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Tenth and Eleventh
 Annual Reports

OF

The Public Utilities
 Commission

OF THE

State of Colorado



From December 1, 1922, to November 30, 1924
 (Combined for the Biennial Period)

Denver, Colorado
 Bradford-Robinson Printing Co.
 1925

Colorado Public Utilities Commission

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COMMISSIONERS

GRANT E. HALDERMAN, Chairman
FRANK P. LANNON
*OTTO BOCK

JOHN W. FLINTHAM,
Secretary.

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

* Tully Scott succeeded A. P. Anderson, January 11, 1923. Otto Bock succeeded Tully Scott, deceased, May 16, 1924.

Memorial

TULLY SCOTT

The Public Utilities Commission of the State of Colorado records with regret the death of Hon. Tully Scott, a member of the Commission, at his home in Denver, on May 4, 1924. Judge Scott had been a conspicuous figure in the public life of Colorado for many years and had distinguished himself in the public service.

Born in St. Paris, Ohio, July 12, 1857, of a family whose ancestors had distinguished themselves in their country's service from Tippecanoe to the Civil War, young Scott worked his way through high school in Ohio, and then removed to Beloit, Kansas, where he assisted his father in developing a farm. Ambitious to enter the profession of law, he attended the Kansas State Agricultural College, earning his living and his tuition by hard work during his college course. Admitted to the Kansas bar in 1880, he practiced law, and in 1901 removed to Cripple Creek, Colorado. In this state his rise was rapid. He was a member of the State Senate for eight years, and in that body had charge of the passage of the act creating the Public Utilities Commission of Colorado. Later he was appointed Judge on the Court of Appeals, and discharged his trust with such ability that he was elected to the Supreme Court of the State. In 1918 he was the candidate of his party for the United States Senate. At the conclusion of his term on the Supreme bench, he was appointed a member of this Commission and here rendered faithful and efficient service, which endeared him to his co-workers and the public.

As a testimonial of their regard for Judge Scott, officially and personally, the members of this Commission tender this tribute to his memory, and order that it be incorporated in our forthcoming report.

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SECTION I. GENERAL

Letter of Transmittal and Introduction



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LETTER OF TRANSMITTAL

Denver, Colorado, December 1, 1924.

To His Excellency,

WILLIAM E. SWEET,
Governor of Colorado.

Dear Sir:

The Public Utilities Commission of the State of Colorado has the honor to transmit to you herewith its tenth and eleventh annual reports for the fiscal years ended November 30, 1923, and November 30, 1924.

In accordance with the request made upon all departments, the Commission has attempted to outline as briefly as may be some of the principal things it has accomplished and is undertaking to do.

A sound public policy includes fair treatment for all of the interests of the state, which includes the railroads and public utility companies, but, generally speaking, they are organized with their own staff of experts, and it therefore devolves upon the technical staff of the Commission to look after the interests of the unorganized public. This the Commission's staff undertakes to do.

The Commission has earnestly endeavored to live up to its full responsibility in both state and national affairs. A perusal of the report transmitted herewith will indicate partly only the wide ramifications of the activities of the Commission.

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,
FRANK P. LANNON,
OTTO BOCK,

Commissioners.

Attest:

JOHN W. FLINTHAM, Secretary.



Public Utilities Commission

TENTH AND ELEVENTH ANNUAL REPORTS

FOREWORD

The activities of the Public Utilities Commission of the State of Colorado for the biennial period, December 1, 1922, to November 30, 1924, inclusive, have been quite varied, with a continued increase from year to year in the volume of business which the Commission has been called upon to handle, and this increase may be expected to continue through the natural development of the State and the general increased knowledge and familiarity with the purposes of the law and the remedies it offers on the part of the public in general and the utilities.

During the past year a new element of regulation has been dealt with for the first time, viz.: That of gas and oil pipe line regulation, covering the Wellington-Fort Collins, the Hamilton and the Cisco, Utah, fields.

The Commission has adhered to its established policy of holding its hearings in various sections of the State when practicable, and in or near the localities affected in order to get local color of the situation. This has undoubtedly made the work of the Commission more effective, and has served to bring the Commission into closer touch with the various communities and to make those affected more familiar with the process by which the issues are determined, and also saving witnesses the expense and loss of time in coming to Denver for the purpose of attending hearings. During the biennial period a total of one hundred and fourteen formal hearings have been held, witnesses sworn and testimony taken, in some instances continuing for several days. Of this number, seventy hearings were held in Denver and forty-four hearings held in other sections of the State outside of Denver, viz.: Colorado Springs, Pueblo, Trinidad, Durango, Grand Junction, Steamboat Springs, Fairplay, La Salle, Brush, Fort Collins, Lafayette, Loveland, Estes Park, and others.

FORMAL PROCEEDINGS

During the biennial period one hundred and seventy-nine formal proceedings were filed with the Commission. For the same period one hundred and ninety-seven formal proceedings have been

decided and disposed of, which embrace change of freight rates, express rates, power service rates, cost of line extensions, reparation of coal rates, waiving collection of freight undercharges, abandonment of street railway and steam railway trackage, curtailment of train service, establishment and discontinuance of railroad, express and telegraph agencies, improvement of station facilities, construction of local telephone systems, gas and oil pipe lines, power and light systems, establishment, abolishment and change of grade crossings and change of crossing protection by railroads, certificates of public convenience and necessity for automobile transportation, and many other matters affecting the various public utilities operating within the state. Several cases were appealed to the Supreme Court from the order of the Commission.

FORMAL COMPLAINTS

There were fifteen formal complaints filed and thirty-nine disposed of during the biennial period; a brief review of the latter is as follows:

Reparation on coal shipments, readjustment of freight rates on coal, reduction of class rates from Denver and Pueblo to certain points in Colorado, alleged unjust and discriminatory freight rates on ice, wooden barrels and emigrant movables, and express rates from Pueblo on bread and ice cream, reduction of electric rates in town of Oak Creek, reasonableness of power rates of the Roaring Fork Electric Light & Power Company, regulating the heating value of gas for privately owned and municipally owned utilities, protection of grade crossings within city limits of Boulder, new depots at Trinidad and Fort Morgan, discontinuance of agency station at Omar, extension of water system in Manitou, construction of electric light plant or system by City of Loveland, abandonment and cessation of service of the Colorado Springs & Cripple Creek District Railway Company, distribution of cars, protest against operation of passenger and freight auto transportation between Denver and Greeley, Denver and Pueblo, and between Colorado Springs, Victor and Cripple Creek without certificate of public convenience and necessity.

One of the most important of these cases was that of The Public Service Company of Colorado vs. the City of Loveland, in which the Commission was asked to enjoin the City of Loveland from constructing its municipal light plant without having secured from the Commission a certificate of public convenience and necessity.

The Commission entered into a complete and thorough investigation and found that the program of municipal operation proposed by the City of Loveland was economically unsound, and also found that the city was being well served at rates as low or lower than the average cities of comparable size, and some thirty-six per cent lower than the rates that would of necessity have to be charged by the city if they carried out their financial obligations without an

increase in taxes on the general taxpayer. The Commission, therefore, issued its order in this case over-ruling plea of defendant City's answer as to Commission's lack of jurisdiction, and denying the City of Loveland a certificate of public convenience and necessity for a municipal light plant. The City of Loveland ignored the order of the Commission and proceeded with the construction of its proposed plant, whereupon The Public Service Company carried the matter to the Supreme Court, where the order of the Commission was reversed, the Court holding that many of the points involved were covered in the Holyoke vs. Smith case, which was decided by the Court April 4, 1924, reported in 226 Pacific 158, 1924-E, P. U. R. 322.

This latter case was a money demand case accrued by use of electric service furnished by the Town of Holyoke. The questions involved were whether or not the rates were fixed by the Commission. The Commission was not a party in the case, as it had not fixed the rates. Certain tentative rates were submitted to it prior to time the case came up. Because they were discriminatory in favor of the defendant, the Commission declined to approve them. The Court held that under Article 5, Section 35 of the State constitution, the Commission had no right to interfere with any municipal rate matters.

Other important cases were those of The Chamber of Commerce of Greeley, et al., vs. Union Pacific Railroad Company, et al., and The Continental Investment Company, a corporation, and F. G. Bonfils and H. H. Tammen, vs. Union Pacific Railroad Company, et al. In the first mentioned case complainants alleged that rates on coal from the northern lignite fields, located in Boulder and Weld counties, and from the southern fields, located in Huerfano and Las Animas counties, to Greeley were unjust and unreasonable by comparison with the rates on coal from the same originating territories to other localities within the State of Colorado. In the latter case complainants attacked the rates on coal from these same fields to Denver as being unjust and unreasonable and unduly prejudicial to intrastate commerce and preferential to interstate commerce.

At the instance of the parties, these cases were heard jointly with the Interstate Commerce Commission at its hearing in re: "Western Coal Rates," I. C. C. Docket No. 13588, and, upon a common record, the matters involved were determined. From this record, which covered the subject of coal rates in Colorado on a much broader scale than that outlined above, the Commission determined that most of the rates involved were unreasonable, and ordered substantial reductions in rates on the various grades of coal from practically all coal producing districts to Colorado common points, Pueblo, Colorado Springs and Denver, and points east and north thereof in Colorado. A further discussion of this matter

will be found under caption, "Proceedings Before the Interstate Commerce Commission," and elsewhere in this report.

