.

Decision No. 411.

CASE NO. 188. TOWN OF FLEMING VS. CHICAGO, BURLINGTON & QUINCY R. R. CO. INADEQUATE CROSSING FACILITIES.

Order issued January 27, 1921, dismissing case in accordance with request made by the town of Fleming.

Decision No. 419.

CASE NO. 189. NORTH POUDDRE IRRIGATION CO. VS. THE MOUNTAIN STATES TELEPHONE AND TELEGRAPH CO. AND H. V. BEDLEMAN. TELEPHONE SERVICE.

Order issued February 9, 1921, dismissing case in accordance with stipulation filed by parties involved.

Decision No. 501.

CASE NO. 191. CRAIG COMMERCIAL ASSOCIATION VS. W. R. FREEMAN AND C. BOETTCHER, RECEIVERS, THE DENVER & SALT LAKE R. R. CO. INADEQUACY OF TRAIN SERVICE.

Order issued January 12, 1922, dismissing case in accordance with written statement made by complainant.

Decision No. 418.

CASE NO. 195. J. N. MILLER VS. THE DENVER & RIO GRANDE R. R. CO. AND A. R. BALDWIN, RECEIVER. FENCING RIGHT-OF-WAY.

Order issued February 7, 1921, dismissing case at request of complainant. Matters complained of fully and entirely remedied by defendants.

Decision No. 434.

CASE NO. 196. CITIZENS OF COSTILLA COUNTY VS. A. R. BALDWIN, RECEIVER OF THE DENVER & RIO GRANDE R. R. CO. APPLICATION FOR THE CONSTRUCTION OF A NEW DEPOT AT FORT GARLAND, COLO.

Order issued April 19, 1921. Defendant ordered to construct new depot within 90 days.

Decision Nos. 474, 477.

CASE NO. 197. MONTE VISTA COMMERCIAL CLUB, ET AL., VS. A. R. BALDWIN, RECEIVER OF THE DENVER & RIO GRANDE R. R. CO., ET AL., THE DENVER & RIO GRANDE WESTERN R. R. CO. SUBSTITUTED. DISTRIBUTION OF CARS FOR POTATO SHIPMENTS DURING PERIODS OF CAR SHORTAGE.

Supplemental order issued September 15, 1921, embodying plan of distribution of cars during car shortage. Second supplemental order issued September 24, 1921, including additional territory.

Decision No. 459.

CASE NO. 198. CITY COUNCIL AND CITIZENS OF GOLDEN VS. THE DENVER & INTERMOUNTAIN R. R. CO. PROTEST AGAINST INCREASED FARES AUTHORIZED BY THE COMMISSION IN APPLICATION NO. 91.

Order issued June 22, 1921, dismissing case. No protestants appeared at hearing held April 21, 1921.

Decision No. 460.

CASE NO. 199. CHAMBER OF COMMERCE OF COLORADO SPRINGS VS. A. R. BALDWIN, RECEIVER OF THE DENVER & RIO GRANDE R. R. CO.; THE CHICAGO, ROCK ISLAND & PACIFIC RY. CO.; ATCHISON, TOPEKA & SANTA FE RY. CO. PETITION FOR A READJUSTMENT OF FREIGHT RATES ON COAL.

Order issued June 22, 1921, reducing rate.

Decision No. 496.

CASE NO. 200. CRIPPLE CREEK DISTRICT CITIZENS AND MINING INTERESTS VS. THE MIDLAND TERMINAL RY. CO.; THE DENVER & RIO GRANDE R. R. CO., A. R. BALDWIN, RECEIVER; THE ATCHISON, TOPEKA & SANTA FE RY. CO.; THE CHICAGO, ROCK ISLAND & PACIFIC RY. CO. PETITION FOR A READJUSTMENT OF FREIGHT RATES ON COAL.

Order issued January 4, 1922, dismissing case in accordance with request made by petitioner. Matters at issue amicably adjusted.

Decision No. 466.

CASE NO. 201. CHAS. W. TAYLOR, D. C. WEYAND AND P. J. KIRWAN VS. CITY OF GLENWOOD SPRINGS, A MUNICIPAL CORPORATION, AND THE CARDIFF LIGHT & WATER CO. PETITION SEEKING RELIEF FROM DAMAGE CAUSED BY LEAKS FROM WOODEN PIPE LINE.

Order issued August 2, 1921, dismissing petition for want of jurisdiction.

Decision Nos. 468, 473.

CASE NO. 202. THE HYGIENIC ICE AND COAL CO. VS. THE COLORADO & SOUTHERN RY. CO. AND UNION PACIFIC R. R. CO. PETITION TO REDUCE FREIGHT RATES ON COAL FROM THE NORTHERN COAL FIELDS INTO THE CITY OF BOULDER.

Order issued August 5, 1921, reducing coal rates from \$1.21½ per ton to 90c per ton. Order issued August 30, 1921, denying motion for a rehearing. On October 14, 1921, full record and transcript of proceedings delivered to Supreme Court, No. 10178.

Decision Nos. 400, 432.

CASE NO. 203. STEAMBOAT SPRINGS COMMERCIAL CLUB, ET AL., VS. W. R. FREEMAN AND C. BOETTCHER, RECEIVERS OF THE DENVER & SALT LAKE R. R. CO. PROTEST AGAINST PROPOSED TRI-WEEKLY PASSENGER TRAIN SERVICE.

Order issued December 14, 1920, permitting tri-weekly service from January 3, 1921, to April 1, 1921. Supplemental order issued March 31, 1921, extending tri-weekly service to May 1, 1921, from which time daily service shall be re-established.

Decision No. 404.

CASE NO. 204. NEEF BROS. BREWING CO. VS. UNION PACIFIC R. R. CO. REPARATION COAL RATES. (ORIGINALLY FILED JANUARY 11, 1913, AS RAILROAD COMMISSION CASE NO. 48.)

Order issued December 23, 1920, dismissing case in accordance with stipulation filed by both parties.

Decision No. 420.

CASE NO. 205. CITIZENS OF ERIE AND VICINITY VS. UNION PACIFIC R. R. CO. PETITION TO ESTABLISH ADDITIONAL TRAIN SERVICE.

Order issued February 10, 1921, dismissing case. Request made by petitioners to withdraw their petition for the present.

Decision No. 421.

CASE NO. 206. LAFAYETTE COMMERCIAL ASSOCIATION VS. THE COLORADO & SOUTHERN RY. CO. PROTEST AGAINST REQUEST OF RAILROAD COMPANY TO CHANGE AND REDUCE ITS PASSENGER TRAIN SERVICE.

Order issued February 10, 1921, dismissing case. Request to curtail train service withdrawn by Railroad Company.

Decision No. 409½.

CASE NO. 207. THE PUBLIC UTILITIES COMMISSION VS. THE WESTERN UNION TELEGRAPH CO. IN THE MATTER OF CHANGING THE OFFICE OR EFFECTING ANY CHANGE IN THE SERVICE AFFORDED THE PUBLIC BY THE WESTERN UNION TELEGRAPH CO. AT THE CITY OF VICTOR, COLORADO.

Order issued January 17, 1921, ordering the Western Union Telegraph Co. to reinstate the kind and character of facilities and service maintained prior to January 15, 1921. Operation resumed February 1, 1921.

Decision No. 422.

CASE NO. 209. THE PUBLIC UTILITIES COMMISSION VS. AMERICAN RAILWAY EXPRESS CO. AND RECEIVERS OF THE DENVER & SALT LAKE R. R. CO. REASONABLENESS OF EXPRESS RATES AND CLASS FREIGHT RATES IN EFFECT ON THE LINE OF THE DENVER & SALT LAKE R. R. CO.

Order issued February 16, 1921, establishing "express commodity rates," which rates shall be based upon 60% of the first-class express rates in effect at time of order.

Decision No. 465.

CASE NOS. 210 AND 239. AMHERST FARMERS ELEVATOR CO., THE FARMERS EDUCATIONAL AND CO-OP. UNION, AND THE CITIZENS OF THE TOWN OF AMHERST VS. CHICAGO, BURLINGTON & QUINCY R. R. CO. AND AMERICAN RAILWAY EXPRESS CO. COMPLAINT AND PETITION FOR NEW PASSENGER AND FREIGHT DEPOT AT AMHERST. PROTEST AGAINST PROPOSED CLOSING OF RAILROAD AND EXPRESS AGENCY AT AMHERST. (BOTH CASES CONSOLIDATED.)

Order issued July 18, 1921, ordering Chicago, Burlington & Quincy R. R. Co. to keep open and maintain its agency at Amherst; application for a new depot denied; application of American Railway Express Co. for the privilege of retiring from the express business at Amherst denied.

CASE NO. 211. CITY COUNCIL AND CITIZENS OF ENGLEWOOD VS. AMERICAN RAILWAY EXPRESS CO. APPLICATION RELATIVE TO THE ESTABLISHMENT OF AN OFFICE BY THE AMERICAN RAILWAY EXPRESS CO. AT ENGLEWOOD.

Case closed May 23, 1921. Office established by the American Railway Express Co. at Englewood. Complaint withdrawn.

Decision No. 502.

CASE NO. 212. GLENWOOD SPRINGS CHAMBER OF COMMERCE VS. A. R. BALDWIN, RECEIVER, AND THE DENVER & RIO GRANDE R. R. CO. APPLICATION FOR THE STOPPAGE OF WESTBOUND TRAIN NO. 1 AT NEW CASTLE, SILT, RIFLE AND DE BEQUE.

Order issued January 12, 1922, denying application.

Decision No. 453.

CASE NO. 213. DRISCOLL COAL AND WOOD CO., PUEBLO LUMBER CO., GRAYBEAL & CLINE, TRAFFIC BUREAU OF THE PUEBLO COMMERCIAL CLUB, ET AL., VS. THE ATCHISON, TOPEKA & SANTA FE RY. CO. AND THE COLORADO & SOUTHEASTERN R. R. CO. PROTEST AGAINST ADVANCE IN COAL RATES.

Order issued May 9, 1921, dismissing case. Carriers agreed to file with Commission rates agreeable to complainants. Order of dismissal was issued without prejudice to complainants Graybeal & Cline regarding adjustment and reparations claim.

Decision No. 536.

CASE NO. 214. NATIONAL SUPPLY COMPANY VS. THE DENVER & INTERMOUNTAIN R. R. CO. AND UNION PACIFIC R. R. CO. REPARATION ON COAL RATES, ALLEGED OVERCHARGE, ON OR ABOUT SEPT. 4, 1918.

Order issued May 17, 1922, dismissing case. Action should have been brought before the Interstate Commerce Commission.

CASE NO. 229. CITIZENS OF CROWLEY VS. MISSOURI PACIFIC R. R. CO. PETITION FOR BETTER PASSENGER TRAIN SERVICE.

Case closed May 11, 1921. Petition withdrawn. Request granted.

Decision No. 446.

CASE NO. 230. CITIZENS OF BLACK HAWK VS. THE COLORADO & SOUTHERN RY. CO. PROTEST AGAINST THE APPLICATION OF THE COLORADO & SOUTHERN RY. CO., TO CLOSE THE AGENCY STATION AT BLACK HAWK.

Order issued April 29, 1921, denying application.

Decision Nos. 445, 486.

CASE NO. 231. THE PUBLIC UTILITIES COMMISSION VS. THE COLORADO & SOUTHERN RY. CO. CURTAILMENT OF PASSENGER TRAIN SERVICE ON THE CLEAR CREEK BRANCH OF THE COLORADO & SOUTHERN RY. CO.; DISCONTINUED OPERATION OF TRAINS 51 AND 54 UNTIL JUNE 1, 1921. RENEWAL OF REQUEST SEPTEMBER 29, 1921, TO CURTAIL TRAIN SERVICE DURING WINTER MONTHS.

Order issued April 28, 1921, denying application, with leave to renew request in fall of 1921. Order issued November 29, 1921, allowing discontinuance until June 1, 1922, with certain changes to be made in balance of train service.

Decision No. 444.

CASE NO. 232. CITIZENS OF ELIZABETH, ET AL., VS. THE COLORADO & SOUTHERN RY. CO. PROTEST AGAINST THE APPLICATION OF THE COLORADO & SOUTHERN RY. CO. TO DISCONTINUE PASSENGER TRAINS NOS. 39 AND 40 OPERATING DAILY BETWEEN DENVER AND FALCON AND SUBSTITUTE MIXED TRAIN SERVICE.

Order issued April 27, 1921, granting application. Supplemental to Case No. 129.

CASE NO. 233. COMMERCIAL CLUB OF FORT COLLINS AND CHAMBER OF COMMERCE OF GREELEY VS. THE COLORADO & SOUTHERN RY. CO. REQUEST BY THE COLORADO & SOUTHERN RY. CO. TO DISCONTINUE TRAINS 231 AND 232 BETWEEN FORT COLLINS AND GREELEY.

Case closed April 11, 1921. Request withdrawn by Railway Company.

Decision No. 476.

CASE NO. 235. THE COLORADO POWER CO. VS. JAMES PIRIE. ACTION BROUGHT BEFORE COMMISSION BY THE COLORADO POWER CO. TO PREVENT JAMES PIRIE FROM OPERATING AN ELECTRIC PLANT OR SUPPLYING ELECTRIC SERVICE IN THE CITY OF IDAHO SPRINGS.

Order issued September 21, 1921, denying a certificate of convenience and necessity to James Pirie. Prohibited from operating in Idaho Springs or extending his lines from Lawson into the territory of Idaho Springs. Full record and transcript of proceedings delivered to Supreme Court November 28, 1921, No. 10215.

CASE NO. 236. ALAMOSA AND MONTE VISTA COMMERCIAL CLUBS, ET AL., VS. THE DENVER & RIO GRANDE R. R. CO. PROTEST AGAINST PROPOSED CHANGES IN PASSENGER TRAIN SERVICE ON THE 3RD AND 4TH DIVISIONS DENVER & RIO GRANDE RAILROAD.

Proposed change in Alamosa-Salida service as modified March 28, 1921, permitted. No change in Alamosa-Creede schedule permitted until a hearing is held.

CASE NO. 237. BOARD OF COUNTY COMMISSIONERS OF LAKE COUNTY, BRECKENRIDGE CHAMBER OF COMMERCE, ET AL., VS. THE COLORADO & SOUTHERN RY. CO. PROTEST AGAINST PROPOSED REDUCTION IN PASSENGER TRAIN SERVICE ON THE SOUTH PARK LINE.

Case consolidated with Case 37 upon petition to reopen latter case. See order issued in Case 37, December 28, 1921, denying permission to reduce service.

CASE NO. 238. BUENA VISTA BOARD OF TRADE, ET AL., VS. THE COLORADO & SOUTHERN RY. CO. PROTEST AGAINST THE PROPOSED DISCONTINUANCE OF FREIGHT AND PASSENGER SERVICE BETWEEN BUENA VISTA AND ROMLEY.

Application withdrawn by Railway Company, April 25, 1921, for the abandonment of this branch.

Decision No. 465.

CASE NO. 239. CITIZENS OF AMHERST, ET AL., VS. CHICAGO, BURLINGTON & QUINCY R. R. CO. AND AMERICAN RAILWAY EXPRESS CO. PROTEST AGAINST PROPOSED CLOSING OF RAILROAD AND EXPRESS AGENCY AT AMHERST.

Consolidated with Case No. 210.

Decision No. 545.

CASE NO. 240. THE TOWN OF PADRONI VS. CHICAGO, BURLINGTON & QUINCY R. R. CO. PROTEST AGAINST PROPOSED CLOSING OF AGENCY AT PADRONI.

Request for dismissal and withdrawal of notice of intention to close agency filed by Railroad Company, May 23, 1922. Order of dismissal issued May 31, 1922.

Decision No. 467.

CASE NO. 241. CITIZENS OF WILLARD VS. CHICAGO, BURLINGTON & QUINCY R. R. CO. PROTEST AGAINST PROPOSED CLOSING OF AGENCY AT WILLARD.

Order issued August 2, 1921, denying permission to close agency.

Decision No. 493.

CASE NO. 242. TOWN OF FAIRPLAY VS. THE COLORADO & SOUTHERN RY. CO. PROTEST AGAINST PROPOSED REDUCTION IN PASSENGER TRAIN SERVICE ON THE SOUTH PARK LINE.

Order issued December 30, 1921, denying application.

CASE NO. 243. GEORGE W. LANE, DISTRICT ATTORNEY OF THE SIXTH JUDICIAL DISTRICT OF COLORADO, VS. THE RIO GRANDE SOUTHERN R. R. CO. COMPLAINT AGAINST TRACK CONDITIONS. INVESTIGATION REQUESTED.

Investigation made and certain improvements recommended June 2, 1921. Pending outcome of improvements being made by railroad company further action deferred.

Decision Nos. 471, 472.

CASE NO. 245. THE PUBLIC UTILITIES COMMISSION VS. AMERICAN RAILWAY EXPRESS CO. INVESTIGATION INTO THE REASONABLENESS OF EXPRESS RATES UPON PERISHABLE FRUITS FROM POINTS ON THE WESTERN SLOPE TO PUEBLO, COLORADO SPRINGS AND DENVER.

Order issued August 8, 1921, dismissing case upon filing of reduced rates by Express Company. Supplemental order issued August 15, 1921, extending rate named in order issued August 8, 1921, from all points in Group No. 1 to all points in Group A, Section 4, of Local Tariff No. 105.

Decision No. 483.

CASE NO. 247. FORBUSH FUEL AND ICE CO. VS. THE DENVER & RIO GRANDE R. R. CO., A. B. BALDWIN, RECEIVER. REPARATION ON COAL RATES.

Order issued November 8, 1921, authorizing and directing reparation to be paid complainant.

Decision No. 503.

CASE NO. 248. THE MIDLAND TERMINAL RY. CO. VS. HALL'S TRANSFER LINE. H. B. HALL AND WILLIAM RYALL. PROTEST AGAINST THE OPERATION OF PASSENGER AND FREIGHT AUTO TRANSPORTATION LINE BETWEEN COLORADO SPRINGS AND CRIPPLE CREEK WITHOUT CERTIFICATE OF CONVENIENCE AND NECESSITY.

Order issued January 12, 1922, dismissing case, without prejudice, as requested by Railway Company, auto transportation line having discontinued service.

Decision No. 569.

CASE NO. 249. THE TOWN OF ST. ELMO VS. THE COLORADO & SOUTHERN RY. CO. COMPLAINT INVOLVING THE RIGHT OF RAILROAD COMPANY TO ABANDON LINE EXTENDING FROM BUENA VISTA TO HANCOCK AND TO POINTS WEST OF HANCOCK, COLORADO.

Order issued September 29, 1922, dismissing case without prejudice as requested by the town of St. Elmo.

Decision Nos. 557, 570.

CASE NO. 254. THE BEAR RIVER COAL CO., ET AL., VS. CHARLES BOETTCHER AND WILLIAM R. FREEMAN, RECEIVERS OF THE DENVER & SALT LAKE R. R. CO. REINSTATEMENT OF CAR DOOR BOARD ALLOWANCE RULE. APPLICATION FOR REHEARING FILED JULY 31, 1922, BY ATTORNEYS FOR RAILROAD.

Order issued July 21, 1922, reinstating allowance for car door boards and to make reparation of 50c per car to the shippers thereof on each box or stock car loaded with coal between January 19, 1922, and the date that allowance for car door boards is reinstated in the

tariffs of defendants. Order issued October 6, 1922, denying rehearing. Full record and transcript of proceedings delivered to Colorado Supreme Court, October 19, 1922, No. 10500.

Decision No. 559.

CASE NO. 259. THE CO-OPERATIVE FRUIT GROWERS AND DISTRIBUTING UNION CO., ET AL., VS. AMERICAN RAILWAY EXPRESS CO. APPLICATION FOR A REDUCTION OF EXPRESS RATES ON FRUITS FROM ALL POINTS IN "GROUP NO. 1" TO ALL POINTS IN "GROUP A" OF SECTION 4 OF LOCAL TARIFF NO. 105 P. U. C. 33.

Order issued July 21, 1922, making rate \$1.25 per cwt. effective August 1, 1922; also that express company shall accept boxed peaches at the estimated weight of 18 lbs. per box up to September 1 of each year, after September 1 at an estimated weight of 21½ pounds.

Decision No. 553.

CASE NO. 260. THE PUBLIC UTILITIES COMMISSION VS. THE DENVER & SALT LAKE R. R. CO., W. R. FREEMAN AND C. BOETTCHER, RECEIVERS. IN RE CHARGES OF THE DENVER & SALT LAKE R. R. CO. FOR TRANSPORTING BAGGAGE AND FREIGHT AROUND TUNNEL NO. 16.

Order issued July 8, 1922. Held that railroad company had not violated the law and was justified in making arrangement for the transportation of baggage and freight, and that the charges therefor are not unreasonable or excessive under the circumstances and facts testified to in the hearing and investigation hereof.

Decision No. 566.

CASE NO. 261. THE DENVER & SALT LAKE R. R. CO. VS. THE PUBLIC UTILITIES COMMISSION. IN THE MATTER OF A REDUCTION IN FREIGHT RATES OF 10% EFFECTIVE JULY 1, 1922. IN CONFORMITY WITH THE SUGGESTION OF THE INTERSTATE COMMERCE COMMISSION IN ITS DOCKET NO. 13293, REDUCED RATES, 1922.

Order issued September 6, 1922, requiring railroad to file and make effective on September 17, 1922, rates on intrastate shipments of coal, which will be 10% less than rates now in effect; further, that other carriers affected are required to participate in the establishment of rates ordered hereby.

CASE NO. 264. H. A. PAYNE, OMAR, VS. CHICAGO, BURLINGTON & QUINCY R. R. CO. COMPLAINT AS TO SERVICE RENDERED AND FACILITIES AFFORDED.

Dismissed October 5, 1922. Agreement reached.

APPLICATIONS DISPOSED OF FROM DECEMBER 1, 1920,
TO DECEMBER 1, 1922

Decision Nos. 409, 461.

APPLICATION NO. 5. CRYSTAL RIVER & SAN JUAN R. R. CO. APPLICATION TO EXTEND TIME ALLOWED IN ORIGINAL ORDER ISSUED OCTOBER 27, 1917, AND SUBSEQUENT ORDERS, PERMITTING DISCONTINUANCE OF OPERATION UNTIL JULY 1, 1921.

Order issued January 15, 1921, granting application subject to modifications.

APPLICATION FOR AN ORDER EXTENDING PERMISSION FOR DISCONTINUANCE OF OPERATION INDEFINITELY.

Order issued July 5, 1921, granting permission to further discontinue operation until July 1, 1922, subject to modifications.

Decision Nos. 427, 490.

APPLICATION NO. 12. DENVER, BOULDER & WESTERN R. R. COMPANY. REMITTITUR RECEIVED FROM THE STATE SUPREME COURT, DOCKET NO. 9706, ON MARCH 9, 1921, ORDERING THE COMMISSION TO VACATE AND SET ASIDE ITS ORDER ISSUED JULY 23, 1919, GRANTING THE "APPLICATION OF THE DENVER, BOULDER & WESTERN R. R. CO. TO DISCONTINUE SERVICE, REMOVE ITS TRACKS AND WITHDRAW FROM THE PUBLIC SERVICE;" WITH DIRECTIONS TO THE COMMISSION TO ENTER AN ORDER REQUIRING THE ROAD TO BE OPERATED AND MAKE A FAIR TEST OF ITS ABILITY TO EARN THE NECESSARY INCOME TO JUSTIFY ITS FURTHER OPERATION.

Order issued March 14, 1921, in accordance with directions of the Supreme Court.

SUPPLEMENTAL PETITION OF THE DENVER, BOULDER & WESTERN R. R. CO., FILED MARCH 24, 1921, WITH REFERENCE TO THE DISMANTLING OF ITS ROAD AND DISCONTINUANCE OF ITS SERVICE.

Order issued December 28, 1921, denying supplemental petition and dismissing case.

Decision No. 462.

APPLICATION NO. 33. CRYSTAL RIVER R. R. CO. APPLICATION FOR AN ORDER PERMITTING DISCONTINUANCE OF OPERATION INDEFINITELY.