Still other important cases were those known as the "Pueblo Freight Rate Case," and the "Pueblo Bread and Ice Cream Express Rates Cases." The former involved the matter of class rates between Denver and Pueblo and certain points in Colorado north and west of Colorado common points on three of the principal railroads in the State and was the first case to be heard and determined by this Commission involving the subject of class rates on Colorado state traffic. From the records the Commission found that the class rate structure in Colorado was unjust and unreasonable and promulgated certain basic principles which should govern in establishing new class rates in the territory stated and the carriers were ordered to revise their tariffs in conformity thereto, which also resulted in a material reduction in said rates. The latter involved the matter of express rates on bread and ice cream between Denver, Colorado Springs and Pueblo and points within the State of Colorado. From the records the Commission determined that said rates were unjust and unreasonably high and ordered same restored to those in effect in Colorado immediately previous to the twenty-six per centum increase allowed under Colorado P. U. C. Application No. 94, of November 3, 1920.

APPLICATIONS

One hundred and sixty-one applications were filed and one hundred and fifty-six disposed of during the biennial period.

The regulation of automobile transportation has assumed such proportions that a great deal of the Commission's time is taken up in this work, necessitating a great many hearings in all parts of the State. Fifty-six applications were filed by automobile carriers seeking a certificate of public convenience and necessity as provided in Section 35 of the Act. For this class of application disposed of, fifteen were granted and thirty-two were either withdrawn, dismissed or refused. In this connection several of the important applications disposed of were those of The Greeley Transportation Company, seeking a certificate for the operation of an automobile bus transportation system within the City of Greeley, which was dismissed for want of jurisdiction; the Colorado Motor Way, Inc., seeking a certificate to operate lines of auto transportation between Denver and Greeley and between Denver, Pueblo, Canon City and La Junta, which was granted as to the northern route but denied for the southern route.

Highway railroad crossings were involved in forty-five applications filed, of which forty were for opening new crossings, four for change of location of crossings, and one to abandon crossing. For this class of application disposed of, thirty-nine were granted and seven were either withdrawn, dismissed or refused.

Seven applications filed were for certificates of public con-

venience and necessity for gas and oil pipe lines, of which two were granted, another was heard and decided, the Commission granting a certificate, however, upon motion of various interested parties and communities, a rehearing has been ordered and the case will be heard *de novo*.

Thirteen applications for waiving of freight undercharges totaling \$4,113.81 were filed and disposed of.

Other applications disposed of dealt with electric street railways involving abandonment of lines in Trinidad, Pueblo and Fort Collins, and changes in schedule of rates in Colorado Springs; with steam railways involving abandonment of branch lines, parts of lines and spur tracks, discontinuance of train service between Denver and Fort Logan and Littleton and curtailment of such service between various other points, establishing and closing of agency stations, improved station facilities and distribution of cars for potato loading; with electric properties involving construction and operation in new territory and cessation of operation; with telephone properties involving construction, operation, and abandonments and changes in rate schedules.

INVESTIGATION AND SUSPENSION DOCKET

Three cases were docketed in this division and two investigated and disposed of during the biennial period. The latter involved advance in charges governing electric line extensions—schedules embodying same were withdrawn—and advance in rates for power service, schedules suspended.

Investigation and Suspension Docket No. 40.

This case is known as The Colorado Power Company case and was reported on at length in the last biennial report, the Commission finding that the Power Company had constructed a plant very much in excess of the firm power demand made upon it, and handed down its decision denying the application of the Power Company for an increase in its power rates. Since the issuance of said report the Power Company carried the matter to the United States District Court, praying for an injunction to protect it against the enforcement of the Commission's order. The Court in its findings stated that the evidence did not justify any finding that the system was overbuilt, in the sense that there was no justification for its construction, and set up a rate base value on the Power Company's entire property in use and useful, on which it stated the Power Company was entitled to an eight per cent net return, which was in excess of twice the valuation of that part of the property in use and useful for firm power customers as determined by the Commission upon which it contended the Power Company was entitled to earn a fair rate from firm power customers who had used on a five year average only thirty-five per cent of the company's output. The Court, therefore, held that the rates in effect were confiscatory,

and issued the injunction insofar as it appertained to schedules, including general power rates, but provided that the rights of customers under contracts in force be not impaired.

REPARATIONS

During the biennial period one hundred informal reparation claims were filed and disposed of, involving freight claims and electric and gas rates. Ninety-eight freight claims were paid by steam railways, amounting to \$11,648.01, and one by an electrical utility in the amount of \$96.10, and customers of a gas utility were granted a twenty-eight per cent discount on two months' bills. Users of these classes of service were thus awarded reparation considerably in excess to the amount of \$11,744.11.

REDUCED RATES

During the biennial period five hundred and thirteen authorities have been granted to steam railways for putting into effect rates upon less than the statutory notice of thirty days. In each instance these rates have been reductions.

INFORMAL COMPLAINTS

A great deal of the time of the Commission and its staff has been devoted to the handling of informal matters which have been brought to its attention. Informal complaints are those handled and adjusted by correspondence or conference, which procedure permits of the expeditious disposal of these complaints, and such handling is encouraged by the Commission for this reason.

During the biennial period one hundred and twenty-one informal complaints were filed and satisfactorily adjusted, either through correspondence or by conference, while some of the more complicated complaints were adjusted through the efforts of a member of the Commission's staff after making a personal investigation of the situation complained of, thereby obviating the necessity of making a formal order and holding a public hearing, as well as eliminating the delay and added expense and inconvenience oft-times incident to the handling of a case in the formal manner.

The informal complaints disposed of involved railroad freight service in its many different phases, freight rates, opening and elimination of and protection at grade crossings, fencing railroad right-of-way, installing cattle guards, passenger train fares and service, railroad station facilities, spur track construction, electric rates and service and inductive interference, express rates and service, gas rates and service, telegraph rates, telephone rates and service, water rates and service, and other matters affecting the various public utilities operating within the state.

GENERAL ORDERS

During the biennial period one general order was promulgated, as follows:

GENERAL ORDER No. 38.

In the matter of a uniform classification of accounts for electric utilities.

This general order provides that the Uniform Classification of Accounts for Electric Utilities and the text pertaining thereto, adopted by The National Association of Railroad and Utilities Commissioners in November, 1922, be established and prescribed as the system of accounts and records to be kept and used by each and all public utilities engaged in the generation, transmission or sale of electricity, effective as of January 1, 1924.

BULLETINS

During the biennial period one bulletin was issued as follows:
BULLETIN No. 1:

STOP MOTOR VEHICLES AT RAILROAD CROSSINGS.

At the last annual convention of The National Association of Railroad and Utilities Commissioners, held at Miami, Florida, December 4 to 7, 1923, the subject of motor vehicle regulation was one of the most important subjects considered by the convention, and the question of eliminating grade crossing accidents was given grave consideration, with the result that a resolution was passed calling upon the Commissions of all states to inaugurate a campaign to educate the public on this subject and induce all automobile drivers to STOP, LOOK AND LISTEN before going over grade crossings. This Commission heartily indorses the action taken by the convention, and will do everything in its power to assist in this movement.

STOP, LOOK AND LISTEN before going over grade crossings. If you cannot do all three, at least Stop, then Look and Listen afterwards. Adopt the slogan used by the railroads, "Cross Crossings Cautiously"; and if you cannot say it, do not drive a car. The Public Utilities Commission has issued its General Order No. 36, compelling all passenger bus drivers to come to a full stop before crossing a railroad at grade, and this bulletin is issued to get the co-operation of truck, pleasure car and miscellaneous drivers to observe the same precaution. If all drivers would observe this precaution, grade crossing accidents would be eliminated instead of causing over eighty per cent of fatalities resulting from such accidents in 1922. The following pledge must be made by every driver of the Standard Oil Company of Indiana:

"I do hereby pledge that I will, under all circumstances when approaching a railroad crossing, have my vehicle under complete

control and bring same to a FULL STOP before attempting to cross any transportation lines, even though I am advised to do so by the attendant at the crossing, for the reason that I might mistake his signals. This is for the protection of MY OWN LIFE and to avoid any possible damage to the vehicle I am driving."

The Commission commends this action of the Standard Oil Company of Indiana, and recommends similar action be taken by all firms operating passenger or freight trucks and the painting on the vehicle so that all may see the words, "We Make Full Stop at All Grade Crossings."

The railroads, with heavy trains, maintaining schedule time, cannot stop at every crossing, but automobiles can. If you are the driver, STOP. If you are a passenger and the driver does not take this precaution, call his attention to it. In this way the public will gradually adopt this precaution, and it is to be hoped that those not observing it will be the exception rather than the rule.

Let us all co-operate for this standard of safe transportation, remembering that it is "Better to Be Safe than Sorry."

The Commission has taken an active part in the nationwide educational campaign being conducted by the American Railway Association and the individual railways to reduce accidents at highway crossings. Its Bulletin No. 1, issued in February, 1924, was given wide circulation throughout the state and was broadcasted from the Reynolds and Winner Radio Stations at that time, while the mandates of its General Order No. 36, referred to therein, are being rigidly enforced. Similar action in the issuance of a bulletin on this subject has been taken by other state commissions, and that the efforts being put forth in this direction are bearing fruit is evidenced by the following:

HIGHWAY CROSSING ACCIDENTS IN COLORADO

	Accidents	Injured	Killed
1923.....	96	94	48
1924.....	91	69	30

There were five less accidents for 1924 than 1923, and eighteen less fatalities, a decrease of over thirty-seven per cent as compared with the total number of persons killed at highway grade crossings in the United States in 1923 of 2,268, while in 1924 it was 2,149, a reduction of five per cent. The percentage of decrease for the country as a whole was not large but has its significance in the fact that the number of automobiles and other motor vehicles, except motorcycles, being operated, and the total accidents and deaths in which such motor vehicles were involved increased, both in number and in proportion to population. In Colorado alone the number of automobiles and other motor vehicles registered increased from 188,956 in 1923 to 213,247 in 1924.

For the country as a whole the total number of deaths in

which automobiles and other motor vehicles were involved in 1923 was 16,452, while in 1924 it was 17,345. Since the number of fatalities at highway crossings declined while the total number of fatal automobile accidents increased, it follows that the proportion of all fatal automobile accidents which occurred at highway crossings was substantially reduced, and in this reduction the State of Colorado more than held its own. By following up this campaign of educating the motor vehicle drivers to "STOP, LOOK AND LISTEN" before crossing a railroad at grade, it is hoped that grade crossing accidents will be further reduced in 1925.

PROCEEDINGS BEFORE THE INTERSTATE COMMERCE COMMISSION

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

I. C. C. Finance Docket No. 1572—Abandonment of branch line by The Colorado and Southern Railway Company.

I. C. C. Finance Docket No. 3169—The Denver and Rio Grande Western Railroad Company reorganization.

I. C. C. Finance Docket No. 3515—Application of Missouri Pacific Railroad Company for authority to acquire stock of The Denver and Rio Grande Western Railroad Company.

I. C. C. Docket No. 13588—Western Coal Rates.

I. C. C. Docket No. 15079—The Hunter Mercantile Company vs. American Railway Express Company.

I. C. C. Docket No. 16294—Grain Rates.

I. C. C. Docket No. 16613—Cabbage, etc., Rates.

I. C. C. Docket No. 16614—Potato Rates.

Abandonment of Branch Line—Buena Vista to Romley—by The Colorado and Southern Railway Company.

The subject matter of this case was reported on at length in the last biennial report in connection with a previous application filed for the same purpose, and which was denied. In its report on that case the Interstate Commerce Commission stated the application might be renewed if the improvement in operating results as anticipated should not materialize within a reasonable period of time.

In the instant case the State of Colorado summarized its position as follows: That the applicant is operating under a charter granted by the State of Colorado; that such charter is a contract with the state; that the applicant cannot, except in violation of its contract, abandon a portion of its system within the state without the latter's consent; that the Transportation Act of 1920 does not, and was not intended to take from the state its right, in the exercise of its police power, to regulate and control the intrastate operations of railroads chartered by it; that the rights of the state and

the applicant under this charter contract are justiciable questions, and that a justiciable question involving the rights of a sovereign state can only be settled by a court of competent jurisdiction, under the Constitution of the United States, and that the Interstate Commerce Commission is not such a court; that the certificate, if granted, show on its face that it does not authorize the tearing up or removal of the tracks without the consent of the state and its Public Utilities Commission, and to permit the abandonment of service as to interstate commerce only.

In its report the Interstate Commerce Commission stated that matter of the applicant's contractual relationship with the state in reference to its charter was a question for the courts to decide. However, it held that since the applicant is an interstate carrier it had jurisdiction in this proceeding, and on February 11, 1924, issued its order, effective six months from that date, granting a certificate authorizing the abandonment of the line. Five commissioners dissented to the extent that the certificate should be restricted to interstate and foreign commerce, and that applicant should seek relief as to intrastate commerce from the State of Colorado. The Attorney General for the State of Colorado has appealed the case to the United States Supreme Court, where it is now pending. Transcript of the record filed November 4, 1924.

The Denver and Rio Grande Western Railroad Company Reorganization.

Insofar as the interests of the state as a whole were concerned, this was probably one of the most important cases in the history of this Commission. The above company, in connection with a plan for its reorganization, had made application to the Interstate Commerce Commission for authority to issue and acquire certain securities and assume certain obligations, which was objected to by the state and this Commission. Said objections were directed principally (1) to the relation between the proposed capitalization and the assets; (2) to the relation between the prospective earnings and fixed charges; (3) to the provisions made in regard to rehabilitation of the property and rendition of service; and (4) to certain features involved in the working out of the reorganization, such as the disposition of part of the funds made available for the consummation of the reorganization.

Hearings on the original petition were held before Division 4 of the Interstate Commerce Commission. This Commission and the state vigorously protested against the proposed plan of reorganization, but were overruled, and an order granting the application was issued. However, a rehearing of the case before the entire Commission was secured, and as a result of the strong opposition of the state and this Commission important modifications were made in the plan by which a sum exceeding seven million dollars was saved to the railroad and taken from the bonded indebtedness which the

railroad must assume under the plan. As to the modifications involved in the amendment of the plan, the position of this Commission is that the changes constituted a step in the right direction but did not go far enough.

The contest over the reorganization and its various phases extended over several months and involved frequent and protracted hearings and the preparation of numerous exhibits as to capitalization, valuation, earnings and expenses, etc.

The total capitalization before reorganization was as follows:

\$ 81,112,000	underlying mortgage bonds
31,114,000	refunding bonds
10,000,000	adjustment bonds
4,500,000	receiver's equipment trust certificates
6,500,000	receiver's certificates

\$133,226,000	Total Funded Debt
\$ 5,872,583	defaulted interest on refunding and adjustment bonds
300,000	shares common stock without par value

The following dissenting opinion to the order as finally issued, written by Mr. Commissioner Eastman and in which two other commissioners concurred, outlines very clearly the attitude of this Commission also in reference to the points in controversy.

"This is the third reorganization plan for the Denver & Rio Grande which the Commission has approved. The first plan, approved in Stock of Denver & Rio Grande Western R. R., 70 I. C. C. 102, was quite obviously unsound and broke down in short order. The second, approved in Denver & Rio Grande Western Reorganization, 82 I. C. C. 745, was modified to meet in part the objections of the State of Colorado when the case was reopened for rehearing, and as so modified constitutes the third plan which the majority now approve. I believed that neither the first nor the second plan was consistent with the public interest, and I am of the same opinion with reference to the third plan.

"The new company will start business with the following capitalization:

\$ 81,112,000	underlying mortgage bonds.
4,500,000	equipment trust certificates.
29,808,000	general mortgage bonds.

\$115,420,000	Total Funded Debt.
16,445,600	preferred stock.

\$131,865,600	Total Par Value.
300,000	shares common stock without par value.

“Omitting the shares without par value, the funded debt will be 87.5 per cent of the total capitalization and the ratio of funded debt to stock will be 7 to 1. Figuring in the common stock at \$100 per share, a far higher figure than anyone would claim, the funded debt will be 71.3 per cent of the total and the ratio of funded debt to stock will be 2.5 to 1. I realize that the general-mortgage bonds are, in effect, to be income bonds for a period of five years, but in 1929 the interest upon these bonds will become a fixed charge, and by that time the underlying debt will have grown much larger.

“For the past ten years and more two things have been impressed upon us by the carriers and their financiers over and over again. One is the danger of a disproportionately large debt. The other is the desirability of financing the needs of the carriers in part by the issue of stock. I have no quarrel with either one of these propositions. Indeed, I believe that ability to finance by issues of stock will ultimately prove essential if the railroads are to continue in private ownership. Nevertheless the railroad debt has increased by more than one billion of dollars since the termination of federal control, while little new money has been procured through sale of stock. Nor does it appear that the financial advisers of the carriers have themselves kept in mind the precepts which they have urged upon us. Railroads with financial structures particularly well adapted to future financing through stock issues have impaired these structures from this point of view by the declaration of huge stock dividends. Moreover the opportunities for improving the situation in this respect which have been presented by receiverships and reorganizations have for the most part been neglected.

“This Denver & Rio Grande reorganization is an excellent illustration. The new company begins business with a ratio of funded debt to stock far beyond the limit which we have repeatedly been told is safe and sound. That it is not anticipated that stock will ever be used as a means of financing is shown by the fact that no additional preferred or common stock can be issued without an amendment of the charter. Even if the charter were amended, no additional preferred stock of equal standing could be issued without the consent of the holders of two-thirds of the initial issue, so that, as a practical matter, the only recourse would be to an issue of second preferred stock or to an issue of the nondescript common shares without par value, which certainly offer no appeal to conservative investors. It is plain that the expectation is that

the sole means of financing, apart from earnings and equipment trusts, will be the refunding and improvement bonds, and it is equally plain that as more and more of these are issued the already disproportionate debt will become still more disproportionate.