Order issued July 5, 1921, granting permission to further discontinue operations to June 1, 1922, subject to modifications.

Decision No. 397.

APPLICATION NO. 52. CITIZENS OF PEETZ, COLO. STATE SUPREME COURT WRIT OF REVIEW, DOCKET NO. 9787, NOVEMBER 8, 1920, TO THE COMMISSION REVERSING THE DECISION (NO. 286) AND ORDER ISSUED OCTOBER 1, 1919, IN THE "APPLICATION OF CITIZENS OF PEETZ FOR AN OPENING OF HIGHWAY CROSSING AT GRADE OVER TRACKS OF THE C. B. & Q. R. R. AT PEETZ;" WITH DIRECTIONS TO VACATE ORDER AND HOLDING ORDER TO BE INVALID.

Order issued December 6, 1920, in accordance with directions of the Supreme Court.

APPLICATION NO. 82. WESTERN COLORADO POWER CO. APPLICATION FOR VALUATION OF ITS PROPERTY IN COLORADO AND FOR AUTHORITY TO INCREASE ITS RATES AND CHARGES.

Order issued November 29, 1922, dismissing application.

Decision No. 448.

APPLICATION NO. 84. COUNTY COMMISSIONERS OF WELD COUNTY. APPLICATION FOR A ROAD CROSSING OVER THE U. P. R. R. TRACKS ON SOUTH SIDE OF SECTION 32, T. 4 N., R. 66 W. OF THE 6TH P. M., WELD COUNTY, COLO.

Order issued April 30, 1921, approving crossing.

Decision No. 401.

APPLICATION NO. 90. COLORADO SPRINGS LIGHT, HEAT AND POWER CO. APPLICATION FOR PERMISSION TO INCREASE RATES OUTSIDE OF MUNICIPAL LIMITS OF THE CITY OF COLORADO SPRINGS.

Order issued December 15, 1920, approving application as to gas only; electric withdrawn. No protests filed.

Decision No. 403.

APPLICATION NO. 94. AMERICAN RAILWAY EXPRESS CO. APPLICATION FOR AUTHORITY TO INCREASE EXPRESS RATES AND TO CHANGE ITS CLASSIFICATION.

Supplemental order issued December 21, 1920, modifying order of November 16, 1920, Decision No. 378.

Decision No. 504.

APPLICATION NO. 100. CUSTER WATER AND POWER CO. APPLICATION FOR PERMISSION TO CEASE OPERATION OF ITS ELECTRIC PLANT AND SYSTEM AT WEST-CLIFFE.

Order issued January 13, 1922, denying application.

Decision No. 516.

APPLICATION NO. 101. COUNTY COMMISSIONERS OF ADAMS COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACKS OF THE U. P. R. R. ON THE SECTION LINE BETWEEN SECTIONS 27 AND 28, T. 3 S., R. 63 W., OF THE 6TH P. M.

Order issued March 1, 1922, denying and dismissing application.

Decision Nos. 454, 504-A.

APPLICATION NO. 102. COUNTY COMMISSIONERS OF ADAMS COUNTY. APPLICATION FOR THE ESTABLISHMENT OF A PUBLIC HIGHWAY CROSSING AT GRADE OVER THE MAIN LINE TRACK OF THE U. P. R. R. ON THE SECTION LINE BETWEEN SECTIONS 35 AND 36, T. 3 S., R. 66 W., IN ADAMS COUNTY, COLORADO.

Order issued May 11, 1921, authorizing crossing to be established and constructed and allocating cost of the same.

PETITION FOR REHEARING FILED BY R. R. CO.

Modified order issued January 24, 1922, allocating maintenance cost of crossing. Petition withdrawn.

Decision Nos. 455, 504-B.

APPLICATION NO. 103. COUNTY COMMISSIONERS OF ADAMS COUNTY. APPLICATION FOR THE ESTABLISHMENT OF A PUBLIC HIGHWAY CROSSING AT GRADE OVER THE MAIN LINE TRACK OF THE U. P. R. R. ON THE LINE BETWEEN SECTIONS 25 AND 26, T. 3 S., R. 64 W., ADAMS COUNTY, COLO.

Order issued May 11, 1921, authorizing crossing to be established and constructed and allocating cost of same.

PETITION FOR REHEARING FILED BY R. R. CO.

Modified order issued January 24, 1922, allocating maintenance cost of crossing. Petition withdrawn.

Decision No. 537.

APPLICATION NO. 104. COUNTY COMMISSIONERS OF ADAMS COUNTY. APPLICATION FOR THE GRANTING OF A CROSSING FOR MARTY ROAD OVER THE RIGHT-OF-WAY AND TRACKS OF U. P. R. R. CO.

Order issued May 22, 1922, dismissing application without prejudice as requested by applicant.

APPLICATION NO. 105. COUNTY COMMISSIONERS OF ADAMS COUNTY. APPLICATION FOR ESTABLISHMENT OF PUBLIC HIGHWAY CROSSING OVER THE U. P. TRACKS ON THE HAUPERT ROAD.

Withdrawn March 21, 1921.

Decision No. 402.

APPLICATION NO. 110. E. F. CHAMBERS. APPLICATION FOR PERMISSION TO DISCONTINUE SERVICE AND DISMANTLE GAS PLANT AT LA JUNTA.

Order issued December 20, 1920, permitting applicant to discontinue service upon 15 days' notice to the Commission.

Decision Nos. 405, 413.

APPLICATION NO. 111. COLORADO SPRINGS AND INTERURBAN RY. CO. APPLICATION FOR AUTHORITY TO CHANGE ITS EXISTING TARIFF, SCHEDULE, RATES, FARES AND CHARGES.

Order issued January 4, 1921, authorizing certain increases.

PETITION BY RESIDENTS OF IVYWILD AND WEST COLORADO SPRINGS ASKING THAT OVERLAPPING ZONES FORMERLY IN EFFECT BE RE-ESTABLISHED.

Order issued January 31, 1921, establishing zone lines and fares to be collected.

Decision No. 447.

APPLICATION NO. 112. BOARD OF COUNTY COMMISSIONERS OF ADAMS COUNTY, COLO. APPLICATION FOR THE ESTABLISHMENT OF A PUBLIC HIGHWAY CROSSING AT GRADE OVER THE MAIN LINE TRACK OF THE U. P. R. R. ON THE LINE BETWEEN SECTIONS 12 AND 13, T. 2 S., R. 68 W., ADAMS COUNTY, COLO.

Order issued April 29, 1921, changing private crossing to a public highway crossing; expense to be borne by R. R. Co.

Decision No. 435.

APPLICATION NO. 113. BOARD OF COUNTY COMMISSIONERS OF ADAMS COUNTY, COLO. APPLICATION FOR THE OPENING OF A CROSSING AT GRADE OVER THE MAIN LINE OF THE U. P. R. R. ON THE SECTION LINE BETWEEN SECTIONS 24 AND 25, T. 2 S., R. 68 W.

Order issued April 19, 1921, denying and dismissing application.

Decision Nos. 423, 555, 556.

APPLICATION NO. 114. WRAY TELEPHONE CO. APPLICATION FOR PERMISSION TO INCREASE ITS RATES FOR TELEPHONE SERVICE.

Order issued Feb. 16, 1921, granting permission to company to file its new schedule of increased rates after improving its system in order to furnish adequate service, reserving the right of protest to any patron.

PROTEST BY TOWN OF YUMA AGAINST CERTAIN PROPOSED RATES.

Order issued July 18, 1922, establishing certain toll rates and classifications between Wray and Yuma.

RATES BETWEEN WRAY AND ECKLEY, AND YUMA AND ECKLEY.

Order issued July 18, 1922, establishing certain toll rates and classifications between Wray and Eckley, and Yuma and Eckley.

Decision No. 426.

APPLICATION NO. 115. BOARD OF COUNTY COMMISSIONERS OF LOGAN COUNTY. APPLICATION FOR THE ESTABLISHMENT OF A PUBLIC HIGHWAY CROSSING AT GRADE OVER THE RIGHT-OF-WAY OF THE C. B. & Q. R. R. CO. ON THE SECTION LINE BETWEEN SEC. 24, T. 7 N., R. 55, AND SEC. 19, T. 7 N., R. 54.

Order issued March 12, 1921, permitting crossing to be opened and established, and allocating expenses necessary thereto.

Decision Nos. 417, 442, 479, 530.

APPLICATION NO. 112. SILVERTON NORTHERN R. R. CO. APPLICATION MADE JANUARY 8, 1921, FOR PERMISSION TO DISCONTINUE SERVICE TEMPORARILY.

Order issued February 3, 1921, permitting discontinuance of all service to May 1, 1921.

SUPPLEMENTAL APPLICATION MADE APRIL 21, 1921, TO FURTHER DISCONTINUE SERVICE TO JUNE 1, 1921.

Order issued April 23, 1921, granting permission to continue cessation of service to June 1, 1921.

SUPPLEMENTAL APPLICATION MADE SEPTEMBER 29, 1921, FOR PERMISSION TO DISCONTINUE SERVICE TEMPORARILY.

Order issued October 14, 1921, granting permission to discontinue all service to May 1, 1922, subject to modification.

SUPPLEMENTAL APPLICATION MADE APRIL 12, 1922, FOR PERMISSION TO FURTHER DISCONTINUE ALL SERVICE TO NOT LATER THAN JULY 1, 1922.

Order issued April 25, 1922, granting supplemental application subject to modification.

Decision No. 464.

APPLICATION NO. 127. TRINIDAD ELECTRIC TRANSMISSION, RAILWAY AND GAS CO. APPLICATION FOR PERMISSION TO INCREASE RATES FOR GAS OR TO DISCONTINUE ITS GAS SERVICE IN THE CITY OF TRINIDAD.

Order issued July 12, 1921, granting certain increases in rates and denying application to discontinue operation.

Decision No. 576.

APPLICATION NO. 128. BOARD OF COUNTY COMMISSIONERS OF CHEYENNE COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY ON MICHIGAN AVENUE IN THE TOWN OF ARAPAHOE, IN THE NORTHWEST QUARTER OF SECTION 12, TOWNSHIP 14 SOUTH, RANGE 43 WEST OF THE 6TH PRINCIPAL MERIDIAN.

Order issued November 8, 1922, denying application and dismissing the same.

Decision No. 458.

APPLICATION NO. 129. DENVER TRAMWAY CO. APPLICATION FOR PERMISSION TO INCREASE THE PASSENGER FARES ON ITS GOLDEN AND LEYDEN INTERURBAN LINES.

Order issued June 22, 1921, granting certain increases in rates.

Decision No. 511.

APPLICATION NO. 130. BOARD OF COUNTY COMMISSIONERS OF LINCOLN COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF THE U. P. R. R. AT A POINT WHERE THE TOWNSHIP LINE BETWEEN TOWNSHIPS 11 AND 12 SOUTH, RANGE 53 WEST INTERSECTS SAID RAILROAD TRACK IN LINCOLN COUNTY, COLORADO.

Order issued February 9, 1922, permitting crossing to be opened and established, and allocating the expenses of construction and maintenance of the same.

Decision No. 489.

APPLICATION NO. 133. ATCHISON, TOPEKA & SANTA FE RY. CO. APPLICATION FOR PERMISSION TO PUBLISH RATES ON COAL FROM STARKVILLE AND MORLEY, COLO., AS OUTLINED IN SCHEDULE A OF THAT COMPANY'S APPLICATION.

Order issued December 27, 1921, dismissing application.

APPLICATION NO. 135. DENVER & RIO GRANDE R. R. CO. APPLICATION TO CLOSE ITS AGENCY AT HESPERUS, COLO.

Application withdrawn July 14, 1921.

Decision Nos. 485, 505, 521, 558, 560.

APPLICATION NO. 136. CANON-RELIANCE COAL CO. APPLICATION FOR AN ORDER DIRECTING THE TRINIDAD ELECTRIC TRANSMISSION RY. AND GAS CO. TO INSTALL ADDITIONAL EQUIPMENT NECESSARY TO SUPPLY 300 ADDITIONAL K. V. A. TO CANON-RELIANCE COAL CO.

Order issued November 22, 1921, directing the T. E. T. Ry. and Gas Co. to install additional equipment.

APPLICATION FILED JANUARY 5, 1922, BY T. E. T. RY. AND GAS CO. FOR A REHEARING AND REOPENING OF CASE.

Order issued January 24, 1922, denying rehearing.

PETITION FILED MARCH 27, 1922, BY C.-R. COAL CO. ALLEGING REFUSAL OF THE T. E. T. RY. AND GAS CO. TO COMPLY WITH ORDER ISSUED NOVEMBER 22, 1921. DECISION NO. 485.

Order issued March 31, 1922, requiring and notifying the T. E. T. Ry. and Gas Co. and its General Manager to appear before the Commission.

HEARING HELD APRIL 13, 1922, ON PETITION TO COMPEL OBEDIENCE TO ORDER OF NOVEMBER 22, 1921, AND FOR ENFORCEMENT OF PENALTIES FOR VIOLATION THEREOF.

Order issued July 20, 1922, *nunc pro tunc*, April 23, 1922, "that the rule or citation issued against the respondents, and each of them, as in proceedings for contempt be, and the same is, hereby discharged."

STIPULATION FILED JULY 20, 1922, TOGETHER WITH CONTRACT ENTERED INTO BY AND BETWEEN PARTIES INVOLVED.

Order issued July 21, 1922, vacating order of November 22, 1921, and dismissing application.

Decision No. 513.

APPLICATION NO. 138. BOARD OF COUNTY COMMISSIONERS OF KIT CARSON COUNTY. APPLICATION TO ESTABLISH A ROAD CROSSING IN THE S. W. $\frac{1}{4}$ OF SEC. 9, T. 9 S., R. 50 W. OF THE 6TH P. M., OVER THE TRACKS OF THE C. R. I. & P. RY.

Order issued February 21, 1922, denying and dismissing application.

Decision No. 469.

APPLICATION NO. 139. DENVER & INTERURBAN R. R. CO. APPLICATION FOR AUTHORITY TO REROUTE ITS TRAINS AND CARS; TO CHANGE THE LOCATION OF ITS WEBB STATION, AND TO CLOSE ITS D. & I. JUNCTION STATION.

Order issued August 10, 1921, authorizing change in location of Webb Station and closing of D. & I. Junction Station.

Decision No. 470.

APPLICATION NO. 140. TOWN OF AULT, COLO. APPLICATION FOR AUTHORITY TO DISCONTINUE ITS ELECTRIC PUBLIC UTILITY AND TO WITHDRAW ITS SCHEDULES AND RATES THEREFOR AND RETIRE FROM THE PUBLIC SERVICE AS AN ELECTRIC UTILITY.

Order issued August 10, 1921, authorizing applicant to cancel schedules and rate, and cease operation.

Decision No. 475.

APPLICATION NO. 142. UINTAH RAILWAY CO. APPLICATION TO CURTAIL ITS PASSENGER SERVICE FROM DAILY TO TRI-WEEKLY SERVICE.

Order issued September 20, 1921, granting application.

Decision No. 515.

APPLICATION NO. 144. BOARD OF COUNTY COMMISSIONERS OF LOGAN COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACKS OF THE U. P. R. R. ON THE SECTION LINE BETWEEN SECTIONS 4 AND 5, TOWNSHIP 10 NORTH, RANGE 48 WEST OF THE 6TH PRINCIPAL MERIDIAN IN LOGAN COUNTY.

Order issued February 28, 1922, granting application and allocating the expenses of construction and maintenance of crossing.

Decision No. 568-A.

APPLICATION NO. 145. BOARD OF COUNTY COMMISSIONERS OF ELBERT COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF THE C. R. I. & P. RY. CO. ON THE SECTION LINE BETWEEN SECTIONS 25 AND 26, T. 10 S., R. 60 W. OF THE 6TH P. M., ELBERT COUNTY.

Order issued September 25, 1922, granting application and allocating the expenses of construction and maintenance of crossing.

Decision No. 517.

APPLICATION NO. 146. BOARD OF COUNTY COMMISSIONERS OF LOGAN COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACKS OF THE C. B. & Q. R. R. CO. ON THE SECTION LINE BETWEEN SECTIONS 2 AND 3, T. 7 N., R. 53 W. OF THE 6TH P. M., LOGAN COUNTY.

Order issued March 6, 1922, granting application and allocating the expenses of construction and maintenance of crossing.

Decision No. 510.

APPLICATION NO. 148. BOARD OF COUNTY COMMISSIONERS OF MORGAN COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF THE U. P. R. R. CO. 100 FEET WEST FROM WHERE THE SECTION LINE BETWEEN SECTIONS 32 AND 33, T. 5 N., R. 55 W., INTERSECTS THE MAIN LINE OF THE U. P. R. R.

Order issued February 9, 1922, granting application and allocating the expenses of construction and maintenance of crossing.

Decision No. 494.

APPLICATION NO. 149. BOARD OF COUNTY COMMISSIONERS OF MORGAN COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF THE C. B. & Q. R. R. CO. ON THE SECTION LINE BETWEEN SECTIONS 5 AND 6, T. 3 N., R. 59 W. OF THE 6TH P. M.

Order issued January 4, 1922, granting application and allocating the expenses of construction and maintenance of crossing; also, in view of the establishment of said crossing, a private crossing in the vicinity thereof is ordered abolished.

Decision No. 512.

APPLICATION NO. 152. TRINIDAD ELECTRIC TRANSMISSION RY. AND GAS CO. APPLICATION FOR PERMISSION TO ABANDON CERTAIN PORTIONS OF ITS EXISTING STREET RAILWAY SYSTEM IN THE CITY OF TRINIDAD.

Order issued February 6, 1922, granting application as modified.

APPLICATION NO. 153. AMERICAN RAILWAY EXPRESS CO. APPLICATION FOR AN ORDER AUTHORIZING IT TO CLOSE ITS OFFICE AT ARROW, COLO., ON THE DENVER & SALT LAKE R. R.

Application granted January 4, 1922. No protests filed.

Decision No. 514.

APPLICATION NO. 154. BOARD OF COUNTY COMMISSIONERS OF CHEYENNE COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY AT GRADE OVER THE RIGHT-OF-WAY AND TRACK OF THE U. P. R. R. ON THE SECTION LINE BETWEEN SECTIONS 19 AND 20, T. 14 S., R. 44 W. OF THE 6TH P. M.

Order issued February 23, 1922, granting application and allocating the expenses of construction and maintenance of crossing.

Decision No. 488.

APPLICATION NO. 155. DENVER & SALT LAKE R. R. CO. APPLICATION FOR THE ESTABLISHMENT OF TRI-WEEKLY PASSENGER TRAIN SERVICE EFFECTIVE DECEMBER 18, 1921.

Order issued December 16, 1921, allowing tri-weekly service from December 18, 1921, to May 1, 1922, when daily train service shall be resumed.

Decision No. 492.

APPLICATION NO. 157. DENVER & SALT LAKE R. R. CO. APPLICATION FOR AN ORDER AUTHORIZING IT TO CLOSE ITS AGENCY AT ROLLINSVILLE.

Order issued December 30, 1921, discontinuing agency from January 1, 1922, to May 1, 1922, but providing a caretaker.

APPLICATION NO. 159. BOARD OF COUNTY COMMISSIONERS OF KIOWA COUNTY. APPLICATION FOR A PUBLIC CROSSING ACROSS THE MO. PAC. R. R. WHERE THE RANGE LINE BETWEEN RANGES 42 AND 43 CROSSES SAID RAILROAD.

Application withdrawn March 29, 1922.

Decision No. 523.

APPLICATION NO. 160. BOARD OF COUNTY COMMISSIONERS OF KIOWA COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF THE MO. PAC. R. R. AT A POINT WHERE THE SECTION LINE BETWEEN SECTIONS 13 AND 14, T. 18 S., R. 50 W. INTERSECTS SAID RAILROAD TRACK IN KIOWA COUNTY.

Order issued April 11, 1922, granting application and allocating the expenses of construction and maintenance of crossing.

Decision No. 526.

APPLICATION NO. 161. BOARD OF COUNTY COMMISSIONERS OF KIOWA COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF THE MO. PAC. R. R. AT A POINT WHERE THE SECTION LINE BETWEEN SECTIONS 20 AND 21, T. 18 S., R. 42 W. INTERSECTS SAID RAILROAD TRACK IN KIOWA COUNTY.

Order issued April 11, 1922, granting application and allocating the expenses of construction and maintenance of crossing.

Decision No. 524.

APPLICATION NO. 162. BOARD OF COUNTY COMMISSIONERS OF KIOWA COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF THE MO. PAC. R. R. AT A POINT WHERE THE SECTION LINE BETWEEN SECTIONS 13 AND 14, T. 18 S., R. 49 W. INTERSECTS SAID RAILROAD TRACK IN KIOWA COUNTY.

Order issued April 11, 1922, granting application and allocating the expenses of construction and maintenance of crossing.

Decision No. 525.

APPLICATION NO. 163. BOARD OF COUNTY COMMISSIONERS OF KIOWA COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF THE MO. PAC. R. R. AT A POINT WHERE THE SECTION LINE BETWEEN SECTIONS 19 AND 20, T. 18 S., R. 42 W. INTERSECTS SAID RAILROAD TRACK IN KIOWA COUNTY.

Order issued April 11, 1922, granting application and allocating the expenses of construction and maintenance of crossing.

Decision No. 522.

APPLICATION NO. 167. BOARD OF COUNTY COMMISSIONERS OF WELD COUNTY. APPLICATION FOR THE OPENING OF THREE HIGHWAY CROSSINGS OVER THE RIGHT-OF-WAY AND TRACKS OF THE U. P. R. R., ONE ABOUT ONE MILE EAST OF YOXAL STATION AND TWO NEAR THE ST. VRAINS STATION, ALL IN WELD COUNTY.

Order issued April 10, 1922, granting application and allocating the expenses of construction and maintenance of crossings.

APPLICATION NO. 171. AMERICAN RAILWAY EXPRESS CO. APPLICATION FOR AN ORDER AUTHORIZING IT TO CLOSE ITS OFFICE AT WAGON WHEEL GAP, COLO., LOCATED ON THE D. & R. G. W. R. R.

Application granted March 4, 1922, in view of the fact that permission had been granted railroad company to close its agency at that station.

Decision No. 540.

APPLICATION NO. 172. CHICAGO, BURLINGTON & QUINCY R. R. CO. IN THE MATTER OF THE CLOSING OF OMAR AS AN AGENCY STATION.

Order issued May 17, 1922, sustaining motion to dismiss filed by protestants. Application dismissed.

Decision No. 521½.

APPLICATION NO. 174. MISSOURI PACIFIC R. R. CO. APPLICATION TO ABANDON PRESENT HIGHWAY ACROSS THEIR PUEBLO YARD AND MAIN LINE TRACK ABOUT 250 FEET WEST FROM THE POINT WHERE THEIR MAIN LINE TRACKS INTERSECT THE NORTH AND SOUTH CENTER LINE OF SECTION 32, T. 20 S., R. 64 W., AND TO OPEN IN LIEU THEREOF A CROSSING OVER THEIR MAIN LINE TRACK AT A POINT ABOUT 1,600 FT. EAST OF WHERE SAID CENTER LINE OF SECTION 32 INTERSECTS THEIR MAIN LINE TRACK, ALL IN PUEBLO COUNTY.

Order issued April 1, 1922, granting application.

Decision No. 531.

APPLICATION NO. 178. BOARD OF COUNTY COMMISSIONERS OF KIOWA COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF THE MO. PAC. R. R. AT A POINT ABOUT 80 RODS WEST OF THE NORTHEAST CORNER OF THE NORTHWEST QUARTER OF SECTION 1, T. 19 S., R. 46 W. OF THE 6TH P. M., IN KIOWA COUNTY.

Order issued April 29, 1922, granting application and allocating expenses of construction and maintenance of crossing.

Decision No. 532.

APPLICATION NO. 179. BOARD OF COUNTY COMMISSIONERS OF KIOWA COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF THE MO. PAC. R. R. AT A POINT WHERE THE SECTION LINE BETWEEN SECTIONS 22 AND 23, T. 18 S., R. 42 W. INTERSECTS SAID RAILROAD TRACK IN KIOWA COUNTY.

Order issued April 29, 1922, granting application and allocating expenses of construction and maintenance of crossing.

Decision No. 551.

APPLICATION NO. 181. BOARD OF COUNTY COMMISSIONERS OF EL PASO COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY CROSSING OVER THE RIGHT-OF-WAY AND TRACK OF THE D. & R. G. W. R. R. AT A POINT ABOUT 150 FT. SOUTH FROM WHERE THE TOWNSHIP LINE BETWEEN TOWNSHIPS 14 AND 15, R. 66 W. OF THE 6TH P. M. INTERSECTS SAID RAILROAD TRACK IN EL PASO COUNTY.

Order issued June 27, 1922, granting application and allocating expenses of construction and maintenance of crossing.

Decision No. 552.

APPLICATION NO. 182. BOARD OF COUNTY COMMISSIONERS OF EL PASO COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY CROSSING OVER THE RIGHT-OF-WAY AND TRACKS OF THE A. T. & S. F. RY. AT A POINT WHERE THE TOWNSHIP LINE BETWEEN TOWNSHIPS 14 AND 15, R. 66 W. OF THE 6TH P. M. INTERSECTS SAID RAILWAY TRACKS IN EL PASO COUNTY.

Order issued June 27, 1922, granting application and allocating expenses of construction and maintenance of crossing.

Decision No. 563.

APPLICATION NO. 184. UNION PACIFIC RAILROAD CO. APPLICATION FOR THE ABANDONMENT OF THREE HIGHWAY CROSSINGS IN WELD COUNTY OVER THE TRACKS OF THE U. P. R. R. ON DENT SUB-DIVISION BETWEEN MILE POSTS 44.83 AND 45.39.

Order issued August 10, 1922, granting application; Board of Weld County Commissioners consenting. Expense of abandonment and necessary highway building in connection therewith allocated.

Decision No. 542.

APPLICATION NO. 186. ATCHISON, TOPEKA & SANTA FE RY. CO. APPLICATION FOR PERMISSION TO ABANDON SOME 25 MILES OF TRACK BETWEEN PUEBLO AND PORTLAND, COLO.

Order issued May 24, 1922, granting application. Applicant to operate its trains over the D. & R. G. W. R. R. tracks.

Decision No. 550.

APPLICATION NO. 189½. BOARD OF COUNTY COMMISSIONERS OF DOUGLAS COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF THE C. & S. RY. AT A POINT WHERE SECTION LINE BETWEEN SECTIONS 23 AND 26, T. 6 S., R. 66 W., 6TH P. M. INTERSECTS SAID RAILWAY TRACK IN DOUGLAS COUNTY.

Order issued June 27, 1922, granting application and allocating expenses of construction and maintenance of crossing.

Decision No. 546.

APPLICATION NO. 192. HOMER HUTCHISON. APPLICATION FOR ADJUSTMENT OF CHARGES MADE BY THE CANON GAS CO., CANON CITY.

Order issued June 6, 1922, dismissing application. Stipulation and agreement filed. Complaint withdrawn.

APPLICATION NO. 196. DENVER & RIO GRANDE WESTERN R. R. CO. APPLICATION TO CLOSE AND ABANDON ITS RAILROAD STATION AT ROUSE, COLO., AND TO WITHDRAW ITS AGENCY THEREFROM.

Application granted July 17, 1922. No protests filed in time allocated.

Decision No. 564.

APPLICATION NO. 199. BOARD OF COUNTY COMMISSIONERS OF CONEJOS COUNTY. APPLICATION FOR THE CHANGING OF A COUNTY ROAD OVER THE TRACK AND RIGHT-OF-WAY OF THE D. & R. G. W. R. R. NEAR THE STATION OF CUMBRES IN SECTION 18, T. 32 N., R. 5 E., NEW MEXICO MERIDIAN, TO A POINT ABOUT 300 FEET EAST, IN CONEJOS COUNTY.

Order issued August 10, 1922, granting application and allocating expenses of construction and maintenance of crossing.

Decision No. 565.

APPLICATION NO. 200. BOARD OF COUNTY COMMISSIONERS OF CONEJOS COUNTY. APPLICATION FOR THE CHANGING OF A CROSSING OVER THE RIGHT-OF-WAY AND TRACK OF THE D. & R. G. W. R. R. FROM ITS PRESENT LOCATION AT A POINT NEAR MILE POST 333 IN SEC. 18, T. 32 N., R. 5 E., N. M. MERIDIAN, TO A POINT ABOUT 425 FT. EAST IN CONEJOS COUNTY.

Order issued August 10, 1922, granting application and allocating expenses of construction and maintenance of crossing.

Decision No. 575.

APPLICATION NO. 202. BOARD OF COUNTY COMMISSIONERS OF LINCOLN COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF THE C. R. I. & P. RY. TO CONNECT FEDERAL AID PROJECT NO. 111 WITH THE MAIN STREET IN THE TOWN OF GENOA, LOCATED IN SEC. 12, T. 9 S., R. 55 W. OF THE 6TH P. M.

Order issued October 30, 1922, granting application and allocating expenses of construction and maintenance of crossing.

Decision No. 568B.

APPLICATION NO. 205. BOARD OF COUNTY COMMISSIONERS OF MINERAL COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF THE D. & R. G. W. R. R. AT A POINT ABOUT 900 FT. EAST FROM WHERE THE NORTH AND SOUTH CENTER LINE OF SEC. 5, T. 41 N., R. 1 E., N. M. PRINCIPAL MERIDIAN INTERSECTS THE MAIN LINE TRACK OF THE D. & R. G. W. R. R. IN MINERAL COUNTY.

Order issued September 26, 1922, granting application and allocating expenses of construction and maintenance of crossing.

Decision No. 568.

APPLICATION NO. 217. BOARD OF COUNTY COMMISSIONERS OF WELD COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF THE C. B. & Q. R. R. AT A POINT WHERE THE SECTION LINE BETWEEN SEC. 28 AND 29, T. 2 N., R. 64 W. OF THE 6TH P. M. INTERSECTS SAID RAILROAD TRACK IN WELD COUNTY.

Order issued September 21, 1922, granting application and allocating expenses of construction and maintenance of crossing.

APPLICATION NO. 219. CITIZENS OF KEENESBURG AND VICINITY. APPLICATION FOR THE STOPPING OF C. B. & Q. PASSENGER TRAINS NO. 14 AND NO. 9 AT KEENESBURG.

Application withdrawn September 20, 1921; agreement reached with railroad company.

Decision No. 574.

APPLICATION NO. 227. BOARD OF COUNTY COMMISSIONERS OF ARCHULETA COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF THE D. & R. G. W. R. R. AT MILE POST 409, PLUS 410 FT. IN SEC. 13, T. 32 N., R. 6 W., UTE MERIDIAN, NEAR ALLISTON IN ARCHULETA COUNTY.

Order issued October 30, 1922, granting application and allocating expenses of construction and maintenance of crossing.

APPLICATIONS FOR CERTIFICATES OF PUBLIC CONVENIENCE AND NECESSITY DISPOSED OF FROM DEC. 1, 1920, TO DEC. 1, 1922.

Decision No. 3991₂.

APPLICATION NO. 58. LIBERTY TRANSPORTATION AND EXPRESS CO. OPERATION OF FREIGHT AND PASSENGER SERVICE BY AUTOMOBILE TRUCK BETWEEN DENVER AND GREELEY. FAILURE OF APPLICANT TO COMPLY WITH CERTAIN PROVISIONS IN THE P. U. C. ACT.

Order issued December 13, 1920, canceling certificate granted October 11, 1919. Decision No. 294.

Decision No. 431.

APPLICATION NO. 79. CLYDE B. SPANGLER AND H. L. THOMPSON. CONSTRUCTION OF AN ELECTRIC LIGHT AND POWER SYSTEM IN SAN LUIS VALLEY.

Order issued March 30, 1921, dismissing application in accordance with stipulation filed March 11, 1921.

Decision No. 478.

APPLICATION NO. 89. MONTROSE AUTO STAGE AND TAXI LINE. TRANSPORTING PASSENGERS AND EXPRESS BETWEEN MONTROSE, COLONA, RIDGEWAY, TELLURIDE AND INTERVENING POINTS.

Order issued October 3, 1921, granting application.

Decision No. 533.

APPLICATION NO. 96. C. L. PRESTON (THE NORTHERN TRANSFER CO.) ESTABLISH A MOTOR TRUCK FREIGHT TRANSPORTATION LINE BETWEEN DENVER AND GREELEY.

Order issued May 1, 1922, granting application.

Decision No. 440.

APPLICATION NO. 97. HAIR & BALLIE TRANSPORTATION CO. OPERATE FREIGHT AND PASSENGER SERVICE BY AUTOMOBILE BETWEEN WALDEN AND NORTH GATE, COLO., TO A POINT IN COLORADO ON ROAD TO WYOCOLO, WYO.

Order issued April 21, 1921, granting application.

Decision No. 410.

APPLICATION NO. 120. OVID LIGHT AND POWER CO. CONSTRUCT AN ELECTRIC TRANSMISSION LINE AND DISTRIBUTION SYSTEM FOR POWER AND LIGHTING IN THE TOWN OF OVID AND CONTIGUOUS TERRITORY.

Order issued January 18, 1921, granting application.

Decision No. 450.

APPLICATION NO. 123. W. A. SHIDELER & SON. ESTABLISH AUTOMOBILE AS A COMMON CARRIER (PASSENGERS, GRIPS, PARCELS, ETC.,) BETWEEN FRUITA AND MACK, COLO.

Order issued May 6, 1921, granting application.

Decision Nos. 436, 507.

APPLICATION NO. 124. EDWARD L. GARING. ESTABLISHMENT OF AN AUTOMOBILE TRUCK CARRIER OF FREIGHT BETWEEN THE TOWN OF FRUITA AND THE CITY OF GRAND JUNCTION. FILED FEBRUARY 1, 1921.

Order issued April 19, 1921, denying application.

ESTABLISHMENT OF AN AUTOMOBILE TRUCK LINE FOR THE HANDLING OF FREIGHT BETWEEN THE CITY OF GRAND JUNCTION AND THE TOWN OF LOMA (INCLUDING ALL INTERJACENT POINTS) IN MESA COUNTY, COLO. FILED JUNE 16, 1921.

Order issued February 10, 1922, dismissing application upon request of applicant.

Decision No. 441.

APPLICATION NO. 125. JOHN T. DONOVAN, ET AL. OPERATE AUTO FREIGHT AND PASSENGER LINE BETWEEN DENVER AND FORT COLLINS, COLO.

Order issued April 23, 1921, granting application.

APPLICATION NO. 126. L. H. NEALE. OPERATE MOTOR TRUCK TRANSPORTATION LINE BETWEEN DENVER AND COLORADO SPRINGS.

Application dismissed April 25, 1921.

Decision No. 457.

APPLICATION NO. 131. A. A. RUST. CONSTRUCT AN ELECTRIC LIGHT, HEAT AND POWER PLANT OR SYSTEM IN THE TOWN OF DOLORES, COLO.

Order issued June 10, 1921, granting application.

Decision No. 451.

APPLICATION NO. 132. JEFFERSON COUNTY POWER AND LIGHT CO. CONTINUE OPERATION OF ELECTRIC LIGHT AND POWER PLANT AND DISTRIBUTION SYSTEM IN AND ADJACENT TO GOLDEN.

Order issued May 7, 1921, granting application.

Decision No. 518.

APPLICATION NO. 134. RALPH MCGLOCHLIN, OPERATION OF AN AUTOMOBILE PASSENGER AND FREIGHT LINE BETWEEN GLENWOOD SPRINGS, WOLCOTT AND STATE BRIDGE, COLO.

Order issued March 8, 1922, denying application to operate between Glenwood Springs and Wolcott. Commission held it had no authority over balance of route, Wolcott to State Bridge, Colo.

Decision No. 509.

APPLICATION NO. 137. WILLIAM G. LAWHEAD. OPERATE AUTO PASSENGER LINE BETWEEN GLENWOOD SPRINGS AND ASPEN, COLO.

Order issued February 10, 1922, denying application.

Decision No. 508.

APPLICATION NO. 141. C. E. BRADFORD. OPERATE JITNEY BUS STAGE (AUTO PASSENGER) LINE BETWEEN GREELEY AND AULT, COLORADO.

Order issued February 10 denying application.

Decision No. 538.

APPLICATION NO. 142. ROBERT E. ISRAEL AND L. J. GIBSON (RIDGWAY GARAGE). TRANSPORTATING PASSENGERS AND EXPRESS BETWEEN RIDGWAY AND OURAY, COLORADO AND INTERVENING POINTS.

Order issued May 9, 1922, granting application.

Decision No. 480.

APPLICATION NO. 147. BOULDER VALLEY LIGHT AND POWER CO. CONSTRUCT ELECTRIC TRANSMISSION AND DISTRIBUTION POLE LINES AND TO PURCHASE AND SELL ELECTRICITY FOR LIGHT, HEAT AND POWER IN CERTAIN TERRITORY IN BOULDER COUNTY.

Order issued October 17, 1921, granting application.

Decision No. 484.

APPLICATION NO. 150. TOWN OF SEIBERT, COLO. BUILD, MANAGE AND OPERATE AN ELECTRIC LIGHT AND POWER PLANT.

Order issued November 14, 1921, dismissing application without prejudice.

Decision No. 534.

APPLICATION NO. 151. MOTOR TRANSPORTATION CO., OPERATING WHITE BUS LINE. TRANSPORT PASSENGERS AND EXPRESS BETWEEN GRAND JUNCTION AND MONTROSE, COLORADO, AND INTERVENING POINTS.

Order issued May 2, 1922, granting application.

Decision Nos. 506, 544.

APPLICATION NO. 156. PLATNER TELEPHONE CO. CONSTRUCTION AND OPERATION OF A TELEPHONE SYSTEM IN THE TOWN OF PLATNER AND VICINITY.

Order issued February 3, 1922, granting application.

STIPULATION FILED MAY 24, 1922, EXCLUDING CERTAIN TERRITORY INCLUDED IN ORDER ISSUED FEBRUARY 3, 1922, DECISION NO. 506.

Order issued May 31, 1922, granting application as modified in stipulation signed by parties involved.

Decision No. 519.

APPLICATION NO. 169. TOWN OF ECKLEY, COLO. CONSTRUCTION AND OPERATION OF A MUNICIPALLY OWNED ELECTRIC SYSTEM.

Order issued March 17, 1922, granting application.

Decision No. 520.

APPLICATION NO. 170. TOWN OF ECKLEY, COLO. CONSTRUCTION AND OPERATION OF A MUNICIPALLY OWNED WATER SYSTEM.

Order issued March 17, 1922, granting application.

APPLICATION NO. 175. HENRY P. KIDD. OPERATE MOTOR TRUCK LINE FOR THE TRANSPORTATION OF FREIGHT AND PASSENGERS BETWEEN DENVER AND COLORADO SPRINGS AND INTERMEDIATE TOWNS.

Application withdrawn April 27, 1922.

Decision No. 567.

APPLICATION NO. 176. SILVERTON RAILWAY CO. AUTHORITY TO ABANDON ITS LINE OF RAILWAY AND THE OPERATION THEREOF.

Order issued September 15, 1922, permitting abandonment and cancellation of tariffs applicable to intrastate commerce, such permission having been previously granted by the I. C. C. insofar as interstate commerce was concerned.

APPLICATION NO. 177. M. C. SMITH AND R. L. GRAHAM. OPERATE AUTO FREIGHT LINE BETWEEN DENVER AND FORT COLLINS, COLO.

Withdrawn March 29, 1922.

Decision No. 535.

APPLICATION NO. 183. TOWN OF STRATTON, COLO. CONSTRUCTION OF A MUNICIPALLY OWNED AND OPERATED WATER WORKS SYSTEM.

Order issued May 17, 1922, granting application.

Decision No. 539.

APPLICATION NO. 185. TOWN OF SIMLA, COLO. CONSTRUCTION AND OPERATION OF A MUNICIPALLY OWNED ELECTRIC SYSTEM.

Order issued May 18, 1922, granting application.

Decision No. 562.

APPLICATION NO. 187. F. W. RODDY AND C. L. RODDY (BRANSON TELEPHONE CO.). CONSTRUCT AND OPERATE A TELEPHONE LINE AND SYSTEM IN AND BETWEEN THE TOWNS OF BRANSON AND KIM, VIA ATWELL, ALCREEK AND TOBE.

Order issued August 5, 1922, granting application.

Decision No. 543.

APPLICATION NO. 190. TOWN OF CASTLE ROCK, COLO. CONSTRUCT AN ELECTRIC LIGHT PLANT OR SYSTEM IN THE TOWN OF CASTLE ROCK.

Order issued May 24, 1922, granting application.

Decision No. 554.

APPLICATION NO. 201. TOWN OF CROOK, COLO. CONSTRUCTION AND OPERATION OF A MUNICIPALLY OWNED TRANSMISSION SYSTEM.

Order issued July 19, 1922, granting extension of its water works system.

Decision No. 571.

APPLICATION NOS. 207, 215. TOWN OF GRANADA, COLO. CONSTRUCT AND OPERATE A MUNICIPALLY OWNED ELECTRIC TRANSMISSION AND DISTRIBUTION SYSTEM.

Order issued September 29, 1922, granting application. Nos. 207 and 215 combined.

Decision No. 572.

APPLICATION NO. 208. COLORADO POWER CO. CONSTRUCT AND OPERATE AN ELECTRIC LIGHT AND POWER PLANT AND SYSTEM IN THE TOWN OF CENTER AND SURROUNDING TERRITORY.

Order issued October 18, 1922, granting application.

Decision No. 573.

APPLICATION NO. 209. COLORADO POWER CO. CONSTRUCT AND OPERATE AN ELECTRIC LIGHT AND POWER PLANT SYSTEM IN THE TOWN OF SAGUACHE AND SURROUNDING TERRITORY.

Order issued October 18, 1922, granting application.

Decision No. 571.

APPLICATION NO. 215. TOWN OF GRANADA, COLO. COMBINED WITH APPLICATION NO. 207.

Order issued September 29, 1922, granting application. Nos. 215 and 207 combined.

INVESTIGATION AND SUSPENSION CASES DISPOSED OF
FROM DECEMBER 1, 1920, TO DECEMBER 1, 1922

Decision No. 408.

I. AND S. NO. 38. CITY OF DURANGO, COLO. IN RE ADVANCE IN WATER RATES OF THE CITY OF DURANGO, ON MOTION FOR REHEARING.

Order issued January 13, 1921, denying rehearing on order issued October 27, 1920, Decision 370, requiring respondent to permanently suspend and to expunge from its schedule the rates under suspension.

Decision Nos. 449, 527, 547.

I. AND S. NO. 40. COLORADO POWER COMPANY. IN RE PROPOSED INCREASE IN POWER RATES OF THE COLORADO POWER CO.

Order issued April 19, 1922, permanently suspending schedules of rates for increase.

STIPULATION FILED APRIL 30, 1921, TO RESET HEARING TO MAY 17 AND MAY 23, 1921.

Order issued May 2, 1921, in accordance with stipulation filed April 30, 1921.

PETITION FOR REHEARING FILED MAY 20, 1922, BY THE COLORADO POWER CO.

Order issued June 16, 1922, denying petition for rehearing.

Decision Nos. 433, 495.

I. AND S. NO 46. LEADVILLE WATER COMPANY. IN RE ADVANCE IN RATES FOR WATER BY THE LEADVILLE WATER COMPANY.

Order issued April 15, 1921, permanently suspending sheets 1, 2, 3, 4, 5, 6 and 7, being P. U. C. Colo. No. 2; further ordered that sheet 8 of said schedule entitled "Special Rates and Contracts" be suspended and rates approved by the Commission substituted therefor; further ordered that rates ordered as to sheet 8 shall become effective May 1, 1921.

PETITION FOR REHEARING FILED APRIL 30, 1921, BY THE AMERICAN SMELTING & REFINING CO.

PETITION FOR REHEARING FILED APRIL 30, 1921, BY THE LEADVILLE WATER CO.

Order issued January 4, 1922, denying both petitions for a rehearing.

Decision No. 412.

I. AND S. NO. 47. FLEMING TELEPHONE EXCHANGE. IN RE PROPOSED ADVANCE IN RATES OF THE FLEMING TELEPHONE EXCHANGE.

Order issued January 31, 1921, permanently suspending proposed schedule P. U. C. Colo. No. 2.

Decision No. 403.

I. AND S. NO. 49. AMERICAN RAILWAY EXPRESS CO. IN RE PROPOSED INCREASE ON EXPRESS RATES ON LINE OF THE DENVER AND SALT LAKE RAILROAD COMPANY.

Supplemental order issued December 21, 1920, modifying order of November 16, 1920, Decision 378.

Decision Nos. 528, 549.

I. AND S. NO. 50. COLORADO POWER CO. IN RE ADVANCE IN RATES OF THE COLORADO POWER CO. IN SPECIAL AGREEMENT WITH THE DENVER GAS & ELECTRIC LIGHT CO.

(This case, together with I. and S. No. 51, was consolidated for hearing with I. and S. No. 40.)

Order issued April 26, 1922, dismissing case for the reason that on April 19, 1922, a final decision was rendered by the Commission in I. and S. No. 40 in which order The Colorado Power Co. was allowed to dispose of any surplus power to The Denver Gas & Electric Light Co. for the best price that could be agreed upon.

PETITION FOR A REHEARING FILED MAY 20, 1922, BY THE COLORADO POWER CO. IN I. AND S. NO. 40. (TO BE APPLIED ALSO IN I. AND S. NOS. 50 AND 51.)

Order issued June 16, 1922, denying petition for a rehearing.

Decision Nos. 529, 548.

I. AND S. NO. 51. COLORADO POWER CO. IN RE ADVANCE IN RATES OF THE COLORADO POWER CO. IN SPECIAL POWER AGREEMENT WITH THE WESTERN LIGHT & POWER CO.

(This case, together with I. and S. No. 50, was consolidated for hearing with I. and S. No. 40.)

Order issued April 26, 1922, dismissing case for the reason that on April 19, 1922, a final decision was rendered by the Com-

mission in I. & S. No. 40 in which order The Colorado Power Co. was allowed to dispose of surplus power to The Western Light & Power Co. for the best price that could be agreed upon.

PETITION FOR A REHEARING FILED MAY 20, 1922, BY THE COLORADO POWER CO. IN I. AND S. NO. 40. (TO BE APPLIED ALSO IN I. AND S. NOS. 50 AND 51.)

Order issued June 16, 1922, denying petition for a rehearing.

Decision No. 425.

I. AND S. NO. 52. RAILROADS OF COLORADO BY J. E. FAIRBANKS, AGENT, AMERICAN RAILROAD ASSOCIATION. IN RE INCREASE IN DEMURRAGE RATES.

Order issued March 2, 1921, discontinuing proceeding. Applicant withdrew and canceled the proposed increase January 24, 1921.

Decision No. 443.

I. AND S. NO. 55. ATCHISON, TOPEKA AND SANTA FE RAILWAY CO. IN RE ADVANCE IN MINIMUM CHARGE ON CARLOAD SHIPMENTS SUGAR BEETS ON THE A., T. & S. F. RY.

Order issued April 26, 1921, dismissing case. Schedule of proposed rates withdrawn and canceled by respondent.

Decision No. 424.

I. AND S. NO. 56. MISSOURI PACIFIC RAILROAD CO. IN RE ADVANCE IN MINIMUM CARLOAD WEIGHT ON SUGAR ON THE MO. PAC. R. R.

Order issued February 18, 1921, requiring respondent to cancel schedule of proposed increase on minimum weight in accordance with respondent's request of February 4, 1921.

Decision No. 456.

I. AND S. NO. 57. DENVER AND RIO GRANDE R. R., A. R. BALDWIN, RECEIVER. IN RE ADVANCE IN COAL AND COKE RATES ON THE D. & R. G. R. R. FROM AND TO CANON CITY GROUP.

Order issued June 9, 1921, discontinuing proceeding, respondent having withdrawn and canceled the proposed increases.

Decision No. 452.