“I realize the difficulty that reorganization managers have in dealing with the holders of the various classes of securities of an insolvent company. But here is where the Commission should bring its influence to bear. The only policy which it has adopted with respect to reorganizations is that a proposed new financial structure will be approved if it seems better than the old structure, and if there is reason to believe that earnings will be sufficient to cover the new fixed charges. Such a policy seems to me negative and inadequate. The least that can be expected of reorganization managers is that the new financial structure will in some measure be an improvement upon the old and that a plausible showing of earnings can be made for the future. But the Transportation Act, 1920, introduced a new factor into the situation which should be made to count. That act recognized that the issue of securities is affected with a public interest, and imposed upon us the duty of protecting that public interest. It can only be protected, in my judgment, by a positive and constructive policy on our part.

“The capitalization of a carrier does not determine or limit its earnings, but may have a great deal to do with its ability to finance its needs and serve the public properly. Net earnings, whatever they may be, can be converted into interest or dividends regardless of the volume of the capitalization, but that volume and the ratio between stock and funded debt may determine whether the carrier is financially strong or financially weak. If a railroad becomes insolvent and its property is sold to satisfy its debts, we are subject to no other basic limitation than the public interest in determining the amount and character of the securities which the purchasing company may issue or assume for this purpose. It seems to me that we should at least insist, in the case of any such reorganization, that the new company shall start life with a reasonably sound financial structure. If this were our policy, reorganization managers would stand on firmer ground, in dealing with the holders of the securities of insolvent companies, than they now find under their feet.

“For the reasons already indicated I am persuaded that the new company in this proceeding is not starting life with a reasonably sound financial structure and that we ought to withhold approval of the reorganization. And

there are other reasons for this conclusion. To list three which come to mind:

“1. Not only is the funded debt disproportionate to the stock, but of the very small amount of stock which it is proposed to issue the \$16,445,600 of preferred stock is to have no voting power. The control of this great property, representing an investment of over one hundred millions of dollars, is to be concentrated in the shares without par value, which represent at best only an insignificant equity. In my judgment such concentrated control is contrary to sound public policy.

“2. Such evidence as the record affords indicates that the new capitalization may be substantially in excess of the value of the property for rate-making purposes. Inasmuch as the right of the carrier to earnings is not determined or limited by capitalization, no sound reason can be offered for running any risk in this respect. A capitalization in excess of rate-making value is clearly contrary to the public interest, since it endangers the financial stability of the company.

“3. Great stress is laid by the promoters of the re-organization plan upon the fact that the new company is to enjoy the benefit, under certain conditions, of dividends from the Utah Fuel Company. It strikes me that it is dangerous to rely to any great degree upon this arrangement. It depends upon the transfer of the stock of the Utah Fuel Company to trustees for the ultimate beneficial interest of the Missouri Pacific and the Western Pacific and for the immediate beneficial interest of the new company. Paragraph (8) of section 1 of the interstate commerce act, the so-called ‘commodities clause,’ reads as follows:

‘From and after May first, nineteen hundred and eight, it shall be unlawful for any railroad company to transport from any State, Territory, or the District of Columbia, to any other State, Territory, or the District of Columbia, or to any foreign country, any article or commodity, other than timber and the manufactured products thereof, manufactured, mined or produced by it, or under its authority, or which it may own in whole or in part, or in which it may have an interest, direct or indirect, except such articles or commodities as may be necessary and intended for its use in the conduct of its business as a common carrier.’

“This language is broad and it has been broadly interpreted by the Supreme Court. Possibly the trust which has been created avoids its application, but in the

event of any vigorous administration of the 'commodities clause' it would not be well to bank too heavily upon that fact.

"Summing up the matter, it seems to me that this reorganization plan has not been worked out with any intent to give the Denver & Rio Grande Western a financial structure under which it can, as an independent carrier, face the future with equanimity, but that it has been designed with the expectation that this carrier would be controlled by some other carrier or carriers and with a view to accommodating and facilitating such control. In a separate expression of opinion in Denver & Rio Grande Western Reorganization, supra, I said:

'I cannot escape the conclusion that the arrangement is unsound and that the public interest would be better served if the reorganization of the Denver & Rio Grande property were postponed until such time as it can be reorganized in the interests of its security holders and the population which it serves, rather than in the interests of connecting lines, and upon a financial plan which will enable it to face the future with a greater degree of confidence.'

"I adhere to this opinion."

The important modifications to the plan of reorganization secured through the rehearing provide (1) that the \$29,808,000, principal amount, of general mortgage bonds to be issued under and pursuant to, and to be secured by, a mortgage bearing date as of February 1, 1924, shall until February 1, 1929, be income bonds, cumulative from February 1, 1924, to the full extent of five per cent per annum, instead of bonds carrying interest payable absolutely during that period, the provision being that the payment of the interest accruing on these bonds for the period from February 1, 1924, until February 1, 1929, shall not be mandatory even if the same shall have been earned by the applicant; but if earned and available, whether prior to February 1, 1929, or thereafter, the interest on the bonds accruing during the five year period (including accumulations, if any) shall be paid to the extent that in the reasonable discretion of the board of directors of the applicant such payment is not inconsistent with due regard for the protection of the property of the applicant and the maintenance of efficient service thereon. Commencing February 1, 1929, the interest on these bonds accruing from and after that date will be a fixed charge upon the applicant; and (2) that an additional provision in respect of the payment of dividends upon the preferred stock shall be included in the applicant's by-laws, reading: "It is recognized, however, that in view of the probable requirements of the property in the immediate

future, the directors of the new company may deem it prudent to apply a larger proportion of such earnings and profits to capital requirements during the period prior to February 1, 1929, than in subsequent years." The plan was also modified with respect to the sinking fund for the general mortgage bonds, in that the fund to be provided for this purpose may, at the option of the board of directors of the applicant, be applied either in the purchase of general mortgage bonds, or in capital expenditures upon the property of the applicant, subject to the lien of the general mortgage, and to the extent used for such capital expenditures shall not be made the basis for the payment of dividends upon the stock of the applicant. There is also another amendment providing that until February 1, 1929, all dividends declared upon the stock of the Utah Fuel Company (which stock shall also be owned fifty per cent by each the Western Pacific and Missouri Pacific and transferred to a trustee, subject, however, to the pledge thereof as security for the Rio Grande Western first consolidated mortgage bonds), shall, in any event, be paid directly to the applicant to be used by it for any lawful corporate purpose.

In the report, which was the basis for the final order entered June 9, 1924, modifying and affirming the original order granting the application, the majority summed up the entire proceeding in fact as follows: "The plan of reorganization appears to establish an acceptable relationship between capitalization and assets with a reasonable probability of sufficient earnings to carry the burden of fixed charges and the provision for needed rehabilitation, etc."

Application of Missouri Pacific Railroad Company for Authority to Acquire Stock of The Denver and Rio Grande Western Railroad Company.

This was another very important case in which the interests of the state as a whole were vitally concerned. The Missouri Pacific Railroad Company filed an application under paragraph (2) of Section 5 of the Interstate Commerce Act for authority to acquire 150,000 shares, or one-half, of the common stock, without nominal or par value, of The Denver and Rio Grande Western Railroad Company, from the Western Pacific Railroad Corporation, which held the entire outstanding 300,000 shares of such stock, for a consideration of \$9,000,000, etc. The state and this commission strenuously objected to the granting of the application, said objections being directed principally (1), as the Western Pacific, from which the applicant proposed to acquire the stock of the Rio Grande Company, did not obtain the consent or approval of the Interstate Commerce Commission at the time such stock was issued by the Rio Grande Company; therefore, the Western Pacific has "no legal right or authority to transfer"

the stock to the applicant, and further, as the original acquisition by the Western Pacific of the stock of the Rio Grande Company at the time of its issue was without the approval of the Interstate Commerce Commission, and consequently unlawful, therefore, the acquisition of one-half of such stock by the applicant would be equally unlawful; (2) that the proposed acquisition would not be in the public interest and would be contrary to the interests of the people of the State of Colorado; and (3) that the application involves the subject of railroad consolidation under the provisions of sub-division 4 of Section 5 of the Interstate Commerce Act, and can only be properly disposed of as a part of that case.

The following dissenting opinion to the order as issued, written by Mr. Commissioner Eastman and in which three other commissioners concurred, coincides with the position assumed by this Commission in the case:

“I am opposed to the authority which the majority grant the Missouri Pacific to acquire one-half of the common stock of the Denver & Rio Grande Western for three separate reasons, any one of which would, as I see it, be sufficient ground for opposition:

“*First:* The stock which the Missouri Pacific proposes to acquire is now held by the Western Pacific Railroad Corporation, a holding company which also holds practically all the stock of the Western Pacific Railroad Company. I am of the opinion that the acquisition of the stock of the Denver & Rio Grande Western by the holding company was unlawful and that it has no valid title which it can transfer to the Missouri Pacific. In *Stock of Denver & Rio Grande Western R. R.*, 70 I. C. C. 102, I said,

“ ‘I am further persuaded that the acquisition by the holding company of the stock of applicant is subject to the provisions of paragraph (2) of section 5 of the Interstate Commerce Act. That paragraph authorizes us to approve the acquisition by one carrier of the control of any other carrier ‘either under a lease or by purchase of stock or in any other manner not involving the consolidation of such carriers into a single system for ownership and operation.’ The words ‘in any other manner’ are very broad. The holding company completely controls the Western Pacific. It now proposed to control the Denver & Rio Grande as completely. To hold that such a transaction is not covered by paragraph (2) is to regard form rather than substance and open the door to evasions wholly nullifying the intent and purpose of this provision of the act. See *United States v. Reading Co.*, 253 U. S. 26, 60-61.’

“I do not believe that the provisions of paragraph (2) of section 5 of the Interstate Commerce Act can be nullified by the threadbare device of a holding company.

“*Second*: Once this acquisition is accomplished a new transcontinental railroad system will be created, made up of the Western Pacific, the Denver & Rio Grande and the Missouri Pacific; and there will be no means of dismembering this system short of the power of eminent domain. As I stated in my dissenting opinion in *Denver & Rio Grande Western Reorganization*, 82 I. C. C. 745,

“‘We can then deliberate upon the evidence in the consolidation hearings with all the wisdom we possess, and assign the Denver & Rio Grande property to such place in the consolidation plan as our judgment dictates, but it will be wholly idle effort. The destinies of the Denver & Rio Grande property will lie with the Western Pacific and the Missouri Pacific, and nowhere else.’

“The record in the consolidation hearings contains a great deal of conflicting evidence in regard to the proper disposition of the Denver & Rio Grande property, and the assignment of the western railroads among a limited number of systems nicely balanced competitively and financially, in accordance with the present requirements of the statute, is a task of great delicacy and difficulty. I deem it inconsistent with the spirit and intent of that statute to foreclose the issue, for all practical purposes, so far as these carriers are concerned, in advance of any adequate consideration of the problem as a whole. It will be noted that the acquisition is not subjected to limitations and conditions such as were imposed in the *Central Pacific* case. See *Control of Central Pacific by Southern Pacific*, 76 I. C. C. 508.

“*Third*: Even if it be assumed that such a transcontinental system is desirable, the method of accomplishing it is wholly unsound. Of the three railroads the Denver & Rio Grande now holds the strategic position. The Western Pacific has no other eastern connection except the Union Pacific, which has the competitive Central Pacific as an alternative route to the west. The Missouri Pacific has no other non-competitive western connection. The Denver & Rio Grande, however, not only can depend upon the Western Pacific on the west, but on the east it can choose between the Missouri Pacific, the Santa Fe, the Burlington, the Rock Island and the Union Pacific. This property, so strategically situated, it is now proposed to transfer to the control of the two connecting lines, one on the east and the other on the west, through investments in a block of common

stock without par value representing only an insignificant equity in the property. As I said, in *Denver & Rio Grande Western Reorganization*, supra, 'It seems to me that there will be constant danger in this arrangement that the Denver & Rio Grande property will be utilized chiefly for the benefit of these connecting lines, and that the routing of its traffic, the division of its joint rates, and the development of its railroad lines will be governed accordingly.' I know of no worse or more dangerous way of bringing about a union of railroad systems.

"As I see it, the Missouri Pacific and the Western Pacific, particularly the former, need the Denver & Rio Grande more sorely than it needs them, and both the reorganization and the control herein authorized have been shaped primarily for their benefit. Upon the part of some there seems to be a feeling that it is essential that the Denver & Rio Grande should escape at once from receivership, and that if no better way immediately offers, this path should be followed. Yet the financial troubles of the Denver & Rio Grande in the past have been wholly due to control by other railroad interests and to the use of its property for the benefit of those interests rather than for the benefit of its own security holders. In the face of this history it seems to me that there is no cause for alarm in a continuation of the receivership. Under the receivership great strides have been made in rehabilitating the physical condition of the property and in improving the service of the carrier and its relations with the public which it serves. Along with this rehabilitation has come an improvement in its earnings. The strategic position of the property is strong. A continuation of the receivership and the development of the opportunities which this strategic position affords is far preferable, as I see it, to the reorganization and transfer of control which the commission herein approves."

The majority in its report, which was the basis for order entered June 9, 1924, granting the application, held (1) that the objection as to the legality of the transaction was not sustained; (2) that they did not regard the fact that the lines of the applicant and the lines of the Rio Grande were not placed in the same system in the tentative plan for consolidation as a sufficient reason for withholding approval; and (3) on the facts presented found that the acquisition by the applicant of one-half of the common stock of the Rio Grande in the manner set forth in the application would be in the public interest.

Western Coal Rates.

This proceeding was an investigation instituted by the Interstate Commerce Commission on its own motion, without formal pleading, for the purpose of determining whether the interstate rates on coal from producing points in the states of Montana, Wyoming, Colorado and New Mexico and all states west thereof to destinations in the said states, or any of them, and to El Paso, Texas, are unreasonable, unjustly discriminatory, unduly prejudicial, or otherwise in violation of the Interstate Commerce Act, and of making such findings and entering such orders as may be necessary to remove any unlawfulness which may be found to exist.

Complaints against the rates on coal in this territory had been numerous and those considered had disclosed a lack of uniformity in the rate structure, both as to the measure of the rates and as to the relationships between the various competing mines and groups of mines, that appeared to call for a comprehensive inquiry. In the course of the investigation hearings were held in various western cities, including Denver, the latter being a joint hearing before this Commission and the I. C. C. Examiner, and all parties—producers, dealers, consumers and carriers—interested in the movement of coal in the territory described were given opportunity to testify in what particulars, if any, the rate structure was unlawful, and offer suggestions for its correction. The investigation which was commenced in the Spring of 1922, covered the entire western coal rates situation in a very thorough manner, and was decided June 16, 1923. The records in the case were voluminous and in its report the Interstate Commerce Commission stated in part as follows: "In a proceeding of as large scope as this investigation it is obviously impracticable to undertake to prescribe or to consider all rates to all points."

The general purpose, however, will be served by indicating those changes in the rate structure that seem necessary, etc. Two facts stand out clearly on this record, the impracticability of a fixed distance scale to apply from all mining districts to all destinations, and establishment for general application of fixed differentials between the various sizes of coal. A distance scale would make distance the controlling factor in every instance, and would disregard all other differences in the cost of service and competitive conditions, and one which might fit conditions in eastern Colorado might be wholly improper in western Colorado, etc. Moreover, a uniform scale would result in practical confiscation of some properties by denying them access to the only markets available to them. The method of making rates on nut coal and slack coal on fixed percentages of the rates on lump coal, also presents practical difficulties, when applied in different districts and to different markets, which render its adoption of doubtful merit, and such a method would not be sufficiently elastic to meet all conditions. Where, however, the

circumstances in a particular market call for the maintenance of lower rates on nut or on slack coal, it is but proper that all producing districts serving that market and which are in position to supply these lower grades of coal should be accorded similar treatment. No order was entered, but the carriers were accorded 90 days within which to revise their rates in conformity with findings as stated in the report, which in practically all instances where Colorado was concerned, were favorable to the Colorado producing districts, allowing them to compete with other producing districts on a more equal basis, distances and operating conditions considered, to points in their natural markets as well as to points in competing territory, and generally speaking the adjustments recommended resulted in substantial reductions in the rates involved. A resume of this case insofar as it appertains to intrastate coal rates will be found in a previous section in this report under caption, "Formal Complaints."

The Hunter Mercantile Company, et al., vs. American Railway Express Company.

Complaint is made that express rates on fresh fruits and vegetables from the Western Slope district of Colorado to intrastate destinations, ordered by this Commission, cause undue preference of that district, undue prejudice to the Farmington, New Mexico, district and unjust discrimination against interstate commerce. The rate from the Western Slope district to what are known as Colorado common points is \$1.25 per cwt., any quantity, while rates from the Farmington district to these same points are \$1.71 per cwt., on shipments of 1,500 pounds and over, and \$2.05 per cwt., on shipments of less than 1,500 pounds. The New Mexico Corporation Commission intervened on behalf of the Farmington Community, and this Commission intervened to protect the Western Slope rates established under its order, its viewpoint in the matter being that even though there is a spread in the rate apparently in favor of the Colorado producer and shipper, there is no discrimination. This case is now pending before the Interstate Commerce Commission.

Grain Rates.

This proceeding was instituted by this Commission and the State of Colorado on behalf of all grain shippers of the State of Colorado. Complaint is made that rates on grain and grain products from Colorado points to southern gulf ports are unjust and discriminatory and that they give an undue and unreasonable preference and advantage to grain shippers in other states similarly situated and under similar conditions, viz., Nebraska, Iowa and Minnesota. This case is now pending before the Interstate Commerce Commission.

Vegetable Rates.

Two separate and distinct proceedings are involved under the above subject, viz., "Potato Rates" and "Cabbage, etc. Rates," but owing to the similarity of issues in dispute they are here discussed under a common heading.