I. AND S. NO. 58. UNION PACIFIC RAILROAD CO. IN RE ADVANCE IN MINIMUM CHARGE ON CARLOAD SHIPMENTS SUGAR BEETS ON U. P. R. R.

Order issued May 9, 1921, discontinuing proceeding, respondent having withdrawn and canceled the proposed increases.

Decision No. 477½.

I. AND S. NO. 59. KIOWA TELEPHONE EXCHANGE. IN RE ADVANCE IN RATES OF THE KIOWA TELEPHONE EXCHANGE.

Order issued September 24, 1921, canceling and permanently suspending proposed rates and ordering certain new rates agreed upon to be filed.

INFORMAL COMPLAINTS

December 1, 1920, to December 1, 1922

Case No. 1102. December 6, 1920.

B. DALE BELSHE, ORDWAY, VS. MO. PAC. R. R. CO. DEMURRAGE CHARGES.

Demurrage properly assessed.

Case No. 1103. December 12, 1920.

CITY COUNCIL OF GOLDEN VS. C. & S. RY. CO. RAILROAD CROSSING.

Complaint modified. Speed of trains over crossing reduced.

Case No. 1104. December 7, 1920.

J. C. COULSON FRUIT AND PRODUCE CO. VS. TRINIDAD ELEC. TRANS. RY. AND GAS CO. GAS SERVICE AND RATES.

Satisfactorily adjusted.

Case No. 1105. December 7, 1920.

HOPE MINING, MILLING AND LEASING CO. VS. D. & R. G. R. R. CO. FREIGHT CHARGES.

Satisfactory adjustment made by railroad.

Case No. 1106.

December 8, 1920.

H. W. PERKINS, LOVELAND, VS. WESTERN LIGHT AND POWER CO. EXTENSION OF SERVICE LINE.

Extension made. Service furnished.

Case No. 1107.

December 13, 1920.

L. K. MULFORD, LAFAYETTE, VS. MOUNTAIN STATES TEL. & TEL. CO. TELEPHONE SERVICE. LINE EXTENSION.

Not enough applicants who desire service to secure the extension.

Case No. 1108.

December 13, 1920.

G. H. RENZELMAN AND THE KLOEB BAKERY VS. THE TOWN OF WRAY. ELECTRIC LIGHT AND POWER RATES, CUSTOMER DEPOSIT.

Bills correctly computed. Deposit required.

Case No. 1109.

December 13, 1920.

DR. E. M. CURRY, HASTINGS, vs. MOUNTAIN STATES TEL. & TEL. CO. CHARGE FOR TELEPHONE SERVICE NOT RECEIVED.

Credit allowed.

Case No. 1110.

December 13, 1920.

CHAMBER OF COMMERCE, GLENWOOD SPRINGS, VS. D. & R. G. R. R. CO. PASSENGER TRAIN SERVICE.

Matter adjusted.

Case No. 1111.

December 10, 1920.

CITIZENS OF JULESBURG VS. UNION PACIFIC R. R. CO. SHORTAGE OF GRAIN CARS AT JULESBURG.

Matter investigated. No further complaints.

Case No. 1112.

December 14, 1920.

WOOD BROKERAGE CO., TRINIDAD, VS. C. & S. RY. CO. STATION SERVICE AT BESHOR.

Matter adjusted.

Case No. 1113. December 15, 1920.

J. E. ROBERTS, CENTER, VS. D. & R. G. R. R. CO. RATES ON CORN AND SERVICE.

Correct rate quoted. Service taken up with railroad.

Case No. 1114. December 18, 1920.

O. M. BURKS, CRAIG, VS. YAMPA VALLEY TELEPHONE CO. TELEPHONE CHARGES.

Schedule of rates filed with the Commission by the Maybell Telephone Co.

Case No. 1115. December 18, 1920.

CITIZENS OF HOWARD AND VICINITY VS. D. & R. G. R. R. CO. REQUEST TO HAVE PASSENGER TRAIN NO. 1 STOP ON FLAG.

Request granted.

Case No. 1116. December 18, 1920.

M. A. SHIPMAN ET AL, PEETZ, VS. C., B. & Q. R. R. CO. SHORTAGE OF CARS FOR GRAIN SHIPMENTS.

Matter investigated. Order issued giving grain cars preference.

Case No. 1117. December 23, 1920.

DR. ORLANDO A. ORAM VS. CRESTED BUTTE LIGHT AND WATER CO. ELECTRIC RATES.

Meter rental charge and special rates discontinued. New schedule filed.

Case No. 1118. December 31, 1920.

CITIZENS OF SNOW MASS AND VICINITY VS. D. & R. G. R. R. CO. CHANGE IN LOCATION OF SPUR TRACK AT ROSE SPUR.

Spur track restored to Rose Spur.

Case No. 1119. December 31, 1920.

THE PAONIAN, CRAIG, VS. WESTERN UNION TELEGRAPH CO. PROTEST AGAINST PROPOSED CHANGE IN TELEGRAPH SERVICE.

Complaint abandoned. No written communication filed by protestant.

Case No. 1120.

January 10, 1921.

STEAMBOAT CREAMERY AND PRODUCE CO. VS. AMERICAN RY. EXPRESS CO. PROTEST AGAINST EXPRESS RATES ON BUTTER.

Reduction in rate from \$4.06 per 100 lbs. to \$3.25 authorized between Steamboat Springs and Denver.

Case No. 1121.

January 6, 1921.

ALLENTHARP LIVESTOCK CO. VS. D. & R. G. R. R. CO. ABSENCE OF A RIGHT-OF-WAY FENCE ALONG RAILROAD TRACK.

Construction of necessary right-of-way fence authorized.

Case No. 1122.

January 20, 1921.

STEAMBOAT SPRINGS COMMERCIAL CLUB VS. D. & S. L. R. R. CO. REQUEST TO HAVE TRAIN SERVICE CHANGED.

Railroad advises proposed plan would prove a disadvantage to the second district.

Case No. 1123.

January 3, 1921.

CITIZENS OF EMPIRE VS. C. & S. RY. CO. PETITION TO REOPEN DEPOT AND REPLACE AGENT.

Matter adjusted. Caretaker installed.

Case No. 1124.

January 24, 1921.

GRANBY MERCANTILE CO. VS. D. & S. L. R. R. CO. INADEQUATE SERVICE TO LOCAL POINTS EAST OF GRANBY.

Matter adjusted satisfactorily. Service improved.

Case No. 1125.

January 24, 1921.

COLUMBINE MERCANTILE CO., LITTLETON, VS. D. & R. G. R. R. CO. INDUSTRIAL TRACKS. ALLEGED UNREASONABLE TERMS IMPOSED BY CARRIER.

Matter investigated. Proposed contract appeared unreasonable. Legal matters involved.

Case No. 1126. January 26, 1921.

W. G. HUBBELL, FORT LUPTON, VS. U. P. R. R. CO. REQUEST TO HAVE PASSENGER TRAIN NO. 109 STOP AT FORT LUPTON.

Train service now furnished held adequate.

Case No. 1127. January 27, 1921.

HOLLY & BURSHEARS, SWINK, VS. A., T. & S. F. RY. CO. APPLICATION FOR SPECIAL RATES ON GRAVEL, CARLOADS.

Granted. Rates reduced.

Case No. 1128. February 8, 1921.

H. H. JAY, MEEKER, VS. MEEKER WATER WORKS CO. ALLEGED EXORBITANT WATER RATE FOR GARAGES.

Adjusted satisfactorily, new rates filed.

Case No. 1129. February 11, 1921.

DOLORES COMMERCIAL CLUB VS. R. G. S. R. R. CO. PROTEST RELATIVE TO SERVICE AT DOLORES.

Adjusted satisfactorily. Desired service restored.

Case No. 1130. February 23, 1921.

CITIZENS OF NEW CASTLE VS. D. & R. G. R. R. CO. PETITION TO HAVE NEW CASTLE MADE A REGULAR STOP FOR PASSENGER TRAIN NO. 1.

Railroad advises additional stops would force revision of schedule of No. 1 Limited carrying through cars from Chicago to San Francisco.

Case No. 1131. February 23, 1921.

MONTE VISTA COMMERCIAL CLUB VS. D. & R. G. R. R. CO. FREIGHT RATES ON LIVESTOCK.

Rates reduced.

Case No. 1132. February 9, 1921.

JOHN L. GAWF. HOWARD, VS. D. & R. G. R. R. CO. COMPLAINT REGARDING RAILROAD CROSSINGS IN ROAD DISTRICT 8, FREMONT COUNTY.

Crossings investigated. Improved as recommended.

Case No. 1133. February 25, 1921.

VONA COMMERCIAL CLUB VS. C., R. I. & P. RY. CO. IN-ADEQUATE TRAIN SERVICE.

Instructions issued restoring former train service.

Case No. 1134. March 3, 1921.

GEO. J. TON VS. MOUNTAIN STATES TEL. & TEL. CO. TELEPHONE CHARGES.

Abandoned by complainant.

Case No. 1135. January 8, 1921.

GEORGE WAYLAND, TIFFANY, VS. D. & R. G. R. R. CO. MOVEMENT OF HAY TO TEXAS POINTS.

Interstate shipment. Advised of I. C. C. jurisdiction.

Case No. 1136. March 14, 1921.

DENVER LIVESTOCK EXCHANGE VS. D. & R. G. R. R. CO. SWITCHING CHARGES TO STOCKYARDS.

Complaint withdrawn.

Case No. 1138. March 11, 1921.

G. O. BEALE, GYPSUM, VS. D. & R. G. R. R. CO. REQUEST TO HAVE WATER INSTALLED IN STOCK YARDS.

Railroad advises shipments too small to warrant expenses. Shipper advised to file formal complaint if railroad's answer is unsatisfactory.

Case No. 1139. March 3, 1921.

THE INEZ MINING CO., LEADVILLE, VS. D. & R. G. R. R. CO. PROTEST AGAINST RATES CHARGED ON ORE SHIPMENTS.

Rates satisfactorily adjusted.

Case No. 1140. March 28, 1921.

BOARD OF COMMISSIONERS, LINCOLN COUNTY, VS. C., R. I. & P. RY CO. INSTALLATION OF SAFETY DEVICE AT CROSSING.

Matter could not be adjusted informally. Board advised to file formal complaint.

Case No. 1141. March 26, 1921.

T. D. BURNS & SON, IGNACIO, VS. D. & R. G. R. R. CO.
PROTEST AGAINST CARLOAD MINIMUM WEIGHT ON HAY.

Present minimum of 12,000 pounds maintained.

Case No. 1142. March 24, 1921.

COLORADO STOCKGROWERS ASS'N ET AL VS. D. & R.
G. R. R. CO., R. G. S. R. R. CO., D. & S. L. R. R. CO. PROTEST
AGAINST PRESENT FREIGHT RATES ON LIVESTOCK.

Matter could not be adjusted informally. Shippers advised
to file formal complaint.

Case No. 1143. March 7, 1921

THE BADLEY OIL CO. VS. GREELEY TERMINAL RY.
CO., U. P. R. R. CO. PROTEST AGAINST CONDITION OF
SPUR TRACK.

Matter adjusted temporarily.

Case No. 1144. May 11, 1921.

ROSA-IGNACIO TELEPHONE CO. VS. MOUNTAIN
STATES TEL. & TEL. CO. CONNECTION WITH MOUNTAIN
STATES TEL. & TEL. CO.

Matter adjusted informally.

Case No. 1145. May 10, 1921.

MONTE VISTA FARMERS CO-OPERATIVE PRODUCE
CO. VS. D. & R. G. R. R. CO. FAILURE TO MOVE CARLOAD OF
HAY PROMPTLY.

Matter adjusted satisfactorily.

Case No. 1146. May 16, 1921.

CITIZENS OF BETHUNE VS. C. R. I. & P. RY. CO. RE-
QUEST FOR AGENT.

Matter adjusted temporarily. Custodian installed.

Case No. 1147. May 6, 1921.

MARGARETTA M. BOAS ET AL VS. BROOKSIDE WATER
CO. PETITION FOR BETTER WATER SERVICE.

Improvements made.

Case No. 1148. May 23, 1921.

A. I. LINDSEY, AGUILAR, VS. C. & S. RY. CO., D. & R. G. R. R. CO. FREIGHT RATES ON CEMENT.

Railroads authorized to file lower rate.

Case No. 1149. May 20, 1921.

THE BRIGHTON BLADE VS. BRIGHTON ICE, LIGHT & POWER CO. PROTEST AGAINST ELECTRIC LIGHT AND POWER CHARGES.

Matter adjusted satisfactorily. Charges reduced.

Case No. 1150. April 15, 1921.

L. C. WAY, ESTES PARK, VS. STANLEY POWER CO. COMPLAINT AGAINST CONDITION OF POWER LINES.

Improvements made.

Case No. 1151. April 25, 1921.

ROBERT GINN, ALAMOSA, VS. D. & R. G. R. R. CO. REQUEST TO HAVE CATTLE GUARDS INSTALLED AT RAILROAD CROSSING.

Cattle guards installed.

Case No. 1152. June 6, 1921.

TRAFFIC BUREAU ET AL, PUEBLO, VS. D. & R. G. R. R. CO. PROTEST AGAINST COAL RATES.

Transferred to formal docket, Case No. 247.

Case No. 1153. July 26, 1921.

DR. C. B. LYMAN ET AL VS. ESTES PARK WATER CO. INADEQUATE WATER SERVICE.

Matter investigated. Financial difficulties prevent improvements and enlargements necessary.

Case No. 1154. July 20, 1921.

HOTCHKISS PACKING AND POWER CO. VS. JUANITA COAL AND COKE CO., BOWIE. CONSTRUCTION OF ELECTRIC PLANT BY JUANITA COAL AND COKE CO. AT BOWIE, COLO.

No electric light or power service to the public contemplated by the coal company.

Case No. 1155.

July 18, 1921.

J. W. HOKE & CO., PALISADE, VS. D. & R. G. R. R. CO. ORDER OF D. & R. G. R. R. CO. TO DISCONTINUE STOP OF NO. 4 AT WOLCOTT.

Matter investigated and adjusted satisfactorily to complainant.

Case No. 1156.

July 28, 1921.

LAS ANIMAS COUNTY COMMISSIONERS VS. TRINIDAD ELEC. TRANS. RY. AND GAS CO. COMPLAINT AGAINST ORNAMENTAL LIGHTING CHARGES FOR THE COUNTY COURT HOUSE.

Matter investigated. Proper lighting rate found to be applied. Special rates disallowed.

Case No. 1157.

July 11, 1921.

SCHOOL OF AGRICULTURE, FT. LEWIS, VS. MOUNTAIN STATES TEL. & TEL. CO. TELEPHONE SERVICE FROM SCHOOL TO DURANGO.

Matter adjusted satisfactorily.

Case No. 1158.

July 25, 1921.

FREMONT COUNTY COMMISSIONERS VS. D. & R. G. R. R. CO., A., T. & S. F. RY. CO. INADEQUACY OF BRIDGE CLEARANCE.

Matter investigated. River and bridge cleaned of debris.

Case No. 1159.

August 2, 1921.

WARREN BROTHERS CO., BOSTON, MASS., VS. C., B. & Q. R. R. CO. CLAIM FOR REFUND.

Claim settled satisfactorily.

Case No. 1160.

August 8, 1921.

EL PASO ELECTRIC CO., COLORADO SPRINGS, VS. D. & R. G. W. R. R. CO., C. & S. RY. CO. OVERCHARGE CLAIMED.

Matter adjusted satisfactorily.

Case No. 1161.

August 18, 1921.

TARRYALL LIVE STOCK ASSOCIATION VS. C. & S. RY. CO. REQUEST TO HAVE RATES ON LIVE STOCK SHIPMENTS REDUCED.

Carrier advises rates conform to I. C. C. recommendation. No change. Complainant advised to file formal protest if further proceedings are desired.

Case No. 1162.

August 22, 1921.

J. B. McDILL, STERLING, VS. C., B. & Q. R. R. CO. REFUSAL OF RAILROAD TO ALLOW COMPLAINANT TO PLACE PORTABLE LOADER.

Permission granted.

Case No. 1163.

August 27, 1921.

JAMES DUCE ET AL, BOULDER, VS. DENVER & INTER-URBAN R. R. CO. DELAY IN SERVICE.

Railroad advises delay due to derailment of locomotive obstructing traffic.

Case No. 1164.

September 1, 1921.

MONTE VISTA FARMERS CO-OPERATIVE PRODUCE CO. VS. D. & R. G. W. R. R. CO. PLACING OF CARS FOR POTATOES.

Carrier advises daily service had been established since complaint was made.

Case No. 1165.

September 8, 1921.

DENVER LIVE STOCK EXCHANGE VS. D. & S. L. R. R. CO. PROTEST INVOLVING CLAUSE 8 IN LIVE STOCK CONTRACT.

Carrier advises provision in contract due to hazards involved in handling cattle shipments in mountain territory.

Case No. 1166.

September 10, 1921.

T. H. REYNOLDS VS. ESTES PARK WATER CO. INADEQUACY OF WATER SERVICE.

Company advises cannot get sufficient funds to enlarge system, admitted to be necessary.

Case No. 1167. August 10, 1921.

PEOPLES INDEPENDENT TEL. CO. VS. MOUNTAIN STATES TEL. & TEL. CO. TELEPHONE LINE AT BRISTOL.

Complaint withdrawn.

Case No. 1168. September 1, 1921.

W. L. EKSTROM & SONS, PUEBLO, VS. MO. PAC. R. R. CO. POOR CONDITION OF CROSSING.

Matter investigated. Railroad advises crossing will be fixed up immediately.

Case No. 1169. September 19, 1921.

INTERNATIONAL FUEL CO. VS. C. & S. RY. CO. RATES ON COAL SHIPMENTS.

No change made in rates.

Case No. 1170. September 19, 1921.

TRAFFIC BUREAU OF PUEBLO COMMERCE CLUB VS. AMERICAN RAILWAY EXPRESS CO. ESTABLISHMENT OF JOINT EXPRESS RATES WITH MIDLAND TERMINAL RY.

Express Co. advises joint rates would cause discrimination between interstate and intrastate shipments.

Case No. 1171. September 19, 1921.

J. H. BALLOW, BLANCA, VS. D. & R. G. W. R. R. CO., WESTERN UNION TELEGRAPH CO. INADEQUATE STATION FACILITIES, LIGHT AND TELEGRAPH SERVICE.

Investigation made. No electric light in town. Telegrams complained of handled in 1919. Records destroyed.

Case No. 1172. September 24, 1921.

J. F. BARNHART, EDGEWATER, VS. DENVER GAS & ELECTRIC LIGHT CO. REFUND OF CONSTRUCTION CHARGE.

Matter adjusted satisfactorily.

Case No. 1173.

September 19, 1921.

BEN M. WHITE, EAGLE, VS. D. & R. G. W. R. R. CO.,
EAGLE VALLEY TELEPHONE CO. CAR SHORTAGE. RE-
QUEST TO HAVE TELEPHONE SERVICE INSTALLED IN
STATIONS AT EAGLE, GYPSUM AND WOLCOTT.

Car shortage investigated. Telephones installed at stations.

Case No. 1174.

September 24, 1921.

A. H. SHELTON, CASTLE ROCK, VS. D. & R. G. W. R. R.
CO. REQUEST FOR PRIVATE CROSSING.

No jurisdiction over private crossings.

Case No. 1175.

September 29, 1921.

CITIZENS AT GENOA VS. C., R. I. & P. RY. CO. REQUEST
FOR NEW DEPOT.

Matter investigated. Old depot repaired. Railroad advises
business done does not warrant new one.

Case No. 1176.

September 27, 1921.

W. G. HUBBELL, FT. LUPTON, VS. FT. LUPTON LIGHT
AND POWER CO. DISCRIMINATION ALLEGED IN ELEC-
TRIC LIGHT CHARGES.

Company advises no discrimination will be allowed.

Case No. 1177.

October 4, 1921.

T. E. HICKMAN, ET AL., EADS, VS. MO. PAC. R. R. CO.
DELAY IN PLACING CARS FOR CATTLE SHIPMENTS.

Railroad advises delay due to freight train accident.

Case No. 1178.

October 10, 1921.

F. J. ALTON, GLENWOOD SPRINGS, VS. MOUNTAIN
STATES TEL. & TEL. CO. ALLEGED DISCRIMINATION IN
TELEPHONE CHARGES.

Explanation made to complainant.

Case No. 1179. October 7, 1921.

MAURELLO-SUMMERS PRODUCE CO. VS. A., T. & S. F. RY. CO., C. & S. RY. CO. REQUEST TO INVESTIGATE RESPONSIBILITY FOR DELAY IN SWITCHING CAR OF GRAPES.

Responsibility for delay admitted by the A., T. & S. F. Ry. Co.

Case No. 1180. October 13, 1921.

HOTCHKISS BUSINESS MEN'S ASS'N. VS. HOTCHKISS PACKING AND POWER CO. POOR ELECTRIC LIGHT SERVICE.

Matter investigated and conference held with complainants. Method of procedure outlined in case they desire to take further action.

Case No. 1181. October 17, 1921.

POTATO GROWERS CO-OPERATIVE CO., EATON, VS. MOUNTAIN STATES TEL. & TEL. CO. POOR TELEPHONE SERVICE BETWEEN EATON AND GALETON, COLO.

Company contemplates establishing additional circuit in 1922. If earlier action is desired complainants advised to file formal complaint.

Case No. 1182. October 25, 1921.

A. D. RAYMOND, GLENWOOD SPRINGS, VS. D. & R. G. W. R. R. CO. CROWDED CONDITION OF RAILROAD COACH.

Matter investigated. Not sufficient grounds for complaint.

Case No. 1183. October 26, 1921.

STERLING BOTTLING WORKS ET AL VS. U. P. R. R. CO., C., B. & Q. R. R. DISCRIMINATION IN FREIGHT RATES TO INTERSTATE POINTS.

Interstate business. No jurisdiction.

Case No. 1184. October 29, 1921.

D. C. DODDS, ORDWAY, VS. MO. PAC. R. R. CO. CLAIM ON GRAIN DESTROYED BY FIRE.

Railroad advises damage done during government control but will take matter up and ascertain if settlement can be made.

Case No. 1185.

November 7, 1921.

SAM BARTLETT, CANON CITY, VS. ARKANSAS VALLEY RY. LIGHT AND POWER CO. COST OF ELECTRIC LIGHT SERVICE EXTENSION.

Matter investigated. Charge in accordance with Rules and Regulations filed with the Commission.

Case No. 1186.

November 5, 1921.

LONGMONT COMMERCIAL ASS'N VS. AMERICAN RY. EXPRESS CO. PROTEST AGAINST PROPOSED CHANGE IN EXPRESS OFFICE.

Association advised to file formal complaint.

Case No. 1187.

December 1, 1921.

F. N. LANGRIDGE VS. BROOKSIDE WATER CO. REDUCTION SOUGHT IN WATER RENTAL GUARANTEE FOR EXTENDING WATER MAINS.

Matter investigated. Recommended charge be reduced from 20% to not higher than 12% annually or until new business develops.

Case No. 1188.

November 30, 1921.

CLARK HARDWARE CO. ET AL, BLACK HAWK, VS. C. & S. RY. CO. UNSATISFACTORY STATION SERVICE.

Railroad advises arrangements satisfactory to Black Hawk will be made.

Case No. 1189.

December 1, 1921.

DENVER & SALT LAKE R. R. CO. APPLICATION TO DISCONTINUE AGENCY AT ROLLINSVILLE.

Transferred to Application No. 157.

Case No. 1190.

December 1, 1921.

DENVER & SALT LAKE R. R. CO. APPLICATION TO ESTABLISH TRI-WEEKLY TRAIN SERVICE.

Transferred to Application No. 155.

Case No. 1191. November 1, 1921.

CITIZENS OF EVANS VS. MOUNTAIN STATES TEL. & TEL. CO. PETITION OBJECTING TO PROPOSED REMOVAL OF LOCAL TELEPHONE EXCHANGE.

Removal postponed.

Case No. 1192. December 9, 1921.

SOUTH PARK RANCHERS, ET AL., VS. C. & S. RY. C. PETITION FOR REDUCTION OF FREIGHT RATES OVER THE SOUTH PARK DIVISION.