These proceedings were instituted by this Commission and the State of Colorado on behalf of all vegetable shippers of the State of Colorado, north and east of Denver. Complaint is made that rates on fresh vegetables, such as potatoes, cabbage and onions from points in the above stated section of Colorado to points in Nebraska, Kansas, Missouri, Illinois, Oklahoma, Arkansas, Tennessee, Louisiana, Mississippi and Alabama, with which the above said Colorado shippers are in competition with vegetable shippers within the States of Michigan, Wisconsin, Minnesota, Iowa, North Dakota and South Dakota, are unduly and unreasonably preferential and advantageous to the latter named shippers. These cases are also now pending before the Interstate Commerce Commission.

Consolidation of Railroads.

The Interstate Commerce Commission has held extensive hearings in Washington and throughout the country, one having been held in Denver on April 16, 1923, for the taking of evidence in connection with its tentative plan for the consolidation of the railway properties of the United States into a limited number of systems as outlined in our last biennial report. In its annual report for the year ended October 31, 1924, the Interstate Commerce Commission stated that these hearings were completed on December 4, 1923, and February 9, 1924, was set as the last date for filing briefs, and the proceeding stands submitted as of that date. Proceedings are now being had upon the tentative plan looking toward the adoption of a plan under which voluntary consolidations may take place in harmony therewith, and the work of preparing the complete plan is progressing.

Where matters under this proceeding, which directly affect Colorado, have come up for discussion, this Commission has taken such action as it deemed advisable to preserve the best interest of the state, as will be noted in a previous section in this report under caption "Application of Missouri Pacific Railroad Company for authority to acquire stock of The Denver and Rio Grande Western Railroad Company."

Valuation of Railroads.

In its annual report for the year ended October 31, 1924, the Interstate Commerce Commission stated as of that date underlying reports (accounting, engineering and land reports) on steam roads were practically 100 per cent complete and tentative valuation reports had been served on carriers approximating over 30 per cent of the total mileage in the United States.

From the above statement it will be noted that this work, probably the most important and difficult economic problem ever undertaken by the government, is moving steadily forward. It has long been the popular idea that railways were over-capitalized, and the result of these valuations is expected to clear up this point. However, in addition to this the more practical reason is to ascertain the investment upon which a fair return should be accorded to the carriers and to provide a stable basis for the institution of reasonable rates and charges. The railroad corporations are alive to the importance of the results of the national appraisal of their properties. They are thoroughly organized and most of them have special departments devoted solely to looking after the valuation of their roads. The Bureau of Valuation of the Interstate Commerce Commission is likewise effectively organized, and in the trial of valuation cases before the Commission, both the railroads and the Bureau are amply able to defend the particular positions which they may take. Invariably, and naturally, the carriers contend for much higher valuations than the Bureau finds in its tentative valuation, and likewise naturally and properly the Bureau seeks to justify its own figures, but which it has admitted are, in many important details, ultra liberal, however, it cannot consistently assume the position of protesting its own work. The carriers do not protest those things which are obviously too high, but only such things as seem to offer a possible chance for gaining a further increase, consequently, if the States do not protest where the values are too high, it goes unprotested, therefore, many of the State Commissions have taken an active interest in federal valuation of railroad property within their respective states, and this Commission, fully realizing that the final valuation of the carriers will be the basis upon which future rates will be established and to protect the interests of Colorado shippers who must pay and bear the freight charges, has proceeded along such lines to the fullest extent possible, having in mind its limited force and appropriation available for this work. Practically all the states, Colorado included, are represented at Washington in this work by the General Solicitor and the Special Valuation Counsel of The National Association of Railroad and Utilities Commissioners, the expense in connection therewith being met through pledges made by members of the association, Colorado's contribution to this fund being \$250.00 per annum. Also the Valuation Committee of the Association, working in harmony with the Counsel, has accomplished much toward unity and co-ordination of action by state commissions, furnishing the machinery for effective work which had been needed, and it can be said with assurance that State co-operation and participation in hearings involving the valuation of railroad property by the Interstate Commerce Commission, has been a success, particularly in destroying all

justification for the allowance of many of the increases on land values demanded by carriers, and in presenting testimony setting up actual construction costs of many recently constructed projects, compared with what the Bureau of Valuation had allowed as a reproduction cost of the same projects, etc., and this Commission should be enabled, through special appropriation or otherwise, to prosecute this work in the same vigorous manner in which many of the other states have attacked it.

SUMMARY

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

December 1, 1922, to December 1, 1924.

Formal proceedings, total filed, 179; total disposed of, 197.

Formal complaints filed, 15; disposed of, 39.

Investigation and suspension cases filed, 3; disposed of, 2.

Applications, total filed, 161; total disposed of, 156.

Automobile carriers for certificates of public convenience and necessity filed, 56; granted, 15; otherwise disposed of, 32.

Gas and oil pipe lines for certificates of public convenience and necessity filed, 7; granted, 2; pending, 5.

Highway railroad crossings filed, 45; disposed of, 46.

Miscellaneous applications filed, 53; disposed of, 61.

Informal complaints filed, 121; disposed of, 121.

Reparation claims filed, 100; disposed of, 100.

Reduced rate authorities granted, 513.

General orders issued, 1.

Bulletins issued, 1.

The total expenses of the Commission to the State, including all salaries and expenses of the Commissioners and employes, for the biennial period, amounted to \$89,041.17. 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	4,929.40	70.60
1 Rate Expert	4,200.00	4,200.00	.....
1 Auditor and Statistician	5,000.00	4,999.96	.04
1 Assistant Auditor and Statistician....	3,600.00	3,600.00	.....
1 Electrical and Gas Engineer.....	5,000.00	4,999.96	.04
1 Assistant Electrical and Gas Engineer	4,200.00	4,200.00	.....
1 Railway and Hydraulic Engineer.....	5,000.00	4,999.96	.04
1 Asst. Railway and Hydraulic Engineer	3,600.00	3,600.00	.....
1 Reporter	4,200.00	4,137.90	62.10
3 Inspectors	7,200.00	7,200.00	.....
3 Stenographers	7,200.00	7,200.00	.....
Traveling Expenses	6,000.00	5,999.96	.04
General and Incidental Expenses.....	5,000.00	3,575.79	1,424.21
P. F. C. Special Fund	*3,547.78	1,398.36	2,149.42
Total	\$92,747.78	\$89,041.17	\$ 3,706.61

*Includes balance of \$1,979.97 as of December 1, 1922.

A brief outline of some of the work accomplished and the routine detail handled by the several divisions of the Commission's staff is as follows:

Railway and Hydraulic Engineering Department.

The Commission's activities in railroad matters other than rates have generally been directed toward improving the safety, comfort and service afforded the public. Complaints, both formal and informal, relative to such matters are made the basis of investigation and action if conditions warrant. The establishment and abandonment of grade crossings on all railroads in Colorado are permitted and authorized only by Commission action, every crossing being reported on as to safety features, etc., after an inspection made on the ground, before an order is issued. It is also one of the duties of this department to approve the location and plans of interlocking or automatic signal devices at railroad crossings. In our State, as in many others, new construction has been overbalanced by abandonments during the past few years. However, in 1924, the Union Pacific Railroad Company opened for operation a new seventeen mile extension north from Fort Collins, and indications are that several other branch lines and extensions will materialize during the ensuing year. Complaints and investigations in connection with the service furnished by water utilities are also handled in this department.

Electrical, Telephone and Gas Engineering Department.

The department developed for the Commission a heating value for gas based upon the gas utility's own experience of the most economical production of gas from the fuel available in the territory served. The rule as promulgated by the Commission has been commented on in all of the technical gas periodicals and by state Commissions all over the United States as one of the greatest steps in advance to the utilization of the fuel resources available to the gas industry that has been made since gas has been used for fuel. Two state Commissions have since adopted the same rule almost verbatim.

In other than formal cases and applications, this department handles a great mass of business in an informal way, it being constantly called upon for technical and engineering advice, the solution of rate problems and many other questions. It is interesting to note that in spite of the home rule provision which places home rule cities without the jurisdiction of this Commission, there are a great many informal matters arising in home rule cities referred to the Commission and it has, through this department, been able to adjust all such complaints that are coming to it. Another interesting feature that has arisen since the decision of the Supreme Court in the Holyoke case is that there has been a number of towns operating their own utilities that have sought ways and means to place their utility matters under the jurisdiction of the Commis-

sion. In each of these cases the city officials have confessed their alarm over the outcome of their utility matters if left in the hands of local politics.

Inspection Department.

It is the duty of the two employes of this department to make a personal inspection and investigation of any matter upon which the Commission wishes information and some very interesting and valuable statistics have been gathered relative to crop movements, etc. During the past year all railroads throughout the state were inspected and the attention of the management called to matters affecting the safety and comfort and service furnished the traveling public, which were satisfactorily adjusted.

There has been no car shortage in the past year, owing to the good work of the Car Service Bureau of the American Railway Association working in harmony with the Commission, the carriers and the shippers. During the busy season when shipping was at its height the Commission's inspectors were constantly in the field looking after prompt service and aiding wherever possible in expediting the movement of the large crops.

Auditing and Statistical Department.

Section two of this report consists of a more or less abbreviated set of statistical statements setting forth the results of operations and other data pertaining to the various utilities of the state. The statistics submitted have been compiled from the sworn reports for the calendar years 1922 and 1923 as returned by the utilities to this Commission.