Rates on hay and live stock reduced 10%, effective December 27, 1921.

Case No. 1193. December 12, 1921.

FLORA I. DOBLE, DENVER, VS. C. & S. RY. CO. PROTEST AGAINST FREQUENT BLOCKING OF CROSSING.

Instructions issued as will avoid the blocking of this crossing in future.

Case No. 1194. December 5, 1921.

JAMES DUNCAN, OLATHIE, VS. WESTERN COLORADO POWER CO. PROTEST AGAINST PAYMENT FOR TRANSFORMER AND CONNECTION CHARGES.

Matter adjusted.

Case No. 1195. December 5, 1921.

J. F. WARREN, MONTROSE, VS. D. & R. G. W. R. R. CO. RAILROAD REFUSES TO SIGN BILLS OF LADING COVERING PERISHABLE FREIGHT OFFERED ON NON-TRAIN DAYS, MONTROSE DISTRICT.

Matter investigated. Rule appears reasonable. Three regular freight trains a week.

Case No. 1196. December 7, 1921.

THE MONTROSE PRESS VS. WESTERN UNION TEL. CO. PROTEST AGAINST PAYING BILL SHOWING INCREASED RATES. NO PREVIOUS NOTICE GIVEN.

Matter investigated. Extra charge canceled.

Case No. 1197.

December 1, 1921.

LIONS CLUB, STERLING, VS. C., B. & Q. R. R. CO. ADJUSTMENT OF FREIGHT RATES IN AND AROUND STERLING.

Satisfactorily adjusted.

Case No. 1198.

December 12, 1921.

C. F. SHEA, SECY-TREAS., VS. BOARD OF DIRECTORS, ECKLEY-HAPPYVILLE TELEPHONE CO. PERSONAL PROTEST OF SECRETARY AGAINST ACTION TAKEN BY BOARD OF DIRECTORS.

Complainant advised Commission will act only upon request by company.

Case No. 1199.

December 21, 1921.

CHAMBER OF COMMERCE, GLENWOOD SPRINGS, VS. AMERICAN RAILWAY EXPRESS CO. UNSATISFACTORY EXPRESS SERVICE.

Instructions issued as to future handling of express. Will give reasonable express service.

Case No. 1200.

December 29, 1921.

M. S. B. PRODUCE CO., CARBONDALE, VS. D. & R. G. W. R. R. CO. REFRIGERATOR CARS NOT SET AS ORDERED.

Carrier advises cars set same day ordered with one exception.

Case No. 1201.

January 3, 1922.

MONTE VISTA FARMERS CO-OPERATIVE PRODUCE CO. VS. D. & R. G. W. R. R. CO. CAR SERVICE ON SHIPMENTS OF POTATOES.

Carrier advises cars not furnished on day ordered due to very sudden increased loading caused by advance in market prices.

Case No. 1202.

December 27, 1921.

THE SUNVILLE BAKING CO., ET AL., PUEBLO, VS. AMERICAN RAILWAY EXPRESS CO. REQUEST FOR LOWER EXPRESS RATES.

Express company refuses to make change. Complainants advised to file formal complaint.

Case No. 1203. January 3, 1922.

B. R. WILLIS, ET AL., VS. D. & R. G. W. R. R. CO. STATION AGENT AT EMMA.

Matter adjusted.

Case No. 1204. December 19, 1921.

CHAMBER OF COMMERCE, FRUITA, VS. D. & R. G. W. R. R. CO. REQUEST TO HAVE PASSENGER TRAINS NOS. 1 AND 2 (TRANSCONTINENTAL) STOP AT FRUITA.

Reasonable service being furnished by other passenger trains.

Case No. 1205. January 10, 1922.

THE CREEK PACKING CO., ALAMOSA, VS. AMERICAN RAILWAY EXPRESS CO. RATE OF 75 CENTS ON FRESH MEATS AND MEAT PRODUCTS BETWEEN ALAMOSA AND LA VETA REQUESTED.

Rate requested lower than freight rates and unreasonable.

Case No. 1206. January 13, 1922.

HERBERT CRITCHFIELD, YUMA, VS. MUNICIPAL ELECTRIC LIGHT PLANT. REFUSAL OF TOWN TO EXTEND COMPLAINANT ELECTRIC LIGHT SERVICE TO HIS RESIDENCE.

Matter investigated. Satisfactorily adjusted. Cost allocated.

Case No. 1207. January 13, 1922.

TRAFFIC BUREAU, PUEBLO COMMERCE CLUB, VS. AMERICAN RAILWAY EXPRESS CO. REFUSAL OF EXPRESS COMPANY TO PICK UP SHIPMENTS ON SUNDAYS AND HOLIDAYS.

Tariffs on file do not call for pickup service on Sundays or holidays.

Case No. 1208. January 24, 1922.

COMMERCIAL CLUB OF MONTE VISTA VS. D. & R. G. W. R. R. CO. PERMISSION SOUGHT BY RAILROAD TO CURTAIL THE TIME OF TRAIN SERVICE ON THE CREEDE BRANCH.

Transferred to Application No. 164.

Case No. 1209.

January 27, 1922.

DENVER TERRA COTTA CO. VS. A., T. & S. F. RY. CO.,
D. & R. G. W. R. R. CO. CROSSING PROTECTION.

Matter investigated. Wigwag signal to be installed at W.
4th Ave. and Lipan St.

Case No. 1210.

January 27, 1922.

LONGMONT COMMERCIAL ASS'N VS. C. & S. RY. CO.
PASSENGER TRAIN BLOCKING MAIN STREET WHILE
STOPPING AT STATION.

Railroad advises practice will be discontinued at once.

Case No. 1211.

January 30, 1922.

BRUINGTON FUEL CO., ET AL., VS. MIDLAND TERMI-
NAL RY. CO., C. & S. RY. CO., D. & R. G. W. R. R. CO. LOWER
FREIGHT RATES ON COAL SHIPMENTS TO CRIPPLE
CREEK REQUESTED.

Lower rates granted temporarily. Freight rate investigation
being conducted by the I. C. C.

Case No. 1212.

March 2, 1922.

SATANIC COAL CO. VS. JEFFERSON COUNTY POWER
CO. COMPLAINT THAT POWER COMPANY METER WAS
IN ERROR.

Meter tested and found to be well within the range of ac-
curacy required by the Commission.

Case No. 1213.

March 6, 1922.

MRS. MARY E. GOWER, MOFFAT, VS. MOFFAT TELE-
PHONE CO. CONTRACT INVOLVED IN BUILDING TELE-
PHONE EXTENSION LINE.

No jurisdiction.

Case No. 1214.

March 8, 1922.

F. A. HART, GREEN MOUNTAIN FALLS, VS. MOUNTAIN
STATES TEL. & TEL. CO. CONSTRUCTION AND EXTEN-
SION OF TELEPHONE SYSTEM.

Advised to apply for a certificate of convenience and neces-
sity.

Case No. 1215.

March 27, 1922.

BOARD OF TRUSTEES, JULESBURG, VS. U. P. R. R. CO.
STATION LOADING FACILITIES.

Matter investigated. Adjusted satisfactorily.

Case No. 1216.

April 6, 1922.

GILPIN COUNTY METAL MINERS ASS'N. VS. C. & S.
RY. CO. FREIGHT SERVICE ON CLEAR CREEK DISTRICT,
FORKS CREEK TO CENTRAL CITY.

Railroad advises blizzard interferred with regular operation
of trains.

Case No. 1217.

April 10, 1922.

HOMER HUTCHISON, CANON CITY, VS. CANON GAS
CO. GAS RATES AND SERVICE.

Transferred to Application No. 192.

Case No. 1218.

April 10, 1922.

COEN & SAUTER, STERLING, VS. THE COLORADO
POWER CO. COST OF INSTALLING ADDITIONAL EQUIP-
MENT.

Matter investigated. Charge proposed is in compliance with
rate schedule on file with the Commission.

Case No. 1219.

April 13, 1922.

MILLER FRYER, BOYERO, VS. BOYERO TELEPHONE
CO. TELEPHONE SERVICE.

Adjusted satisfactorily.

Case No. 1220.

April 13, 1922.

R. C. JOSLYN, ROLLINSVILLE, VS. D. & S. L. R. R. CO.,
D. & R. G. W. R. R. CO. ADJUSTMENT OF FREIGHT RATES
ON ORE FROM ROLLINSVILLE TO LEADVILLE, COLO.

Not sufficient volume of ore shipped at present to justify
lower rates.

Case No. 1221.

April 19, 1922.

E. E. MILLER, DENVER, VS. C. & S. RY. CO. FREIGHT RATES ON ORE FROM WORTMAN TO LEADVILLE.

Information given as to present rates on file with the Commission.

Case No. 1222.

April 21, 1922.

DR. J. E. CAVEY, STRATTON, VS. MOUNTAIN STATES TEL. & TEL. CO. ALLEGED DISCRIMINATION IN TELEPHONE RATES.

Two telephone companies involved. Complainant advised proper rate, filed by both, applied to all consumers.

Case No. 1223.

April 26, 1922.

FRANK LACOME, SAN LUIS, VS. SAN LUIS POWER CO. REFUSAL TO RENDER ELECTRIC SERVICE.

Company advises refusal of service due to non-payment of service rendered.

Case No. 1224.

April 29, 1922.

REV. LOUIS G. LANDENBERGER VS. D. & R. G. W. R. R. CO. IN RE DERAILMENT OF A PORTION OF TRAIN NO. 4.

Accident investigated. Copy of inspector's report sent complainant.

Case No. 1225.

April 29, 1922.

W. SCOTT CARROLL, DEL NORTE, VS. MOUNTAIN STATES TEL. & TEL. CO. TELEPHONE RATES.

Proper rates assessed.

Case No. 1226.

May 8, 1922.

MT. ALLISON GRANGE NO. 308 VS. D. & R. G. W. R. R. CO. REQUEST FOR THE ESTABLISHMENT OF AN AGENCY AT ALLISON.

Railroad advises it will comply with request.

Case No. 1227.

May 11, 1922.

UNION PACIFIC R. R. CO. VS. WELD COUNTY SUPT. OF SCHOOLS. VIOLATION BY SCHOOL BUSES OF GENERAL ORDER NO. 36 IN NOT STOPPING BEFORE CROSSING RAILROAD TRACKS.

Instructions issued to all county superintendents to see that this order is complied with.

Case No. 1228.

May 12, 1922.

COLORADO GEOLOGICAL SURVEY, BOULDER, VS. AMERICAN RY. EXPRESS CO. REFUSAL OF EXPRESS COMPANY TO CALL FOR OR DELIVER PACKAGES.

Company advises arrangements will be made to take care of the situation.

Case No. 1229.

May 17, 1922.

LAFAYETTE COMMERCIAL ASS'N. VS. C. & S. RY. CO. RE CLOSING HOURS OF STATION.

Railroad advises intermittent service inaugurated, station one shift office. Plaintiff advised to apply for formal hearing if explanation of railroad not satisfactory.

Case No. 1230.

May 25, 1922.

WASHINGTON COUNTY FARMERS TELEPHONE CO. VS. MOUNTAIN STATES TEL. & TEL. CO. FAULTY SERVICE.

Matter adjusted satisfactorily.

Case No. 1231.

May 29, 1922.

BURNS WILL, LYONS, VS. C., B. & Q. R. R. CO. SLOW DELIVERY OF FREIGHT.

Railroad advises matter complained of will be given immediate attention.

Case No. 1232.

May 29, 1922.

TELEPHONE SUBSCRIBERS ON LINE NO. 61 VS. MONTEZUMA COUNTY TEL. CO., CORTEZ. REQUEST BY COMPANY TO ABANDON TELEPHONE SERVICE ON ITS NO. 61 LINE.

Company advised to reach an agreement satisfactory to subscribers, otherwise a formal hearing would be held.

Case No. 1233.

June 1, 1922.

FLORENCE CHAMBER OF COMMERCE VS. D. & R. G. W. R. R. CO. REQUEST TO HAVE RAILROAD CROSSING INSPECTED AND WARNING SIGNAL INSTALLED IF WARRANTED.

Matter investigated. Railroad advises warning signal will be installed as requested by Commission.

Case No. 1234.

June 19, 1922.

A. N. FROOM, OLATHE, VS. WESTERN COLORADO POWER CO. REFUSAL TO GIVE SERVICE UNLESS PART OF EXTENSION TRANSFORMER COST WAS PAID BY COMPLAINANT.

Charge in accordance with the rules and regulations in the company's rate schedule on file with the Commission.

Case No. 1235.

June 21, 1922.

G. R. BAIN, EDGEWATER, VS. DENVER & INTERMOUNTAIN R. R. PROTEST AGAINST THE CLOSING AND REMOVAL OF THE WIGHT (SHELTER) STATION.

Matter investigated. Railroad company complied with General Order No. 34 before closing of station. Complainant advised if re-establishment of station desired to file formal petition.

Case No. 1236.

May 27, 1922.

E. J. ROESCH, CASCADE, VS. CASCADE WATER CO. INADEQUATE SERVICE DUE TO BROKEN WATER MAIN.

Matter adjusted, main repaired.

Case No. 1237.

June 23, 1922.

O. M. BURKS VS. MAYBELL TELEPHONE CO. ALLEGED EXCESSIVE CHARGE AND INADEQUATE SERVICE.

Matter adjusted.

Case No. 1238.

July 16, 1922.

JONES VS. DENVER & INTERURBAN R. R. CO. STOPPING OF CARS AT SHERIDAN BLVD.

Matter adjusted.

Case No. 1239.

June 28, 1922.

W. H. FORSYTHE VS. GLENWOOD LIGHT AND WATER CO. ALLEGED EXCESSIVE CHARGE FOR ELECTRIC SERVICE.

Matter investigated. Refund made to complainant.

Case No. 1240.

July 10, 1922.

LYONS BROS. COMPANY, DENVER, VS. MOUNTAIN STATES TEL. & TEL. CO. PROTEST AGAINST PROPOSED REMOVAL OF ATTACHMENT METER.

Meter left installed. Twenty-five cents rental charge waived by telephone company.

Case No. 1241.

July 17, 1922.

ABE COHEN, EDGEWATER, VS. DENVER GAS & ELEC. LIGHT CO. ALLEGED UNREASONABLE CHARGE FOR INSTALLATION OF ELECTRIC SERVICE.

Matter adjusted satisfactorily.

Case No. 1242.

August 21, 1922.

H. A. PAYNE VS. C., B. & Q. R. R. CO. PLACING OF CARS AT OMAR.

Transferred to Case No. 264.

Case No. 1243.

September 5, 1922.

C. E. WOOD, PEETZ, VS. C., B. & Q. R. R. CO. SHORTAGE OF FREIGHT CARS AT PEETZ.

Railroad advises every effort will be made to relieve the situation.

Case No. 1244.

September 8, 1922.

KLOCKENTEGGER & MAGEE, SEIBERT, VS. C., R. I. & P. RY. CO. ALLEGED DISCRIMINATION IN DISTRIBUTION OF CARS FOR GRAIN LOADING.

Matter adjusted satisfactorily to complainant.

Case No. 1245. September 6, 1922.

CHAS. E. MILLS, ET AL., BETHUNE, VS. C. R. I. & P. RY. CO. ALLEGED DISCRIMINATION IN DISTRIBUTION OF CARS FOR GRAIN LOADING.

Matter investigated. Future distribution of cars to be made in accordance with suggestion made by the Commission.

Case No. 1246. September 11, 1922.

A. C. BYFIELD, SAWPIT, VS. M. E. RUMBURG TELEPHONE EXCHANGE. INADEQUATE SERVICE.

Matter adjusted satisfactorily.

Case No. 1247. September 15, 1922.

OLIVER B. FINN, NEW CASTLE, VS. AMERICAN RY. EXPRESS CO. PROTEST AGAINST EXPRESS RATES ON HONEY AS COMPARED TO RATES ON FRUIT SHIPMENTS.

Company advises no voluntary reduction will be made on honey. Reason for difference in rates furnished complainant; if not satisfactory to advise Commission further.

Case No. 1248. September 20, 1922.

W. B. CHOCKLEY, ET AL., ARBOLES, VS. D. & R. G. W. R. R. CO. INADEQUATE SERVICE, CAR SHORTAGE, AGENCY REQUESTED.

Matter investigated, conditions alleviated. Railroad advises business done does not warrant agency.

Case No. 1249. September 27, 1922.

A. B. COLLINS, ET AL., NOEL, VS. M. E. RUMBURG TELEPHONE EXCHANGE. INADEQUATE TELEPHONE SERVICE.

Matter investigated. Complaint not justified under existing conditions.

Case No. 1250. October 5, 1922.

J. G. SCOTT, ANTONITO, VS. D. & R. G. W. R. R. CO. ALLEGED DISCRIMINATION IN TRANSFER CHARGE FROM NARROW GAUGE EQUIPMENT TO STANDARD GAUGE AT ALAMOSA ON POTATO SHIPMENTS.

Matter investigated. Complaint under existing conditions not well taken.

Case No. 1251.

October 5, 1922.

CITY OF ROCKY FORD BY J. E. GOBIN VS. SOUTHERN COLORADO POWER CO. INVESTIGATION ASKED AS TO FAIRNESS OF RATES FOR ELECTRIC STREET LIGHTING.

Matter investigated. Misunderstanding by the city as to date when rates became effective. Authority given company to refund \$100.00.

Case No. 1252.

October 5, 1922.

DEL NORTE COMMERCIAL CLUB VS. WESTERN UNION TELEGRAPH CO. PROTEST AGAINST NEW ARRANGEMENT IN TELEGRAPH SERVICE AT DEL NORTE.

Former service restored.

Case No. 1253.

October 5, 1922.

THE SNELL MILL AND GRAIN CO. VS. C., R. I. & P. RY. CO. ALLEGED DISCRIMINATION IN DISTRIBUTION OF CARS AS BETWEEN VARIOUS STATIONS IN COLORADO.

Matter investigated. Railroad advises available cars will be divided fairly and impartially.

Case No. 1254.

October 6, 1922.

F. M. WILSON, LAMAR, VS. A., T. & S. F. RY. CO. SHORTAGE OF BOX CARS FOR ALFALFA MEAL SHIPMENTS.

Matter investigated. Car shortage national in scope. Eastern roads slow in returning equipment. I. C. C. notified.

Case No. 1255.

October 7, 1922.

L. M. MILLER, OTIS, VS. C., B. & Q. R. R. CO. SHORTAGE OF CARS FOR GRAIN LOADING AT OTIS.

Railroad advises elevators at Otis have been receiving full share of grain cars available.

Case No. 1256.

October 7, 1922.

CHAS. E. HALL, ET AL., DURANGO, VS. D. & R. G. W. R. R. CO. INADEQUATE SERVICE.

Railroad advises delay in moving merchandise freight partly due to priority orders in live stock movement. Early shipment of delayed freight promised.

Case No. 1257.

October 7, 1922.

JOINSTON & BRADFIELD, PLACERVILLE, VS. D. & R. G. W. R. R. CO. SHORTAGE OF CARS FOR CATTLE LOADING.

Matter investigated. Railroad advised that cars were expected to be furnished for this loading on October 9.

Case No. 1258.

October 10, 1922.

CLYDE H. JAY, MONARCH, VS. D. & R. G. W. R. R. CO. DELAY IN MOVING COAL CARS LOADED WITH LIME ROCK.

Shipment made on October 13.

Case No. 1259.

October 11, 1922.

NORTH AMERICAN FRUIT EXCHANGE, MONTE VISTA, BURNS & BAY, ET AL., OLATHE, VS. D. & R. G. W. R. R. CO. SHORTAGE OF CARS FOR FRUIT AND POTATO SHIPMENTS.

Railroad advises inability to move available cars until right recently, due to power and weather conditions.

Case No. 1260.

October 11, 1922.

W. N. HUTCHINSON, LAMAR, VS. A., T. & S. F. RY. CO. SHORTAGE OF CARS FOR CATTLE LOADING.

Railroad advises available equipment will be distributed in order of application for cars.

Case No. 1261.

October 13, 1922.

FIRST NATIONAL BANK, ET AL., FLEMING, VS. C. B. & Q. R. R. CO. SHORTAGE AND UNEQUAL DISTRIBUTION OF CARS FOR GRAIN LOADING.

Railroad advises no discrimination shown against Fleming in the distribution of cars available.

Case No. 1262.

October 11, 1922.

OMER UNDERWOOD, DEL NORTE, VS. D. & R. G. W. R. R. CO. CHANGE IN THE SYSTEM OF CAR DISTRIBUTION FOR POTATO LOADING.

Complainant advised no preference can be shown in the allotment of cars available.

Case No. 1263. October 13, 1922.

CHAS. T. GOODWIN, MONTROSE, VS. D. & R. G. W. R. R. CO. ALLEGED DISCRIMINATION IN DISTRIBUTION OF AVAILABLE CARS.

Instructions issued to divide available cars on equal basis between apple and potato shippers.

Case No. 1264. October 14, 1922.

NORTH FORK FRUIT GROWERS ASS'N, PAONIA, VS. D. & R. G. W. R. R. CO. ALLEGED DISCRIMINATION AGAINST PAONIA IN THE DISTRIBUTION OF AVAILABLE CARS.

Complaint justified. Greater percentage of cars available ordered given to Paonia.

Case No. 1265. October 13, 1922.

MONTE VISTA COMMERCIAL CLUB VS. D. & R. G. W. R. R. CO. CAR SHORTAGE.

Railroad admits inability to meet demands made upon it for car service. Equipment in bad order due to strike. Situation called to the attention of I. C. C.

Case No. 1266. October 14, 1922.

FARMERS STATE BANK OF BOVINA VS. C., R. I. & P. RY. CO. ALLEGED DISCRIMINATION AGAINST BOVINA IN THE DISTRIBUTION OF AVAILABLE CARS.

Distribution equalized.

Case No. 1267. October 3, 1922.

JOHN MYERS, BURLINGTON, VS. C., R. I. & P. RY. CO. ALLEGED DISCRIMINATION IN THE DISTRIBUTION OF GRAIN CARS AT BURLINGTON.

Requirement of track shippers having wheat on hand ready to expeditiously load is not unreasonable under existing car shortage conditions.

Case No. 1268. October 16, 1922.

STERLING LUMBER & INVESTMENT CO., DENVER, VS. D. & R. G. W. R. R. CO. DELAY IN MOVING CARS ORDERED DIVERTED, ORIGINALLY DESTINED TO DENVER.

Agent authorized to accomplish the diversion.

Case No. 1269.

October 25, 1922.

GARFIELD COUNTY POTATO GROWERS ASS'N., RIFLE, VS. D. & R. G. W. R. R. CO. SHORTAGE OF CARS FOR POTATO LOADING.

Large percentage of motive equipment in bad order. Movement of freight trains handicapped.

Case No. 1269½.

October 27, 1922.

VONA COMMERCIAL CLUB VS. C., R. I. & P. RY. CO. ALLEGED DISCRIMINATION AGAINST VONA IN DISTRIBUTION OF CARS AVAILABLE.

Railroad advises distribution will be equalized.

Case No. 1270.

October 28, 1922.

J. G. SCOTT, ANTONITO, VS. D. & R. G. W. R. R. CO. SHORTAGE OF CARS FOR SHEEP LOADING AT CROOKTON.

Matter investigated. DD cars not immediately available.

Case No. 1271.

October 13, 1922.

PALISADE COAL AND SUPPLY CO. VS. D. & R. G. W. R. R. CO. CAR SHORTAGE FOR COAL SHIPMENTS.

Movement of freight trains handicapped by shortage of motive power.

Case No. 1272.

October 28, 1922.

JULESBURG CO-OPERATIVE GRAIN CO. VS. U. P. R. R. CO. SHORTAGE OF CARS FOR GRAIN LOADING AT OVID AND JULESBURG.

Railroad advises cars shipped to Missouri river points were not returned. Car service section, I. C. C., appealed to.

Case No. 1273.

November 2, 1922.

SNOW MASS SUPPLY CO. VS. D. & R. G. W. R. R. CO. CAR REQUESTED IN ORDER THAT SHIPMENT OF COAL MIGHT BE MADE FROM PALISADE TO SNOW MASS, COLO.