Various additional information relating to the utilities, other than that shown, is on file and can be supplied upon request. The above mentioned reports are all checked and verified by this department. Advice has been given to various utilities with respect to keeping their accounts, and assistance rendered in making out their annual reports when requested, so far as it was possible to do so, and with no thought of encroaching on the regular professional work of the public accountants, but there are a great many instances in which advice with respect to minor problems which do not justify the employment of an accountant is of considerable value to the utility, and no doubt tends to a more efficient handling and better understanding of their accounts.

This department is also called upon to furnish a large amount of statistical data and other information for use in connection with rate hearings, etc., before both this Commission and the Interstate Commerce Commission, and in reply to the inquiries of various firms, individuals, and state and national boards and bureaus.

The following information with respect to revenue freight originating on lines of steam railroads within the state, as returned in annual reports for the year ended December 31, 1923, is of much interest.

	Tons
Products of agriculture.....	2,800,600
Animals and products.....	508,271
Products of mines.....	9,703,951
Products of forests.....	196,054
Manufactures and miscellaneous.....	1,196,450
<hr/>	
Total carload traffic.....	14,405,326
Merchandise—all L. C. L. freight.....	244,798
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Grand total carload and L. C. L. traffic.....	14,650,124

In the year 1923 there was loaded for shipment on the lines of the railroads within the State of Colorado approximately 8,128,800 tons of coal. Of this amount about 2,128,800 tons were shipped outside the state, leaving a balance of 6,000,000 tons for intrastate shipment.

Assuming an average rate on coal moving intrastate to be \$2.00 per ton and applying this rate to the total intrastate tonnage handled would create a gross revenue for the railroads from the transportation of intrastate coal of approximately \$12,000,000. In July, 1922, a general reduction in coal rates was made effective and this was followed in June, 1923, with a readjustment of the rates then in effect, the result of which terminated in a reduction, in most cases, of coal rates from Colorado common points on intrastate movement. The general reduction of 1922 and the readjustment of 1923 can conservatively be stated as resulting in a general reduction of 10% on all coal moving intrastate. Applying the 10% reduction to the approximate gross revenue of \$12,000,000, it will readily be seen that there was a saving through the reduced freight rates to the consumers of coal in the State of Colorado for the year 1923 alone of approximately \$1,200,000 if, as it was the intention of the Commission, this reduction was passed on down to the consumers.

The effect of the Commission's order issued in July, 1922, making effective a reduction in express rates on fruits and vegetables from western slope territory to Colorado common points from \$1.85 per cwt., on less than earload lots and \$1.51 per cwt., on lots of fifteen hundred pounds or more to a flat rate of \$1.25 per cwt., saves thousands of dollars annually to growers and consumers of fruits and vegetables in the State of Colorado.

Numerous other reductions in rates and changes in the character of service rendered the public have been ordered and approved by the Commission, the effect of which has resulted in an enormous saving to the public.

In conclusion, many of the utilities throughout the state have from time to time felt themselves in need of expert advice and have been made to feel that the services of the Commission and its staff were theirs. As a result many letters have been answered, conferences held, and in some instances a member of the Commission or its staff have gone to various communities and met with the utility and the public and have adjusted difficulties which otherwise might have resulted in lawsuits and loss to the companies

and the community. The Commission has always stressed its anxiety to be a public-utility service station, and, by its attitude of endeavoring to bring about informal adjustments of matters in dispute, feels that it has rendered valuable service in many ways.

Immediately following is a brief synopsis of all formal cases, applications, investigation and suspension cases, and informal complaints disposed of during the biennial period.

Very respectfully submitted,

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO.

Grant E. Halderman,
Chairman,

Frank P. Lannon,

*Otto Bock,
Commissioners.

Attest:

John W. Flintham, Secretary.

Tully Scott succeeded A. P. Anderson January 11, 1923.

Otto Bock succeeded Tully Scott, deceased, May 16, 1924.

FORMAL CASES DISPOSED OF FROM DECEMBER 1, 1922,
TO DECEMBER 1, 1924

Decision No. 638.

CASE NO. 84. IN RE RULES REGULATING WATER, GAS AND ELECTRIC SERVICE FOR PRIVATELY OWNED AND MUNICIPALLY OWNED WATER, GAS AND ELECTRIC UTILITIES. HEATING VALUE OF GAS.

Supplemental order issued August 29, 1923, regulating the heating value of gas.

Decision No. 709.

CASE NO. 114. CITY OF BOULDER VS. THE COLORADO AND SOUTHERN RAILWAY COMPANY. PETITION FOR PROTECTION OF GRADE CROSSINGS WITHIN CITY LIMITS OF BOULDER.

Order issued June 11, 1924, dismissing case. No jurisdiction.

Decision No. 695.

CASE NO. 170. J. P. ADAMS, ET AL., VS. CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. DEPOT FACILITIES AT INTERSECTION OF C. B. & Q. TRACKS WITH SECTION LINE BETWEEN SECTIONS 35 AND 36, TOWNSHIP 2 NORTH, 61 WEST, WELD COUNTY.

Order issued May 6, 1924, modifying all previous orders in this case so as to allow the withdrawal of station agent at Omar.

Decision No. 682.

CASE NO. 183. INVESTIGATION BY THE COMMISSION ON ITS OWN MOTION INTO THE REASONABLENESS OF THE RATES FOR POWER OF THE ROARING FORK ELECTRIC LIGHT & POWER COMPANY. POWER RATES.

Order issued April 3, 1924, dismissing case.

Decision No. 667.

CASE NO. 208. FORT MORGAN COMMERCIAL CLUB AND THE CITY OF FORT MORGAN VS. CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. DEPOT FACILITIES.

Order issued January 18, 1924, dismissing case. New depot constructed.

Decision Nos. 697 and 722.

CASE NO. 215. THE DENVER GAS & ELECTRIC LIGHT COMPANY VS. THE COLORADO AND SOUTHERN RAIL-

WAY COMPANY. CLAIM FOR ALLEGED REPARATION ON SHIPMENTS OF COAL.

Order issued May 14, 1924, dismissing case for want of jurisdiction.

Order issued July 1, 1924, denying motion for rehearing.

Decision Nos. 697 and 734.

CASE NO. 216. THE COFFIN PACKING & PROVISION COMPANY VS. CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. CLAIM FOR ALLEGED REPARATION ON SHIPMENTS OF COAL.

Order issued May 14, 1924, dismissing case for want of jurisdiction.

Order issued August 2, 1924, denying petition for rehearing.

Decision Nos. 697 and 734.

CASE NO. 217. THE COFFIN PACKING & PROVISION COMPANY VS. UNION PACIFIC RAILROAD COMPANY. CLAIM FOR ALLEGED REPARATION ON SHIPMENTS OF COAL.

Order issued May 14, 1924, dismissing case for want of jurisdiction.

Order issued August 2, 1924, denying petition for rehearing.

Decision Nos. 697 and 734.

CASE NO. 218. McPHEE & McGINNITY LUMBER COMPANY VS. CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. CLAIM FOR ALLEGED REPARATION ON SHIPMENTS OF COAL.

Order issued May 14, 1924, dismissing case for want of jurisdiction.

Order issued August 2, 1924, denying petition for rehearing.

Decision Nos. 697 and 734.

CASE NO. 219. PIKE'S PEAK CONSOLIDATED FUEL COMPANY VS. THE COLORADO AND SOUTHERN RAILWAY COMPANY. CLAIM FOR ALLEGED REPARATION ON SHIPMENTS OF COAL.

Order issued May 14, 1924, dismissing case for want of jurisdiction.

Order issued August 2, 1924, denying petition for rehearing.

Case lodged with Cases Nos. 220 and 221 in Supreme Court, No. 11079, September 23, 1924.

Decision Nos. 697 and 734.

CASE NO. 220. PIKE'S PEAK CONSOLIDATED FUEL COMPANY VS. CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. CLAIM FOR ALLEGED REPARATION ON SHIPMENTS OF COAL.

Order issued May 14, 1924, dismissing case for want of jurisdiction.

Order issued August 2, 1924, denying petition for rehearing.

Case lodged with Cases Nos. 219 and 221 in Supreme Court, No. 11079, September 23, 1924.

Decision Nos. 697 and 734.

CASE NO. 221. PIKE'S PEAK CONSOLIDATED FUEL COMPANY VS. UNION PACIFIC RAILROAD COMPANY. CLAIM FOR ALLEGED REPARATION ON SHIPMENTS OF COAL.

Order issued May 14, 1924, dismissing case for want of jurisdiction.

Order issued August 2, 1924, denying petition for rehearing.

Case lodged with Cases Nos. 219 and 220 in Supreme Court, No. 11079, September 23, 1924.

Decision Nos. 697 and 734.

CASE NO. 222. McPIHIE & McGINNITY LUMBER COMPANY VS. THE COLORADO AND SOUTHERN RAILWAY COMPANY. CLAIM FOR ALLEGED REPARATION ON SHIPMENTS OF COAL.

Order issued May 14, 1924, dismissing case for want of jurisdiction.

Order issued August 2, 1924, denying petition for rehearing.

Decision Nos. 697 and 734.