Car supplied to mine and shipment made.

Case No. 1274. October 31, 1922.

C. E. MORRIS, MOFFAT, VS. D. & R. G. W. R. R. CO. CAR SHORTAGE FOR CATTLE LOADING.

Specific data relative to complaint not furnished.

Case No. 1275. November 4, 1922.

CARPENTER & TALCOTT, CORTEZ, VS. R. G. S. R. R. CO. CAR SHORTAGE FOR HOG SHIPMENTS.

Railroad advises business handled on basis of priority of orders. Cars supplied.

Case No. 1276. November 2, 1922.

COMMITTEE FT. COLLINS SHEEP FEEDERS VS. A., T. & S. F. RY. CO. CAR SHORTAGE FOR SHEEP LOADING AT MAGDALENA, N. M.

Railroad advises doing everything possible to expedite this movement. Great trouble is getting the return of empties from eastern points.

Case No. 1277. November 8, 1922.

BOARD OF TRUSTEES, ANTONITO, VS. CONEJOS CO-OPERATIVE ROLLER MILLS AND MANUFACTURING CO. INADEQUATE ELECTRIC SERVICE.

Company advises water flow in river insufficient, due to extremely dry season, to run plant. Unable to secure coal.

Case No. 1278. November 8, 1922.

W. P. PLETTNER, DENVER, VS. EVERGREEN UTILITIES CO. UNSATISFACTORY WATER SERVICE.

Matter adjusted.

Case No. 1279. November 11, 1922.

O. E. LINDERHOLM, MONTE VISTA, VS. D. & R. G. W. R. R. CO. SHORTAGE OF CARS FOR COAL SHIPMENTS.

Railroad advises delay due to priority orders. Motive power seriously impaired.

Case No. 1280.

November 13, 1922.

COMMERCIAL CLUB, DEL NORTE, VS. DEL NORTE MOTOR SALES CO., D. & R. G. W. R. R. CO. CAR DISTRIBUTION FOR POTATO LOADING.

Matter investigated. No change in Commission's ruling regarding car distribution in present emergency allowed.

Case No. 1281.

November 17, 1922.

FLAGLER GRAIN AND ELEVATOR CO., ET AL., VS. C. R. I. & P. RY. CO. ALLEGED DISCRIMINATION AGAINST FLAGLER IN GRAIN CAR DISTRIBUTION.

Railroad advises equitable distribution of cars available made at various stations. No discrimination shown Flagler.

Case No. 1282.

November 18, 1922.

GROWERS TRADING CO., AUSTIN, VS. D. & R. G. W. R. R. CO. ALLEGED DISCRIMINATION AGAINST AUSTIN IN DISTRIBUTION OF CARS FOR APPLE LOADING.

Greater percentage of the cars available assigned to Austin.

Case No. 1283.

November 20, 1922.

ED CLEMMONS, ET AL., DEL NORTE, VS. D. & R. G. W. R. R. CO. DELAY IN FURNISHING CARS FOR CATTLE LOADING.

Railroad advises part of order will be filled on the 23rd, balance as early as possible.

Case No. 1284.

November 21, 1922.

DOLORES COMMERCIAL CLUB VS. D. & R. G. W. R. R. CO. DELAY IN RECEIVING FREIGHT SHIPMENTS FROM DENVER AND THE EAST.

Railroad advises 20 cars merchandise moved west on the 20th. Another movement to follow on the 22nd.

Case No. 1285.

November 24, 1922.

WM. GRAHAM, GRAND JUNCTION, VS. D. & R. G. W. R. R. CO. DELAY IN FURNISHING CARS FOR CATTLE LOADING AT GRAND JUNCTION AND WHITEWATER.

Railroad advises furnishing cars for Grand Junction order; no order received for cars at Whitewater. Complainant advised.

SECTION II. PUBLIC UTILITIES

Steam Railroads, Electric Railways, Cable Roads,
Express Companies, Sleeping Car Companies

PUBLIC UTILITIES

On January 1, 1922, there were 354 public utilities operating in the State of Colorado, excluding automobile and other vehicle common carriers, which filed annual reports with the Commission. The classifications of the utilities are as follows:

Steam Railroads—		
Operating	21	
Not operating	4	
Switching and terminal	3	
Non-operating, lessor	3	
	<hr/>	31
Electric Railways		12
Cable Roads		1
Express Companies		1
Sleeping Car Companies		1
Electric Utilities—		
Privately owned or operated	56	
Municipally owned or operated	28	
	<hr/>	84
Gas Utilities—		
Privately owned or operated		8
Water Utilities—		
Privately owned or operated	20	
Municipally owned or operated	123	
	<hr/>	143
Telephone Utilities		69
Telegraph Utilities		4
Total		<hr/> 354

STEAM RAILROADS

STATEMENT OF MILEAGE OWNED AND OF MILEAGE OPERATED IN STATE OF COLORADO BY STEAM ROADS, DECEMBER 31, 1921

ROADS	Line Owned	Av. Mileage of Road Oper- ated (Miles)
	(Main and Branch Lines)	
*Atchison, Topeka and Santa Fe Ry.....	506.60	506.87
*Chicago, Burlington and Quincy R. R.....	394.36	429.33
*Chicago, Rock Island and Pacific Ry.....	165.85	257.70
Colorado Railroad	108.30	Included in C. & S. Ry. mileage operated.
Colorado-Kansas Railway	22.20	22.20
*Colorado and Southern Railway.....	739.65	871.99
Colorado and Southeastern R. R.....	7.52	20.78
Colorado and Wyoming Railway.....	36.65	36.25
*Colorado, Wyoming & E. Ry.....	43.88	43.88
Colorado Springs & C. C. D. Ry.....	74.25	Not operated.
Crystal River R. R.....	20.66	Not operated.
Crystal River & S. J. R. R.....	7.32	Not operated.
Denver & Intermountain R. R. (also Electric)	12.14	12.14
*Denver and Rio Grande Western R. R.	1612.59	1661.54
Denver and Salt Lake Railroad	252.00	255.18
Great Western Railway.....	86.84	86.84
Manitou & P. P. Ry.....	8.70	8.70
Midland Terminal Ry.....	58.21	58.21
*Missouri Pacific R. R.....	152.11	152.11
Northwestern Terminal Ry. (also switching)	3.18	Included in D. & S. L. R. R. mileage operated.
Rio Grande Junction Ry.....	62.08	Included in D. & R. G. W. Ry. mileage operated.
Rio Grande Southern Ry.....	175.00	179.79
San Luis Central R. R.....	12.21	15.21
San Luis Southern Ry.....	31.53	31.53
Silverton Ry.....	15.5	Not operated.
Silverton Northern R. R.....	21.4	10.1
*Utah Railway	50.74	50.74
*Union Pacific R. R.....	594.19	594.57
Total	5275.66	5305.66

SWITCHING AND TERMINAL

	Yard Tracks and Sidings	
	Owned	Operated
The Denver Union Terminal Ry.....	5.90	5.90
The Northwestern Terminal Ry.....	7.42	5.53
The Pueblo Union Depot & Ry.....	2.59	2.59
Total	15.91	14.02

*Interstate Roads.

ELECTRIC STREET AND INTERURBAN RAILWAYS

MILES OF ROAD OPERATED (SINGLE TRACK) IN THE STATE OF COLORADO, DECEMBER 31, 1921.

Corporate Name	Office Address	Miles
The Arkansas Valley Railway, Light & Power Co.	Pueblo	20.58
The Colorado Springs & Interurban Railway Co.	Colorado Springs	24.92
The Denver & Crown Hill Railway Co.	Denver	1.50
The Denver & Intermountain Railroad Co.	Denver	40.89
The Denver & Interurban Railroad Co.	Denver	44.61
The Denver & South Platte Railway Co.	Denver	4.25
The Denver Tramway Co.	Denver	124.39
The Grand River Valley Railway Co.	Grand Junction	19.32
The Greeley & Denver Railroad Co.	Greeley	4.25
The Manitou Electric Railway & Casino Co.	Manitou	.70
The Trinidad Electric Transmission Railway & Gas Co.	Trinidad	18.75
The Western Light & Power Co.	Boulder	6.265
Total		310.425

CABLE ROAD

The Mt. Manitou Park & Incline Railway Co.	Colorado Springs	1.25
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ADDITIONAL PUBLIC UTILITIES REPORTING AND OPERATING IN THE STATE OF COLORADO,

December 31, 1921

Telegraph Companies

Corporate Name	Office Address
The Colorado Postal Telegraph-Cable Co.	Denver, Colo.
The Colorado and Wyoming Telegraph Co.	Denver, Colo.
The Mountain Telegraph Co.	Denver, Colo.
The Western Union Telegraph Co.	New York, N. Y.

Express Companies

American Railway Express Co.	New York, N. Y.
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Sleeping Car Companies

The Pullman Co.	Chicago, Ill.
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STEAM RAILROADS

STATISTICS OF STEAM ROADS OPERATING IN THE STATE OF COLORADO FOR THE YEAR ENDED DECEMBER 31, 1920.

	Atchison	Chicago	Chicago	Chicago	Colorado	Colorado &	Colorado	Colorado
	T. & S. F. Ry.B.	& Q. R.R.	R. I. & P. Ry	Kansas Ry.	Southern Ry. & S. E. R.R.	Wyo. Ry.	W. & E. Ry	
Freight Service—								
Tons—revenue freight.....	4,190,467	3,458,903	787,055	32,585	6,789,747	710,718	726,707	87,579
Ton—miles—revenue freight.....	454,371,529	469,565,692	115,478,674	651,700	882,016,336	9,002,870	5,659,878	5,905,229
Passenger Service—								
Passengers carried revenue.....	1,286,050	711,904	248,339	538	1,146,221	34,130	21,754	6,261
Passenger—miles—revenue.....	161,103,855	74,213,754	30,704,936	11,352	95,427,825	102,390	287,771	245,060
Revenue and Expenses—								
Freight revenue.....	\$ 6,810,208.66	\$5,751,542.03	\$1,396,512.49	\$24,241.85	\$11,971,501.96	\$113,924.79	\$154,892.41	\$208,577.80
Passenger revenue.....	4,606,773.43	2,140,777.13	896,032.64	568.80	3,022,084.65	1,674.66	12,035.29	42,980.52
Other operating revenue.....	1,279,390.04	795,072.21	395,637.82	1,432.33	1,257,071.56	1,055.70	766,141.75	10,697.72
(Pass. service train revenue).....	5,706,117.44	2,677,701.40	1,181,711.11	1,626.63	3,680,996.57	1,674.66	17,408.79	16,489.51
Railway operating revenues.....	\$12,696,372.13	\$8,687,391.37	\$2,688,182.95	\$26,242.98	\$16,250,658.17	\$116,655.15	\$933,069.45	\$232,256.04
Railway operating expenses.....	9,761,378.72	6,607,238.20	2,911,756.76	26,899.53	13,032,717.66	86,495.66	\$896,041.45	194,136.98
Net railway operating revenues.....	\$ 2,934,993.41	\$2,080,153.17	\$ 776,426.19	*\$56.55	\$ 3,217,940.51	\$ 30,159.49	\$ 37,028.00	\$ 38,119.06
Operating ratio (per cent).....	76.88	76.06	108.32	102.50	80.20	74.15	96.03	83.58

* Denotes deficit.

(a) Entire line. Average mileage of road operated (miles) 1099.47.

(b) Entire line. Average mileage of road operated (miles) 111.35.

§ Depreciation, Traffic and General Expenses for entire line 43.81 miles all included in this amount.

STEAM RAILROADS—Continued

STATISTICS OF STEAM ROADS OPERATING IN THE STATE OF COLORADO FOR THE YEAR ENDED DECEMBER 31, 1920.

	Colo. Spgs. & C.C.D.Ry.	Denver & R.G.R.R.	Denver & Salt Lake R.R.	Great West'n Ry.	Manitou & P.P.R.R.	Midland Ter. Ry.	Missouri Pac. R.R.	R. G. So. R.R.
Freight Service—								
Tons—revenue freight	39,294	7,108,904	921,841	571,788	27	350,712	1,342,204	196,661
Ton—miles—revenue freight	1,510,000	1,215,603,930	175,977,048	9,850,281	94	13,869,015	191,521,942	5,224,513
Passenger Service—								
Passengers carried revenue	198,386	1,218,761	113,501	15,798	32,739	169,594	85,854	61,990
Passenger—miles—revenue	1,560,413	183,917,745	9,393,289	185,069	288,732	2,791,276	8,362,312	2,605,491
Revenues and Expenses—								
Freight revenue	\$ 75,543.70	\$18,428,075.38	\$2,361,134.88	\$458,444.53	\$ 400.37	\$513,927.23	\$1,683,612.55	\$638,895.34
Passenger revenue	38,047.25	5,186,067.11	458,778.78	6,116.79	79,379.58	80,283.48	254,336.22	193,562.66
Other operating revenue	8,836.05	2,047,144.99	133,732.98	28,723.92	9,176.42	34,527.31	193,802.22	53,365.21
(Pass. service train revenue)	44,658.21	6,407,932.74	557,880.50	8,589.25	79,379.58	101,414.48	348,044.16	180,659.17
Railway operating revenues	\$122,427.00	\$25,661,287.48	\$2,953,646.64	\$493,285.24	\$ 88,956.37	\$628,738.02	\$2,091,803.99	\$828,823.21
Railway operating expenses	190,255.78	19,752,119.51	3,533,211.14	361,931.64	118,110.68	416,491.16	2,016,646.01	810,523.77
Net railway operating revenues	\$*67,828.78	\$ 5,909,167.97	\$*579,564.50	\$131,353.60	\$*29,154.31	\$212,246.86	\$ 75,157.98	\$ 18,299.44
Operating ratio (per cent)	155.40	76.97	119.62	73.37	132.77	66.24	96.40	97.79

*D-notes deficit.

STEAM RAILROADS—Continued

STATISTICS OF STEAM ROADS OPERATING IN THE STATE OF COLORADO FOR THE YEAR ENDED DECEMBER 31, 1920.

	San Luis Cen. R.R.	San Luis So. Ry.	Silverton Railway	Silverton No. R.R.	Cintah Railway (a)	Union Pacific R.R.	Total All Steam Roads
Freight Service—							
Tons—revenue freight	39,738	12,648	533	41,308	69,227	10,779,895	38,258,511
Ton—miles—revenue freight	522,372	268,862	5,990	316,798	4,292,074	521,331,178	4,087,545,105
Passenger Service—							
Passengers carried revenue	4,143	6,942	None	3,483	8,133	1,564,956	6,939,477
Passenger—miles—revenue	58,259	170,386	None	23,978	447,315	108,522,155	680,123,463
Revenues and Expenses—							
Freight revenue	\$56,022.02	\$20,830.58	\$1,398.20	\$70,541.77	\$650,389.16	\$ 8,049,941.53	\$59,446,559.23
Passenger revenue	1,895.30	6,329.72	None	1,769.60	21,253.92	3,038,876.72	20,002,676.35
Other operating revenue	976.62	4,056.32	25.00	799.26	79,281.39	1,426,769.70	8,487,716.52
(Pass. service train revenue)	2,810.66	10,038.63	None	2,200.86	28,313.85	3,674,848.28	24,730,496.48
Railway operating revenues	\$58,893.94	\$31,216.62	\$1,423.20	\$73,110.63	\$750,923.57	\$12,515,587.95	\$87,930,952.10
Railway operating expenses	47,316.76	25,561.63	7,682.64	57,116.54	610,677.72	9,608,761.65	71,073,271.59
Net railway operating revenues	\$11,577.18	\$ 5,654.99	\$ 6,259.44	\$15,994.09	\$140,245.85	\$ 2,906,826.30	\$16,857,680.51
Operating ratio (per cent)	80.68	81.88	539.81	78.12	81.32	76.77	80.83

* Denotes deficit.

(a) Entire line, average mileage of road operated (miles) 68.46.

STEAM RAILROADS—Continued

STATISTICS OF STEAM ROADS OPERATING IN THE STATE OF COLORADO FOR THE YEAR ENDED DECEMBER 31, 1921.

	Atchison, T. & S.F.Ry.	Chicago, B. & Q. R.R.	Chicago, R.I. & P.Ry.	Colorado- Kansas Ry.	Colorado & S.E.R.R.	Colorado, Wyo. Ry.	Colorado, W. & E.Ry. (b)
Freight Service—							
Tons—revenue freight.....	2,556,546	2,506,784	628,967	(c)	4,753,955	492,297	96,599
Ton—miles—revenue freight.....	285,027,834	327,412,253	82,917,586	(c)	620,377,330	6,762,184	6,371,130
Passenger Service—							
Passengers carried—revenue.....	903,381	521,105	168,663	188	807,985	28,159	2,991
Passenger—miles—revenue.....	107,554,911	53,886,094	21,465,198	3,948	63,864,868	84,477	234,323
Revenues and Expenses—							
Freight revenue.....	\$4,378,525.61	\$4,818,544.42	\$1,331,606.77	\$ 10,295.95	\$ 9,897,760.91	\$78,473.13	\$101,943.92
Passenger revenue.....	3,636,886.92	1,716,619.62	693,833.81	201.20	2,394,204.57	1,174.74	9,319.62
Other operating revenue.....	855,079.00	625,378.02	311,784.27	1,564.85	931,254.44	1,433.81	491,123.72
(Pass. service train revenue).....	4,338,179.17	2,109,138.88	901,436.22	1,490.89	2,805,520.32	1,474.74	14,300.09
Railway operating revenues.....	\$9,470,491.53	\$7,161,142.06	\$2,337,225.85	\$12,062.00	\$13,223,219.92	\$81,381.68	\$602,438.01
Railway operating expenses.....	7,440,422.69	4,929,626.37	2,427,924.69	24,780.37	10,523,890.29	65,615.37	\$604,882.41
Net railway operating revenues.....	\$2,030,068.84	\$2,231,515.69	\$90,698.84	\$*12,718.37	\$ 2,699,329.63	\$15,766.31	\$ *2,444.40
Operating ratio (per cent).....	78.56	68.84	103.88	205.44	79.59	80.63	100.41

*Denotes deficit.

(a) Entire line, average mileage of road operated (miles) 1099.27.

(b) Entire line, average mileage of road operated (miles) 111.35.

(c) Records lost in flood June 3, 1921.

‡Depreciation, Traffic and General Expenses for entire line 42.99 miles are included in this amount.

STEAM RAILROADS—Continued

STATISTICS OF STEAM ROADS OPERATING IN THE STATE OF COLORADO FOR THE YEAR ENDED DECEMBER 31, 1921.

	D. & R. G. W. R.R.	Denver & Salt Lake R.R.	Great West'n Ry.	Manitou & P. P. R. R.	Midland Ter. Ry.	Missouri Pac. R. R.	Rio Grande So. R. R.
Freight Service—							
Tons—revenue freight.....	4,864,010	813,270	737,230	30	416,446	899,987	112,327
Ton—miles—revenue freight.....	803,635,477	158,542,190	11,030,847	105	17,758,889	124,323,277	8,477,205
Passenger Service—							
Passengers carried—revenue.....	884,230	93,546	11,414	21,893	219,838	58,074	47,840
Passenger—miles—revenue.....	128,465,821	7,342,889	140,570	190,395	2,418,377	5,856,416	2,092,776
Revenues and Expenses—							
Freight revenue.....	\$15,057,615.60	\$2,358,222.18	\$545,933.50	\$ 455.61	\$639,963.35	\$1,367,957.86	\$614,965.03
Passenger revenue.....	4,157,472.24	368,644.10	5,131.41	45,507.28	69,595.82	204,640.62	122,909.54
Other operating revenue.....	1,537,948.91	182,192.21	40,397.72	5,633.48	45,293.70	131,494.77	157,368.64
(Pass. service train revenue)	5,036,712.10	476,999.58	8,458.77	43,507.28	93,542.81	283,297.25	167,639.86
Railway operating revenues.....	\$20,753,036.75	\$2,879,058.49	\$591,465.63	\$ 51,596.37	\$754,858.87	\$1,707,093.21	\$793,233.21
Railway operating expenses.....	17,532,837.73	2,733,190.30	367,648.71	89,889.35	562,372.38	1,837,672.97	777,024.88
Net railway operating revenues.....	\$ 3,220,199.02	\$ 115,867.59	\$223,816.92	\$*38,292.98	\$192,486.49	\$*130,578.86	\$ 16,218.33
Operating ratio (per cent)	81.48	94.93	62.16	171.21	74.50	107.65	97.95

* Denotes deficit.

STEAM RAILROADS—Continued

STATISTICS OF STEAM ROADS OPERATING IN THE STATE OF COLORADO FOR THE YEAR ENDED DECEMBER 31, 1921.

	San Luis Cen. R.R.	San Luis So. Ry.	Silverton No. R.R.	Uintah Railway (a)	Union Pacific R.R.	Total All Steam Roads
Freight Service—						
Tons—revenue freight.....	46,043	(b)	6,970	15,467	8,364,539	27,736,619
Ton—miles—revenue freight.....	603,380	(b)	54,832	952,767	417,068,533	2,875,745,665
Passenger Service—						
Passengers carried—revenue.....	3,462	3,886	16	4,829	1,172,624	4,973,584
Passenger—miles—revenue.....	49,055	103,108	86	270,424	80,274,129	474,455,492
Revenues and Expenses—						
Freight revenue.....	\$59,154.18	\$20,852.14	\$11,117.09	\$125,573.99	\$ 7,933,887.98	\$50,160,623.67
Passenger revenue.....	1,538.39	5,160.61	113.55	12,186.53	2,557,877.88	16,012,792.81
Other operating revenue.....	1,443.06	4,492.44	164.50	43,239.60	1,187,933.91	6,440,122.31
(Pass. service train revenue).....	2,763.14	9,103.53	229.05	18,830.12	3,137,673.56	19,451,679.38
Railway operating revenues.....	\$62,137.63	\$30,505.19	\$11,395.14	\$181,190.12	\$11,679,819.77	\$72,613,538.80
Railway operating expenses.....	45,309.55	28,996.13	21,621.29	360,193.49	8,614,935.34	59,162,201.07
Net railway operating revenues.....	\$16,828.08	\$ 1,509.06	*\$10,226.15	*\$179,003.37	\$ 3,064,884.43	\$13,451,337.73
Operating ratio (per cent).....	72.92	95.05	189.74	198.79	73.76	81.48

*Denotes deficit.

(a) Entire line, average mileage of road operated (miles) 68.46.

(b) Data not available.

ELECTRIC RAILWAYS

STATISTICS OF ELECTRIC STREET AND INTERURBAN RAILWAYS FOR THE YEAR ENDED DECEMBER 31, 1920

ROAD	Total Passengers Carried	Revenue from Transportation	Railway Operating Revenues	Railway Operating Expenses	Railway Operating Income
Arkansas Valley Railway, Light and Power Company	10,579,627	\$ 557,926.01	\$ 563,018.67	\$ 426,320.88	\$ 136,697.79
Colorado Springs & Interurban Railway Company	10,513,276	538,167.84	548,487.01	499,586.29	48,900.75
Denver & Crown Hill Railway Company	76,464	3,855.15	3,855.15	7,183.55	*3,328.40
Denver & Intermountain Railroad Company	1,632,949	296,756.27	317,049.61	272,147.28	44,902.33
Denver & Interurban Railroad Company	607,986	295,287.49	296,784.26	369,200.57	*72,416.31
Denver & South Platte Railway Company	305,569	23,305.13	23,499.74	‡21,513.51	1,986.23
Denver Tramway Company	77,970,052	3,886,917.17	4,031,448.92	3,906,855.67	124,593.25
Durango Railway and Realty Company	No record	9,909.03	9,975.56	12,047.98	*2,072.42
Grand River Valley Railway Company	385,568	59,717.96	61,962.51	81,529.72	*19,567.21
Greeley & Denver Railroad Company	347,288	16,361.48	16,689.30	†18,442.07	*1,752.17
Manitou Electric Railway and Casino Company	116,680	5,596.75	6,096.75	5,008.25	1,088.50
Trinidad Electric Transmission Railway and Gas Company	827,559	59,877.91	60,263.83	64,877.67	*4,513.84
Western Light and Power Company	654,988	32,613.35	32,913.35	40,860.63	*7,947.28
Total	104,018,106	\$5,786,290.84	\$5,972,145.29	\$5,725,574.07	\$ 246,571.22

* Indicates deficit.

† Indicates taxes.

‡ Includes 1919 and 1920 taxes.

§ Ceased operation October 10, 1920.

¶ Taxes not included.

ELECTRIC RAILWAYS

STATISTICS OF ELECTRIC STREET AND INTERURBAN RAILWAYS FOR THE YEAR ENDED DECEMBER 31, 1921

ROAD	Total Passengers Carried	Revenue from Transportation	(a)		Railway Operating Income
			Railway Operating Revenues	Railway Expenses	
Arkansas Valley Railway, Light and Power Company.....	8,473,423	\$ 433,587.45	\$ 439,723.41	\$ 339,922.24	\$ 39,801.17
Colorado Springs & Interurban Railway Company.....	9,337,978	523,279.00	531,554.63	506,969.37	24,585.26
Denver & Crown Hill Railway Company.....	80,000	4,049.84	4,049.84	12,618.89	*8,569.05
Denver & Intermountain Railroad Company.....	1,683,782	327,610.14	350,350.84	280,057.51	70,293.33
Denver & Interurban Railroad Company.....	492,726	281,914.05	285,556.84	266,032.95	19,523.89
Denver & South Platte Railway Company.....	289,927	22,966.65	23,223.10	18,535.87	4,687.23
Denver Tramway Company.....	79,791,157	4,684,549.20	4,834,576.15	3,719,425.14	1,115,151.01
Grand River Valley Railway Company.....	326,223	49,218.26	50,694.90	76,984.02	*20,289.12
Greeley & Denver Railroad Company.....	223,420	14,736.20	14,957.34	†17,475.40	*2,517.76
Manitou Electric Railway & Casino Company.....	16,615	3,628.63	4,128.63	5,723.42	*1,594.49
Trinidad Electric Transmission Railway and Gas Company.....	620,495	45,961.42	46,311.38	63,289.78	*16,978.40
Western Light and Power Company.....	294,898	24,042.92	24,342.92	46,111.34	*21,768.42
Total.....	101,750,644	\$6,415,543.76	\$6,609,469.98	\$5,353,145.33	\$1,256,324.65

*Denotes deficit.

†Includes taxes.

‡Taxes not included.

ELECTRIC UTILITIES—PRIVATELY OWNED

OPERATING REVENUES AND EXPENSES, ELECTRIC UTILITIES, PRIVATELY OWNED, YEARS ENDED DECEMBER 31.

	Population of		1920		1921	
	Territory Supplied	Operating Revenues	Operating Expenses	Net Operating Revenue	Operating Expenses	Net Operating Revenue
Agular Light & Power Co.	800	\$ 10,418.84	\$ 8,371.18	\$ 2,047.66	\$ 14,044.72	\$ 13,238.48
Akron Gas, Electric Light & Power Co.	12,000	22,350.51	23,522.68	1,172.17*	21,132.56	23,065.75
Arapahoe Electric Light & Power Co.	1,400	83,434.33	64,044.77	19,389.56	104,731.15	79,344.26
Arkansas Valley Electric Co.	4,000	33,385.06	28,225.56	5,159.50	37,999.33	33,905.68
Arkansas Valley Railway, Light & Power Co.	101,000	1,274,870.70	905,789.87	369,080.83	1,297,222.71	856,915.51
Arvada Electric Co.	2,000	20,156.04	15,526.45	4,629.59	30,304.78	24,386.26
Austin Electric Light & Wood Working Plant	2,200	32.00	106.25	74.25*	57.15	101.85
Brighton Ice, Light & Power Co.	6,000	43,069.09	36,473.78	6,595.31	48,277.97	41,180.80
Broadmoor Electric Light System	850	9,202.38	5,157.14	4,045.24	9,848.85	5,641.54
Brush Light & Power Co.	2,500	23,289.97	25,537.25	2,247.28*	22,904.78	22,003.94
Buena Vista Electric Light & Power Co.	1,000	9,071.46	7,436.20	1,635.26	9,656.37	8,284.58
Carbondale Light & Power Co.	500	4,193.09	3,124.06	1,069.03	3,272.97	2,968.01
Cardiff Light & Water Co.	23	539.50	1,144.34	604.64*	487.70	1,080.77
Cedarledge Electric Light & Power Co.	500	Not in operation	Not in operation	Not in operation	318.48	640.96
Colorado Power Co.		1,121,428.40	725,227.77	396,200.63	998,843.75	694,510.00
Colorado Springs Light & Power Co.	10,000	520,815.09	305,728.87	215,086.22	556,733.59	322,813.81
Con-Jos Co-operative Roller Mills & Mfg. Co.	1,200	19,614.62	23,531.81	3,917.19*	No report	No report
Craig Service Association	2,000	3,703.41	12,845.22	9,141.81*	No report	No report
Crested Fattle Light & Water Co.	1,250	7,275.65	5,933.71	1,341.94	8,056.60	5,821.24
Custer Water & Power Co.	350	3,335.47	4,098.41	762.94*	3,880.23	4,272.90
Deer Trail Light & Power Co.	450	1,625.80	1,436.53	†189.27	No report	No report
Douglas, Bert	350	2,112.29	2,092.15	20.14	No report	No report
Evergreen Public Service Co.	450	1,938.70	1,837.37	†101.33	7,854.93	6,521.51
Evergreen Utilities Co.	150	3,930.04	4,841.84	\$911.80*	3,945.82	4,444.65
Fort Lupton Light & Power Co.	5,000	57,195.53	46,872.12	10,323.41	62,491.15	45,359.98
Gilpin County Light, Heat & Power Co.	1,200	8,312.14	7,794.90	517.84	8,006.09	8,341.83
Greenwood Light & Water Co.	2,200	47,230.74	38,424.92	8,806.12	47,053.40	40,446.76
Grand Junction Electric, Gas & Mfg. Co.	10,000	No report	No report	No report	145,867.21	113,443.86
Grand River Valley Railway Co.	1,000	7,382.25	2,616.70	4,765.55	7,768.78	1,965.38

*Indicates deficit.
 †Report for period from July 1 to Dec. 31, 1920.
 ‡Report for period from Aug. 1 to Dec. 31, 1920.
 §Report for period from Feb. 1 to Dec. 31, 1920. Wholesale only from Aug. 1, 1920.
 ¶Report for period from Jan. 1 to Nov. 1, 1921. Plant sold to Town of Brush.
 ||Report for period from July 15 to Dec. 31, 1921.

ELECTRIC UTILITIES—PRIVATELY OWNED—Continued

OPERATING REVENUES AND EXPENSES, ELECTRIC UTILITIES, PRIVATELY OWNED, YEARS ENDED DECEMBER 31, 1920 AND 1921

	Population of Territory Supplied	1920		1921	
		Operating Revenues	Operating Expenses	Operating Revenues	Operating Expenses
Hayden Milling & Power Co.....	500	\$ 1,983.04	\$ 1,684.20	\$ 4,675.49	\$ 4,812.34
Hinsdale Mining & Development Co.....	400	2,584.10	1,333.32	2,427.55	1,400.66
Horns Gas & Electric Co.....	19,000	179,237.27	152,303.24	217,685.44	175,348.36
Hutchins, P...aking & Power Co.....	650	8,049.36	6,157.68	4,689.41	4,799.92
Inermountain Railway, Light & Power Co.....	2,250	26,391.73	38,015.28	26,419.13	31,850.19
Jefferson County Power & Light Co.....	3,500	51,015.99	41,973.80	55,114.27	45,815.58
La Jara Electric Co.....	600	844.73	193.13	4,274.14	2,504.14
La Jara Electric & Creamery Co.....	500	3,079.65	2,631.48	448.17	448.17
La Veta Light, Heat & Power Co.....	800	6,559.59	5,776.67	8,610.47	7,830.13
Meeker Electric Co.....	1,000	11,550.80	10,479.02	11,549.25	10,658.73
Montezuma Electric Co.....	600	4,863.36	4,655.50	5,576.79	4,513.04
New Light & Power Co.....	1,000	15,123.16	14,676.28	13,003.53	11,604.46
Oak Creek Service Co.....	1,500	10,450.62	8,310.78	11,574.32	10,317.18
Ovid Light & Power Co.....	100	—	—	1,079.82	694.90
Palisade Service Co.....	1,000	17,269.62	17,437.42	20,460.28	18,619.19
Rifle Light, Heat & Power Co.....	1,000	12,211.02	9,064.61	15,646.91	11,080.47
Roaring Fork Electric Light & Power Co.....	1,500	45,233.40	51,019.18	29,260.30	45,723.25
Roggen Light Co.....	80	—	—	919.90	916.57
Rust, A. A.....	465	—	—	—	—
San Luis Power Co.....	1,500	2,151.00	2,237.00	—	—
Schumm, Casper, Electric Light & Power Co.....	800	5,881.20	4,196.56	6,544.70	4,339.66
Silverton Electric Light Co.....	1,500	14,202.98	13,053.19	11,201.51	11,572.19
Stanley Power Department	—	12,176.45	6,230.44	14,811.36	7,013.23
Steamboat Service Co.....	2,000	18,373.27	16,109.69	17,274.61	14,952.89

* Indicates deficit.
 † Report for period from Aug. 16 to Dec. 31, 1920.
 ‡ Report for period from Nov. 1 to Dec. 31, 1920.
 § Report for period from March 1 to Dec. 31, 1921.

ELECTRIC UTILITIES—PRIVATELY OWNED—Concluded

OPERATING REVENUES AND EXPENSES, ELECTRIC UTILITIES, PRIVATELY OWNED, YEARS ENDED DECEMBER 31,
1920 AND 1921

	Population of Territory Supplied	1920		1921	
		Operating Revenues	Operating Expenses	Operating Revenues	Operating Expenses
Suburban Light & Power Co.....	1,000	\$ 7,446.08	\$ 6,910.41	\$ 7,931.85	\$ 8,016.40
Summit County Power Co.....	2,000	55,779.93	31,107.53	58,683.99	29,922.33
Syndicate Mining & Milling Co.....	.....	3,045.40	4,285.90	2,323.27	4,329.76
Tonopah Placers Co.....	800	8,992.38	8,200.15	7,928.33	8,652.67
Trinidad Electric Transmission Ry. & Gas Co.....	20,000	776,725.26	584,978.73	824,211.18	632,198.38
Werner, W. J.....	1,000	5,581.50	5,430.80	.....	.....
Western Colorado Power Co.....	19,700	654,576.39	410,737.44	478,014.73	318,768.40
Western Light & Power Co.....	75,000	691,957.45	503,795.93	718,198.03	620,874.88
Total	.....	\$5,991,216.23	\$4,269,846.51	\$6,031,134.63	\$4,409,176.19

Number reporting for 1920..... 56

Number reporting for 1921..... 56

* Indicates deficit.

ELECTRIC UTILITIES—MUNICIPAL

OPERATING REVENUES AND EXPENSES, ELECTRIC UTILITIES, MUNICIPAL YEARS ENDED DECEMBER 31, 1920 AND 1921.

	Population of Territory Supplied		1920		1921	
	Supplied	Not Supplied	Operating Revenues	Operating Expenses	Operating Revenues	Operating Expenses
Ault, Town of	1,000	\$ 3,995.21	\$ 3,656.23	\$ 338.58		
Brush, Town of	2,500	—	Not municipally operated			
Burlington, Town of	1,400	20,080.99	15,516.92	4,564.07	\$ 5,611.80	\$ 4,391.31
Cheyenne Wells, Town of	700	9,912.65	10,345.54	432.89	26,159.28	12,844.55
Crook, Town of	300	—	No Record		8,728.32	9,252.03
					1,306.80	1,319.60
Dacono, Town of	400	385.01	714.33	329.82*		
Del Norte, Town of	1,000	9,538.87	8,547.66	991.21		
Eads, Town of	400	—	No Report		10,216.35	8,565.84
Eric, Town of	800	3,196.85	2,001.12	1,195.73	4,817.05	2,900.00
Firestone, Town of					549.23	No Report
						566.70
Fleming, Town of	618	—	Not in operation		2,416.71	3,392.11
Fort Morgan, City of	4,500	72,139.03	44,903.44	27,235.59	7,405.13	48,677.67
Fountain, Town of	600	3,218.09	4,623.76	1,405.67*	3,873.68	4,181.57
Frederick, Town of	600	1,862.64	2,082.56	219.82*	5,681.27	7,794.04
Gunnison, Town of	1,600	19,461.10	15,608.15	4,452.95	19,740.98	17,747.51
Haxtun, Town of	1,200	13,320.97	11,995.40	1,325.57	20,195.85	13,544.47
Holly, Town of	1,000	10,120.57	10,652.46	531.89*	12,327.01	16,050.00
Holyoke, Town of	1,500	24,160.60	24,345.43	184.83*	21,337.33	21,125.48
Hugo, Town of	850	500.69	1,836.21	41,335.52*	14,167.99	16,420.52
Julesburg, Town of	2,300	34,978.62	29,500.00	5,478.62	46,913.31	28,860.20
Lamar, City of		49,393.08	56,403.52	87,010.44*	60,440.32	56,931.02
Limon, Town of	1,200	15,389.55	11,638.32	248.77*	11,277.17	13,126.81
Longmont, City of	8,000	61,092.38	36,780.23	24,312.15	66,937.52	41,977.17
Lyons, Town of	600	2,165.63	811.27	1,354.36	2,732.27	1,444.04
Otis, Town of	600	7,149.69	6,225.59	924.10	7,469.15	7,184.15
						285.00

*Indicates deficit.

†Report for period from June 9 to December 31, 1921.

‡Report for period from December 1 to December 31, 1921.

§Report for period from April 1 to December 31, 1921.

¶Report for period from November 1 to December 31, 1921.

**Commenced operations October 9, 1920.

PUBLIC UTILITIES COMMISSION

ELECTRIC UTILITIES—MUNICIPAL—Concluded

	Population of Territory Supplied	1920		1921	
		Operating Revenues	Operating Expenses	Operating Revenues	Operating Expenses
Paonia, Town of	1,000	\$ 13,791.03	\$ 13,081.22	\$ 15,676.54	\$ 12,531.49
Peeetz, Town of	400	2,635.40	4,470.30	No Report	No Report
Sedgwick, Town of	400	3,725.00	3,100.88	6,646.76	5,222.08
Selbert, Town of	320	Not in operation	Not in operation	233.28	625.01
Walden, Town of	300	5,234.94	4,535.00	No Report	No Report
Wray, Town of	2,000	15,046.32	22,684.49	24,955.80	26,396.90
Yuma, Town of	1,878	20,626.45	19,455.91	23,200.71	24,633.09
Total		\$ 423,121.36	\$ 368,915.94	\$ 496,017.61	\$ 402,616.40
		Number reporting for 1920.....		27	
		Number reporting for 1921.....		28	

*Indicates deficit.
 †Report for period from March 1 to December 31, 1920.
 ‡Report for period from May 1 to December 31, 1920.
 ¶Report for period from December 1 to December 31, 1921.

GAS UTILITIES

OPERATING REVENUES AND EXPENSES OF GAS UTILITIES, YEARS ENDED DECEMBER 31, 1920 AND 1921.

	Population of Territory Supplied	1920		1921	
		Operating Revenues	Operating Expenses	Operating Revenues	Operating Expenses
Canon Gas Co.	5,000	\$ 17,999.22	\$ 14,738.01	\$ 19,541.70	\$ 15,332.40
Colorado Springs Light, Heat & Power Co.	30,000	225,667.20	190,309.69	250,880.13	203,309.34
Federal Gas Co.	10,883	76,817.79	70,820.76	93,606.03	80,005.49
Greeley Gas & Fuel Co.	12,000	103,156.53	88,003.81	109,479.01	98,132.94
Chambers, E. F., Gas Co., (La Junta)	12,000	22,022.55	24,565.43	—	—
				Not in operation. Sold.	
Otero County Gas Co., (La Junta)	13,500	No Report	No Report	38,023.02	37,752.40
Poudre Valley Gas Co.	8,000	57,606.04	46,257.29	69,724.71	52,471.46
Pueblo Gas & Fuel Co.	51,000	217,625.31	199,917.39	237,352.01	232,393.54
Printhead Electric Transmission Ry. & Gas Co.	7,500	31,183.06	39,053.42	30,488.27	38,073.43
Total		\$ 752,077.70	\$ 673,665.80	\$ 849,094.88	\$ 757,560.29
			\$ 78,411.90		\$ 91,534.59
		Number reporting for 1920		Number reporting for 1921	
		8		8	
		Number reporting for 1921		8	

* Indicates deficit.

† Report for period from July 8, 1920, to January 20, 1921.

‡ Report for period from April 1 to December 31, 1921.

WATER UTILITIES—PRIVATELY OWNED

OPERATING REVENUES AND EXPENSES, WATER UTILITIES, PRIVATELY OWNED, YEARS ENDED DECEMBER 31, 1920 AND 1921.

	Population of Territory Supplied	1920		1921	
		Operating Revenues	Net Operating Expenses	Operating Revenues	Net Operating Expenses
Altman Water Company.....	300	\$ 28,329.05	\$ 19,750.65	\$ 8,678.40	\$ 22,963.11
Broadmoor Water System.....	850	5,791.80	1,488.63	4,303.17	4,351.24
Brookside Water Company.....	2,550	7,088.90	4,169.56	2,919.34	7,961.69
Cardiff Light & Water Company.....	100	1,312.25	1,686.89	374.64	1,372.40
Castle Creek Water Company.....	1,350	11,558.72	13,833.70	2,274.98*	10,779.42
Coal Creek Water & Light Company.....	1,000	2,939.35	1,729.51	1,209.51	3,097.90
Commonwealth Land Company.....	200	1,605.28	1,689.30	84.02*	1,794.46
Crested Butte Light & Water Company.....	1,250	3,899.75	1,536.97	2,362.78	7,701.95
Cripple Creek Water Company.....	2,000	21,179.97	21,341.28	161.31*	21,394.55
Crystal Springs Pipe Line & Water Company.....	2,500	6,029.99	1,936.79	4,093.20	5,845.23
Custer Water & Power Company.....	350	1,688.10	1,462.74	225.36	1,951.55
Estes Park Water Company.....	1,000	5,419.50	3,265.61	2,183.89	5,576.00
Evergreen Public Service Company.....	450	393.50	547.16	153.66*	3,543.93
Evergreen Utilities Company.....	450	1,668.42	3,697.65	2,029.23*	534.24
Home Water Supply Company.....	.....	618.60	598.46	110.14	716.35
Leadville Water Company.....	4,359	48,386.64	39,465.63	8,921.01	47,414.07
Meeker Water Works Company.....	1,000	8,132.49	7,145.74	986.75	8,492.73
Mesa Water Works Company.....	200	427.65	525.13	97.48*	474.00
Northfield Land & Water Company.....	1,650	15,853.74	9,488.69	6,365.05	14,800.75
Olney Springs Pure Water Company.....	300	1,924.84	1,199.93	724.91	Sold to Town of Olney Springs
Pure Springs Water Supply Company.....	7,000	12,143.10	4,195.72	8,037.38	15,830.26
Total.....		\$ 186,521.64	\$ 140,576.07	\$ 45,945.57	\$ 190,499.19
Number reporting for 1920.....					\$ 156,210.92
Number reporting for 1921.....					\$ 34,288.27

*Indicates deficit.

†Report for period from August 1 to December 31, 1920.

WATER UTILITIES—MUNICIPAL

OPERATING REVENUES AND EXPENSES, WATER UTILITIES, MUNICIPAL YEARS ENDED DECEMBER 31, 1920 AND 1921.

	Population of Territory Supplied		1920—		1921—		PUBLIC UTILITIES COMMISSION			
	Supplied	Population	Operating Revenues	Operating Expenses	Net Operating Revenue	Operating Revenues	Operating Expenses	Net Operating Revenue		
Aguilar, Town of.....	1,300	\$	1,890.62	\$	1,450.00	\$	3,915.27	\$	3,164.88	750.39
Akron, Town of.....	1,800		9,326.05		6,048.60		9,633.30		4,050.00	5,583.30
Alamosa, City of.....	4,000		7,371.40		5,643.05		6,930.75		5,925.29	1,005.46
Animas City, Town of.....	300		516.50		359.80				No report	
Antonito, Town of.....	1,000		3,702.32		240.61		3,461.71		5,346.35	101.00
Arvada, Town of.....	1,200		3,800.00		3,873.53				6,000.00	1,682.40
Ault, Town of.....	1,000		4,173.67		5,289.58		1,115.91*		6,027.43	4,979.95
Basalt, Town of.....	135		729.25		440.61		288.64		1,281.64	1,512.59*
Bayfield, Town of.....	350		2,907.80		2,011.91		895.89		658.85	64.60
Berthoud, Town of.....	1,250		7,170.39		2,925.40		4,244.99		7,170.39	2,925.40
Black Hawk, Town of.....	225		1,192.32		386.16		806.16		877.35	202.62
Breckenridge, Town of.....	3,215		3,449.60		2,342.39		1,107.21		2,732.35	1,730.73
Brighton, Town of.....	2,500		12,841.75		7,801.90		5,043.85		15,986.82	9,942.02
Brush, Town of.....	1,100		8,947.56		11,308.10		2,951.54*		10,608.90	8,301.41
Buena Vista, Town of.....	1,200		2,113.25		1,161.50		951.75		2,576.25	682.35
Eurlington, Town of.....	1,200		2,895.81		3,603.45		707.64*		4,852.82	4,923.66
Canon City, City of.....	300		39,624.38		12,999.69		26,624.79		40,041.31	18,246.76
Carbondale, Town of.....	500		2,675.00		2,070.80		604.20		3,531.01	1,800.00
Castle Rock, Town of.....	600		3,040.65		623.33		2,417.32		3,204.75	1,191.80
Cedarvale, Town of.....	600		2,534.75		3,314.29		779.54*		2,895.65	3,696.67
Central City, Town of.....	600		3,549.94		708.64		2,841.30		3,341.70	1,007.50
Cheyenne Wells, Town of.....	700		2,739.08		1,834.98		904.10		3,319.85	1,136.80
Collbran, Town of.....	300		916.40		791.50		124.90		1,731.01	1,731.01
Colorado Springs, City of.....	33,500		171,527.54		52,772.51		118,755.03		175,550.90	43,005.02
Cortez, Town of.....	700		3,843.21		3,018.60		824.61		2,399.20	1,181.96
									No report	
									175,550.90	132,545.88
									2,399.20	1,217.24

*Indicates deficit.

WATER UTILITIES—MUNICIPAL—Continued

OPERATING REVENUES AND EXPENSES, WATER UTILITIES, MUNICIPAL, YEARS ENDED DECEMBER 31, 1920 AND 1921.

	Population of Territory Supplied	1920		1921	
		Operating Revenues	Operating Expenses	Operating Revenues	Operating Expenses
Craig, Town of	1,300	\$ 5,337.98	\$ 8,902.13	\$ 6,490.28	\$ 5,575.65
Crook, Town of	300		No Report	193.50	659.80
Dacota, Town of	50	326.34	244.89	475.00	35.30
De Beque, Town of	350	2,149.75	1,860.00	2,250.00	2,050.00
Del Norte, Town of	1,100	2,123.53	3,955.61	2,321.20	1,378.83
Denver, City and County of	275,000	1,685,919.82	649,101.09	1,772,275.21	765,733.12
Doloros, Town of	500	2,611.62	824.55	2,683.60	1,892.52
Durango, City of	5,000	31,977.02	13,660.82	54,277.97	20,581.31
Eads, Town of	400	Not in operation	18,916.29	3,434.40	4,394.00
Eagle, Town of	400	3,500.40	2,235.75	4,185.00	2,019.71
Eaton, Town of	1,600	6,250.00	5,570.00	7,663.70	6,520.65
Empire, Town of	105	635.33	255.51	637.97	203.25
Erie, Town of	800	2,161.12	1,688.88		
Evans, Town of	505	1,251.27	1,136.81	1,998.47	1,338.33
Fairplay, Town of	240	1,023.40	627.96	1,127.89	854.20
Fleming, Town of	618	Not in operation		349.02	1,248.26
Florence, City of	3,500	12,984.43	4,110.28	14,340.53	6,628.88
Fort Lupton, Town of	1,600	4,732.32	2,833.85	7,235.65	3,811.35
Fort Morgan, City of	4,500	27,567.96	22,572.12	28,947.82	17,922.50
Fountain, Town of	600	5,073.38	1,64.98	4,316.13	1,965.16
Frederick, Town of	600	2,051.54	2,404.39	2,310.17	2,464.98
Fruita, Town of	1,900	10,363.77	5,920.79	17,688.52	9,005.49
Georgetown, Town of	434	1,287.45	1,920.10	1,252.33	1,373.75
Glenwood Springs, City of	2,400	15,453.36	8,732.38	17,022.50	13,115.53
Golden, City of	3,000	12,621.29	2,190.23	13,257.50	3,317.50
				No Report	660.14
					273.69
					1,143.05
					433.72
					4899.24*
					7,711.65
					3,424.30
					11,924.82
					2,350.97
					154.81*
					12,683.03
					1,219.22*
					1,938.06
					3,780.30

* Indicates deficit.

† Report for period from April 1 to December 31, 1921.

‡ Report for period from June 9 to December 31, 1921.

WATER UTILITIES—MUNICIPAL—Continued

OPERATING REVENUES AND EXPENSES, WATER UTILITIES, MUNICIPAL, YEARS ENDED DECEMBER 31, 1920 AND 1921.

	Population of Territory Supplied	1920		1921			
		Operating Revenues	Net Operating Revenue	Operating Revenues	Net Operating Revenue		
Grand Junction, City of.....	8,665	\$ 56,473.04	\$ 15,295.98	\$ 41,177.06	3,296.98	No Report	6,291.60*
Grand Valley, Town of.....	275	2,603.46	2,141.40	462.06	99,837.65	33,481.43	66,356.22
Greeley, City of.....	15,000	87,465.09	46,317.16	41,147.93	2,877.61	3,035.02	157.41*
Grover, Town of.....	200	No Report	No Report	No Report	5,956.77	5,983.94	27.17*
Gunnison, Town of.....	1,600	6,496.97	7,013.31	516.34*			
Gypsum, Town of.....	240	1,938.50	709.38	1,229.12	2,365.72	441.50	1,924.22
Hartman, Town of.....	160	1,929.19	1,887.62	41.57	1,806.34	1,651.66	154.68
Haxtun, Town of.....	1,200	3,808.93	3,202.71	606.22	5,334.59	3,782.00	1,552.59
Hayden, Town of.....	500	2,160.39	2,481.47	321.08*	2,051.95	1,435.78	616.17
Holly, Town of.....	1,000	5,744.49	7,152.08	1,407.59*	5,981.71	12,753.59	6,771.88*
Holyoke, Town of.....	1,500	7,657.13	13,109.07	5,451.94*	8,616.73	9,385.40	768.67*
Hotchick, Town of.....	700	5,675.60	1,321.06	4,354.54	4,938.54	1,836.03	3,102.51
Hot Sulphur Springs, Town of	125	476.80	721.76	244.96*	397.55	1,223.77	826.22*
Hudson, Town of.....	350	1,845.00	1,691.00	154.00	1,955.00	1,759.93	195.07
Hugo, Town of.....	1,200	6,859.09	6,575.97	283.11	6,202.96	4,959.89	1,243.07
Idaho Springs, City of.....	1,500	7,955.04	4,511.39	3,443.65	7,762.10	3,024.15	4,737.95
Iliff, Town of.....	450	7,057.30	1,509.20	803.90*	2,624.35	1,659.22	965.13
Johnstown, Town of.....	450	3,600.00	1,978.05	1,921.95	4,769.00	2,005.40	2,763.60
Julesburg, Town of.....	1,400	7,689.90	4,900.00	3,189.90	10,223.16	9,936.30	286.86
Lafayette, Town of.....	1,800	7,258.36	7,841.03	582.67*	7,514.29	8,527.21	1,012.92*
Lake Junta, City of.....	5,000	27,622.29	12,735.08	14,877.21	48,434.04	21,869.41	26,564.63
Lake City, Town of.....	300	355.47	183.00	152.47	17,057.87	No Report	11,147.34
Lamar, City of.....	4,000	18,713.61	6,806.78	11,906.83	17,057.87	9,910.53	7,147.34
Las Animas, City of.....	2,252	8,425.34	8,146.10	279.24	6,905.58	9,657.13	2,751.55*
La Veta, Town of.....	800	No Report	No Report	No Report	3,166.00	582.45	2,583.55

*Indicates deficit.

†Commenced operation April, 1920.

WATER UTILITIES—MUNICIPAL—Continued

OPERATING REVENUES AND EXPENSES, WATER UTILITIES, MUNICIPAL, YEARS ENDED DECEMBER 31, 1920, AND 1921

	Population of Territory Supplied	1920		1921	
		Operating Revenues	Operating Expenses	Operating Revenues	Operating Expenses
Limon, Town of	1,200	7,799.54 \$	7,680.31 \$	2,214.02 \$	3,515.79 \$
Littleton, Town of	1,650	5,492.10	2,830.95	7,751.96	7,234.96
Longmont, City of	6,000	58,294.46	20,027.13	60,047.68	21,292.97
Louisville, Town of	1,800	4,263.19	2,350.73	6,500.00	2,135.00
Loveland, City of	6,000	35,051.14	22,971.86	36,108.76	26,084.64
Lyons, Town of	672	1,724.19	352.05	1,938.10	716.22
Manitou, Town of	750	1,955.33	1,300.65	2,127.85	1,939.85
Manitou, Town of	1,500-6,000	12,345.20	2,290.73	12,406.82	3,863.37
Manzanola, Town of	1,200	4,803.60	4,321.22	4,996.71	4,767.95
Milliken, Town of	450	2,848.25	2,394.00		No report
Minturn, Town of	360	2,076.80	1,811.36	2,506.90	647.46
Monument, Town of	150	266.02	307.66	399.80	652.39
New Castle, Town of	550	2,024.45	2,297.32	1,954.85	2,656.80
Norwood, Town of	505	990.85	854.37		No report
Oak Creek, Town of	800	3,716.04	1,411.74	3,961.05	1,074.21
Olathe, Town of	600	8,408.95	5,354.09	12,049.28	5,254.55
Olay Springs, Town of	500		(a) No report	2,289.09	1,397.66
Oshtemo, Town of	62	30.00	30.00	270.00	256.50
Orchard City, Town of	300	7,766.55	1,868.27	7,028.93	2,212.85
Ordway, Town of	.....	14,456.88	14,322.22	14,703.49	10,522.12
Otis, Town of	600	4,585.64	4,503.72	5,739.58	5,463.02
Ouray, City of	1,160	10,059.49	7,883.60	9,049.98	8,585.47
Palisade, Town of	950	6,522.15	3,753.89	6,495.11	1,968.61
Palmer Lake, Town of	175-2,200	1,321.00	239.25	1,738.25	473.50
Paonia, Town of	1,000	7,718.65	1,345.69	8,028.91	1,439.15

*Indicates deficit

†Commenced operation Dec. 1, 1920.

WATER UTILITIES—MUNICIPAL—Continued

	Population of Territory Supplied		1920		1921		Net Operating Revenue
	400 \$	327	Operating Revenues	Operating Expenses	Operating Revenues	Operating Expenses	
Peele, Town of.....	400	327	1,237.01 \$	4,470.30 \$	No report	284.00 \$	\$196.00
Pierce, Town of.....	600	600	1,575.50	1,480.40	95.10	1,560.00	140.00
Platteville, Town of.....	356	356	2,525.51	2,013.11	512.40	1,879.08	526.86
Red Cliff, Town of.....	250	250	867.60	5,000.00	4,132.40*	739.05	2,045.68
Rico, Town of.....	400	400	3,023.00	1,451.02	1,581.98	3,337.00	1,686.28
Ridgway, Town of.....	1,200	1,200	8,660.18	2,036.57	6,623.61	8,792.75	3,181.54
Rifle, Town of.....	1,400	1,400	5,972.30	5,629.43	3,342.77	5,619.30	6,627.70
Rockvale, Town of.....	5,000	5,000	21,434.47	12,373.52	9,060.95	24,971.79	14,683.51
Rocky Ford, City of.....	4,650	4,650	24,159.35	7,068.98	17,090.37	22,380.71	7,171.30
Salida, City of.....	350	350	98.90	408.76	4309.86*	1,075.70	1,347.41
Sedgwick, Town of.....	241	241	2,550.15	1,271.20	1,278.95	1,310.71	1,404.00
Silver Cliff, Town of.....	200	200	1,995.44	1,785.60	1,209.84	1,439.28	626.00
Silver Plume, Town of.....	1,000	1,000	8,356.81	2,899.27	5,457.54	7,418.89	2,733.34
Silverton, Town of.....	500	500	1,138.00	1,102.22	35.78	1,282.34	924.87
Simla, Town of.....	1,281	1,281	3,469.81	2,545.42	924.39	3,880.30	3,607.84
South Canon, Town of.....	2,000	2,000	6,639.33	4,038.74	2,600.59	7,000.00	3,045.96
Steamboat Springs, Town of.....	10,000	10,000	50,401.02	47,025.49	3,375.53	42,170.82	24,557.77
Sterling, City of.....	1,100	1,100	2,398.50	1,990.42	408.98	No report	No report
Sugar City, Town of.....	500	500	2,196.11	1,894.08	302.03	2,130.43	1,682.68
Swink, Town of.....	1,500	1,500	9,572.15	2,655.03	6,917.12	10,586.40	4,404.45
Telluride, City of.....	30,000	30,000	88,132.42	38,955.49	49,176.92	87,212.75	42,806.05
Trinidad, City of.....	2,500	2,500	8,428.41	3,615.14	4,813.30	No report	No report
Victor, City of.....	100	100	No report	No report	No report	185.00	8.00
Vona, Town of.....	300	300	1,589.40	1,056.00	533.40	No report	No report
Walden, Town of.....							\$177.00

* Indicates deficit.

† Report for period from Oct. 1 to Dec. 31, 1920.

‡ Report for period from July 1 to Dec. 31, 1921.

§ Report for period from April 20 to Dec. 31, 1921.

WATER UTILITIES—MUNICIPAL—Concluded

	Population of Territory Supplied		1920		1921	
			Operating Revenues	Operating Expenses	Operating Revenues	Operating Expenses
Walsenburg, City of	6,000	\$ 20,093.15	\$ 3,928.30	\$ 16,164.85	\$ 26,924.74	\$ 5,304.52
Ward, Town of	100	43.00	171.60	128.60*	32.00	47.50
Wellington, Town of	432	1,476.17	1,575.88	99.71*	3,716.16	2,717.44
Westcliffe, Town of	338		Plant leased to	Water and Power Company	4,338.02	2,132.86
Westminster, Town of	300	4,239.74	2,490.85	1,748.89		2,205.16
Williamsburg, Town of	23		No report		360.00	420.00
Windsor, Town of	1,800	9,569.55	8,217.72	1,351.83	9,685.10	10,956.45
Wray, Town of	1,500	4,611.90	4,408.89	203.01	5,558.20	3,939.78
Yampa, Town of	300	843.25	348.47	494.78	1,404.24	67.89
Yuma, Town of	1,878	11,860.77	7,973.19	3,887.58	17,346.20	5,591.87
Total		\$2,928,005.71	\$1,321,519.17	\$1,606,486.54	\$3,061,122.82	\$1,419,652.91
		Number reporting for 1920				125
		Number reporting for 1921				123

*Indicates deficit.

†Commenced operation August, 1920.

TELEPHONE UTILITIES

OPERATING REVENUES AND EXPENSES, TELEPHONE UTILITIES, YEARS ENDED DECEMBER 31, 1920 AND 1921

	Number of Subscribers	1920		1921	
		Operating Revenues	Operating Expenses	Operating Revenues	Operating Expenses
Arkansas Valley Telephone Line	18	\$	\$	\$	\$
Aroya Telephone Line	6	858.50	1,266.00	12.00	12.00
Arriba Telephone Co.	195	914.79	407.50*	2,005.33	2,370.00
Bennett Mutual Telephone Co.	78	370.00	360.00	1,299.60	1,190.67
Bowen Telephone Co.	20			210.00	160.50
Boyero Telephone Co.	64	565.95	385.91	486.46	435.50
Brush Co-operative Telephone Co.	342	4,632.70	4,438.94	5,448.33	5,978.91
Byers Co-operative Telephone Co.	139	1,748.55	1,622.48	1,366.83	1,503.65
Cache & Beaver Creek Telephone Co.	48	1,308.50	1,020.34	911.22	783.27
Carr Farmers Mutual Telephone Co.	35				
Cherry Creek Telephone Co.	90	1,542.54	941.73	1,562.05	995.76
Cheyenne County Telephone Co.	17	5,484.56	4,855.58	No report	566.29
Crook Telephone Exchange	137	2,299.18	1,550.31	2,100.00	1,540.91
Deer Trail Telephone Co.	34	1,053.22	1,189.91	No report	559.09
Delta County Co-operative Telephone Co.	1,877	36,534.65	35,947.21	38,191.98	37,078.58
Divide Mutual Telephone Co.	41				
Eagle Valley Telephone Co.	150	7,649.20	6,273.36	6,681.42	5,963.01
Eastonville Telephone Exchange	45	372.88	372.88	323.72	323.72
Eckley-Happyville Telephone Co.	200	2,577.83	4,283.37	3,641.20	3,535.37
Edwards & Avon Telephone Co.	7	104.25	78.65	100.50	76.75
Elbert Telephone Association	160	1,008.21	1,008.21	1,003.40	1,003.40
El Paso County Mutual Telephone Co.	75	1,252.02	733.52	812.47	1,459.59
Enterprise Telephone Co.	33	550.61	630.49	563.42	615.35
Eppler, Chalmers	83				
Farmers Co-operative Telephone Co.	82	1,739.30	1,548.74	1,504.55	1,173.36
Farmers Mutual Telephone Association	150	2,853.93	2,554.04	4,584.64	4,504.34
Fairplay Mutual Telephone Co.	5				
Fleming Telephone Exchange	270	6,086.00	5,346.40	4,875.00	3,285.45
Gardner Rural Telephone Co.	29	1,582.00	1,628.32	588.32	720.96
Garfield County Telephone Co.	108	2,292.87	2,274.18	2,519.31	2,343.87

* Indicates deficit.

† Not classified by prescribed accounts.

‡ Taxes excluded.

TELEPHONE UTILITIES—Continued

	Number of Subscribers	1920		1921	
		Operating Revenues	Operating Expenses	Operating Revenues	Operating Expenses
Genoa-Arickaree Telephone Co.	18	\$ 359.97	\$ 216.62	†	†
Great Divide Telephone Co.	16	2,836.93	3,718.63	881.70*	No report
Grover Telephone Co.	16	85.00	22.02	62.98	97.36
Gunnison County Co-operative Telephone Co.	557	11,873.60	10,139.36	1,734.24	9,019.85
Haxtun Telephone Co.	75	1,723.31	1,046.91	676.40	1,038.46
Hollandville Telephone Co.	11	45.00	100.00	55.00*	90.00
Illinois Telephone Association	99	Not in operation			2,232.75
Independent Telephone Co.	96	1,645.91	1,471.92	174.29	2,232.75
Interurban Telephone Co.	150	1,319.67	1,889.10	569.43*	1,603.16
Kiowa Telephone Exchange	104	7,225.77	7,448.38	277.39	1,881.00
Kit Carson Telephone Co.	284	617.00	606.00	11.00	6,870.30
La Garita Telephone Co.	25	2,595.18	2,400.00	105.18	459.00
La Jara Telephone Co.	24				Sold to Mt. States T. & T. Co.
Lincoln Telephone Co.	78				
Livermore Telephone Exchange	27	262.60	289.50	\$26.90*	1,260.00
Maybell Telephone Co.	34	792.00	673.16	118.84	No report
Model Telephone Co.	85	1,540.00	1,021.00	519.00	1,800.00
Moffat Telephone Co.	300	12,921.62	10,311.99	2,609.63	13,257.70
Montezuma County Telephone Co.	.....	5,675,403.69	4,653,205.61	1,022,198.08	5,693,890.49
Mountain States Telephone & Telegraph Co.	.....				4,732,145.58
McCone, George E., Telephone Co.	12	216.00	216.00	216.00	216.00
Nunn Telephone Exchange	110	1,560.38	1,108.01	452.37	1,918.40
Omer Telephone Co.	41	328.00	403.50	75.50*	948.14
Pagosa Springs Telephone Co.	100	4,094.89	3,873.06	221.83	328.00
Paoli Telephone Co.	84	2,218.28	2,236.49	18.21*	4,082.00
Pretz Co-operative Telephone Co.	143	2,453.37	1,945.71	507.66	2,042.80
Phillips County Telephone Co.	.....				4,080.00
Redvale & Cedar Telephone Co.	11	No report			No report
Rio Grande Telephone Co.	36	511.97	763.88	251.91*	330.15
Rifle Creek Telephone Co.	177	2,379.92	2,354.29	25.63	966.45
					2,280.50
					345.09
					1,286.79
					2,502.80
					14.94*
					320.34*
					222.30*

*Indicates deficit.

†Not classified by prescribed accounts.

‡Report for period from Feb. 1 to Dec. 31, 1921.

§Report for period from Oct. 1 to Dec. 31, 1920.

TELEPHONE UTILITIES—Concluded

OPERATING REVENUES AND EXPENSES, TELEPHONE UTILITIES, YEARS ENDED DECEMBER 31, 1920 AND 1921

	Number of Sub- scribers	1920		1921		Net Operating Revenue	Net Operating Revenue
		Operating Revenues	Operating Expenses	Operating Revenues	Operating Expenses		
Rockland Telephone Co.	12	\$ 209.50	\$ 288.98	\$ 79.48	\$ 425.36	\$ 84.06*	\$ 84.06*
Rosa & Ignacio Telephone Co.	30	891.69	1,159.19	267.50*	1,173.16	237.67*	237.67*
Rumburg, M. E., Telephone Exchange	18	1,089.18	1,142.23	53.05*	686.70	91.00*	91.00*
San Luis Valley Telephone	36	592.02	436.72	155.30	1,660.00	820.00*	820.00*
Sedalia Telephone Co.	27	850.60	782.14	68.46	610.00	93.40*	93.40*
Shaban Farmers Telephone Co.	35	134.03	437.12	303.09*	322.05	594.74	262.69*
Siloam Telephone Co.	190	1,672.74	1,605.41	67.33	1,991.65	784.50	1,207.15
Springfield-Lamar Telephone Co.	184	8,400.18	9,780.67	1,380.49*	8,156.74	6,833.80	1,302.94
Strasburg Telephone Exchange	73	598.87	598.87		963.61		
Tomichi Telephone Co.	16						
Trinchera Telephone Co.	131	1,614.38	1,422.25	192.13	3,081.09	1,565.61	1,515.48
Vona & Joes Telephone Co.	116	3,081.09	3,676.42	595.33*			
Wiggins Mutual Telephone Co.	49	159.08	560.64	401.56*			
Williams Fork Telephone Co.	49	19,709.75	17,229.81	2,479.94	19,758.77	18,520.74	1,238.03
Wray Telephone Co.	1,255						
Total		\$5,860,016.41	\$4,827,981.71	\$1,032,034.70	\$5,870,344.82	\$4,898,289.63	\$ 972,055.19
Number reporting for 1920							74
Number reporting for 1921							69

*Indicates deficit.

†Not classified by prescribed accounts.

‡Report for period from January 1 to March 15, 1921. Operation discontinued.

SUMMARY OF OPERATING REVENUES AND EXPENSES OF ELECTRIC, GAS, WATER AND TELEPHONE UTILITIES.

Year	Number Reporting	Operating Revenues	Operating Expenses	Net Operating Revenue	Operating Ratio, Pct.
Electric Utilities:					
Privately owned or operated—					
1916	57	\$ 6,532,311.77	\$ 3,712,688.30	\$ 2,819,623.47	56.84
1917	54	7,181,546.10	4,292,432.15	2,889,113.95	59.77
1918	56	5,289,093.09	3,450,483.69	1,838,609.40	65.24
1919	55	5,303,848.13	3,580,016.51	1,723,831.62	67.50
1920	56	5,991,216.23	4,269,846.51	1,721,369.72	71.27
1921	56	6,031,134.63	4,409,176.19	1,621,958.44	73.11
Municipal—					
1916	12	139,333.98	89,719.28	49,614.70	64.39
1917	15	166,036.28	118,196.41	47,839.87	71.19
1918	22	220,449.34	174,191.41	46,257.93	79.02
1919	23	263,797.96	213,440.60	50,357.36	80.91
1920	27	423,121.36	368,915.94	54,205.42	87.19
1921	28	496,017.61	402,616.40	93,401.21	81.17
Total all electric utilities—					
1916	69	6,671,645.75	3,802,407.58	2,869,238.17	56.99
1917	69	7,347,582.38	4,410,628.56	2,936,953.82	60.03
1918	78	5,509,542.43	3,624,675.10	1,884,867.33	65.79
1919	78	5,567,646.09	3,793,457.11	1,774,188.98	68.13
1920	83	6,414,337.59	4,638,762.45	1,775,575.14	72.32
1921	84	6,527,152.24	4,811,792.59	1,715,359.65	73.72
Gas Utilities:					
Privately owned or operated—					
1916	14	1,619,917.88	1,258,715.73	361,202.15	77.70
1917	12	1,833,047.27	1,527,189.64	305,857.63	83.31
1918	11	584,234.39	496,410.57	87,823.82	84.97
1919	7	420,964.26	394,479.88	36,484.38	91.53
1920	8	752,077.70	673,665.80	78,411.90	89.57
1921	8	849,094.88	757,560.29	91,534.59	89.22
Water Utilities:					
Privately owned or operated—					
1916	17	1,555,272.46	688,565.59	866,706.87	44.27
1917	17	1,655,708.25	737,812.67	917,895.58	44.57
1918	17	205,185.98	146,631.77	58,554.21	71.46
1919	19	184,856.10	140,729.52	44,126.58	76.13
1920	21	186,521.64	140,576.07	45,945.57	75.37
1921	20	190,499.19	156,210.92	34,288.27	82.00
Municipal—					
1916	110	1,155,664.93	421,916.05	733,748.88	36.51
1917	108	1,346,869.95	718,086.45	628,783.50	53.32
1918	123	1,202,357.89	625,300.07	577,057.82	52.01
1919	127	1,109,503.76	549,220.15	560,283.61	49.50
1920	125	2,928,005.71	1,321,519.17	1,606,486.54	45.13
1921	123	3,061,122.82	1,419,652.91	1,641,469.91	46.38
Total all water utilities—					
1916	127	2,710,937.39	1,110,481.64	1,600,455.75	40.96
1917	125	3,002,578.20	1,455,899.12	1,546,679.08	48.49
1918	140	1,407,543.87	771,931.84	635,612.03	54.84
1919	146	1,294,359.86	689,949.67	604,410.19	53.30
1920	146	3,114,527.35	1,462,095.24	1,652,432.11	46.94
1921	143	3,251,622.01	1,575,863.83	1,675,758.18	48.46
Telephone Utilities:					
Privately owned or operated—					
1918	43	4,502,787.23	3,853,005.11	649,782.12	85.57
1919	67	5,383,202.64	4,315,353.58	1,067,849.06	80.16
1920	74	5,860,016.41	4,827,981.71	1,032,034.70	82.39
1921	69	5,870,344.82	4,898,289.63	972,055.19	83.44
Total Electric, Gas, Water and Telephone Utilities reporting—					
1916	210	11,002,501.02	6,171,604.95	4,830,896.07	56.09
1917	206	12,183,207.85	7,393,717.32	4,789,490.53	60.69
1918	272	12,004,107.92	8,746,022.62	3,258,085.30	72.86
1919	298	12,676,172.85	9,193,240.24	3,482,932.61	72.52
1920	311	16,140,959.05	11,602,505.20	4,538,453.85	71.88
1921	304	16,498,213.95	12,043,506.34	4,454,707.61	73.00

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