CASE NO. 223. McPIHIE & McGINNITY LUMBER COMPANY VS. UNION PACIFIC RAILROAD COMPANY. CLAIM FOR ALLEGED REPARATION ON SHIPMENTS OF COAL.

Order issued May 14, 1924, dismissing case for want of jurisdiction.

Order issued August 2, 1924, denying petition for rehearing.

Decision Nos. 697 and 734.

CASE NO. 224. CAMBRIAN COAL COMPANY VS. CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. CLAIM FOR ALLEGED REPARATION ON SHIPMENTS OF COAL.

Order issued May 14, 1924, dismissing case for want of jurisdiction.

Order issued August 2, 1924, denying petition for rehearing.

Decision Nos. 697 and 734.

CASE NO. 225. CAMBRIAN COAL COMPANY VS. UNION PACIFIC RAILROAD COMPANY. CLAIM FOR ALLEGED REPARATION ON SHIPMENTS OF COAL.

Order issued May 14, 1924, dismissing case for want of jurisdiction.

Order issued August 2, 1924, denying petition for rehearing.

Decision Nos. 697 and 734.

CASE NO. 226. PH. ZANG BREWING COMPANY VS. CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. CLAIM FOR ALLEGED REPARATION ON SHIPMENTS OF COAL.

Order issued May 14, 1924, dismissing case for want of jurisdiction.

Order issued August 2, 1924, denying petition for rehearing.

Decision Nos. 697 and 734.

CASE NO. 227. PH. ZANG BREWING COMPANY VS. THE COLORADO AND SOUTHERN RAILWAY COMPANY. CLAIM FOR ALLEGED REPARATION ON SHIPMENTS OF COAL.

Order issued May 14, 1924, dismissing case for want of jurisdiction.

Order issued August 2, 1924, denying petition for rehearing.

Decision Nos. 697 and 734.

CASE NO. 228. THE COFFIN PACKING & PROVISION COMPANY VS. THE COLORADO AND SOUTHERN RAILWAY COMPANY. CLAIM FOR ALLEGED REPARATION ON SHIPMENTS OF COAL.

Order issued May 14, 1924, dismissing case for want of jurisdiction.

Order issued August 2, 1924, denying petition for rehearing.

Decision Nos. 611, 616 and 671.

CASE NO. 244. CHAMBER OF COMMERCE, GREELEY, GREELEY GAS & FUEL COMPANY, GREELEY ICE & STORAGE COMPANY, BOARD OF COUNTY COMMISSIONERS OF WELD COUNTY, THE CITY OF GREELEY VS. UNION PACIFIC R. R. COMPANY, THE COLORADO AND SOUTHERN

RAILWAY COMPANY, THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY AND A. R. BALDWIN, RECEIVER, CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. COMPLAINT RE COAL RATES FROM POINTS IN COLORADO TO GREELEY, COLORADO.

Order issued June 4, 1923, ordering a reduction in coal rates. Supplemental order issued June 18, 1923, modifying previous order of June 4, 1923. Order issued January 29, 1924, denying petitions of intervention for modification of Commission's order of June 4, 1923.

Decision Nos. 611, 616 and 671.

CASE NO. 250. THE CONTINENTAL INVESTMENT COMPANY, A CORPORATION, AND F. G. BONFILS AND H. H. TAMMEN, VS. UNION PACIFIC RAILROAD COMPANY, THE COLORADO AND SOUTHERN RAILWAY COMPANY, THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY, CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. REQUEST FOR LOWER RATES ON COAL.

Order issued June 4, 1923, ordering a reduction in coal rates. Supplemental order issued June 18, 1923, modifying previous order of June 4, 1923. Order issued January 29, 1924, denying petitions of intervention for modification of Commission's order of June 4, 1923.

Decision No. 660.

CASE NO. 251. PUEBLO COMMERCE CLUB VS. THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY, THE COLORADO AND SOUTHERN RAILWAY COMPANY AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY. CLASS RATES FROM DENVER AND PUEBLO TO CERTAIN POINTS IN COLORADO.

Order issued November 20, 1923, reducing class rates. Supplemental order issued December 19, 1923, with certain additions and extending effective date of original order to January 20, 1924. Supplemental order issued January 16, 1924, modifying original order.

Decision No. 690.

CASE NO. 252. WILLIAM ATWOOD VS. UNION PACIFIC RAILROAD COMPANY AND CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. EXCESSIVE FREIGHT RATES.

Order issued April 17, 1924, dismissing case; plaintiff failed to appear at hearing.

Decision Nos. 578, 579 and 625.

CASE NO. 255. THE PUEBLO ICE CREAM COMPANY, POLAR ICE CREAM AND SUPPLY COMPANY VS. AMERICAN RAILWAY EXPRESS COMPANY. UNREASONABLE RATES.

Order issued December 6, 1922, reducing rates on ice cream shipments. Supplemental order issued December 11, 1922, extending time for filing of tariff. Order issued July 20, 1924, denying petition for rehearing.

Decision Nos. 577, 580 and 625.

CASE NO. 256. THE MERCANTILE SERVICE CORPORATION VS. AMERICAN RAILWAY EXPRESS COMPANY. UNREASONABLE EXPRESS RATES.

Order issued December 6, 1922, reducing rates on bread shipments. Supplemental order issued December 11, 1922, extending time for filing of tariff. Order issued July 20, 1924, denying petition for rehearing.

Decision No. 630.

CASE NO. 257. TOWN OF OAK CREEK (BOARD OF TRUSTEES) VS. THE OAK CREEK SERVICE COMPANY. REDUCTION OF ELECTRIC RATES.

Order issued July 31, 1923, denying petition.

Decision No. 674.

CASE NO. 258. THE MIDLAND TERMINAL RAILWAY COMPANY VS. THE CONKLING COAL & TRANSFER COMPANY, COLORADO SPRINGS. TO PREVENT DEFENDANT FROM OPERATING AUTO FREIGHT SERVICE BETWEEN COLORADO SPRINGS, VICTOR AND CRIPPLE CREEK.

Order issued February 9, 1924, dismissing case.

Decision Nos. 582 and 599.

CASE NO. 262. THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY, ET AL., VS. INTER-CITY AUTOMOBILE LINES, INC., A CORPORATION. OPERATION OF AUTO LINES BETWEEN DENVER AND PUEBLO WITHOUT CERTIFICATE OF CONVENIENCE AND NECESSITY.

Order issued December 12, 1922, over-ruling demurrer filed by Inter-City Automobile Lines, Inc. Order issued April 5, 1923, dismissing case.

Decision No. 606.

CASE NO. 263. C. I. WRIGHT, ET AL., PLAINTIFF, VS. THE TOWN OF MANITOU. EXTENSION OF WATER SYSTEM.

Order issued May 9, 1923, dismissing case.

Decision No.—.

CASE NO. 264. H. A. PAYNE VS. CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. PLACING OF CARS AT OMAR.

Case dismissed October 5, 1923.

Decision Nos. 586 and 589.

CASE NO. 265. THE PUBLIC UTILITIES COMMISSION OF THE STATE OF COLORADO VS. W. D. CORLEY. ALLEGED ABANDONMENT AND CESSATION OF SERVICE OF THE COLORADO SPRINGS & CRIPPLE CREEK DISTRICT RAILWAY AND OF THE ALLEGED REMOVAL AND JUNKING OF SAID LINE OF RAILWAY BY ONE W. D. CORLEY.

Order issued January 16, 1923, ordering an investigation and hearing. Order issued February 20, 1923, permitting cessation of service and abandonment of line except certain portions of track. Case closed July 21, 1924.

Decision No. 678.

CASE NO. 266. THE NUCKOLLS PACKING COMPANY, PUEBLO, VS. THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY, THE COLORADO AND SOUTHERN RAILWAY COMPANY, THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY AND THE DENVER AND RIO GRANDE RAILROAD COMPANY. ALLEGED UNREASONABLE RATE ON WOODEN BARRELS IN CARLOAD LOTS BETWEEN DENVER AND PUEBLO. REPARATION FOR \$87.92 FROM THE DENVER AND RIO GRANDE RAILROAD COMPANY AND THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY.

Order issued March 4, 1924, revising tariffs and classification and to make reparation.

Decision No. 645.

CASE NO. 267. THE COLORADO SPRINGS & INTER-URBAN RAILWAY COMPANY VS. THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY. ALLEGED UNREASONABLE RATE ON COAL FROM CITY MINES TO POWER HOUSE OF PLAINTIFF.

Order issued October 5, 1923, denying rate asked for by The Colorado Springs & Interurban Railway Company, and dismissing complaint.

Decision No. 644.

CASE NO. 268. THE TRINIDAD-LAS ANIMAS COUNTY CHAMBER OF COMMERCE VS. THE COLORADO AND SOUTHERN RAILWAY COMPANY. PETITION FOR NEW DEPOT AT TRINIDAD.

Order issued October 3, 1923, dismissing case. Amicable agreement reached.

Decision No. 681.

CASE NO. 269. HOMER DELL CROW VS. THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY, THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY, THE SAN LUIS CENTRAL RAILROAD. COMPLAINT AGAINST CHARGES ON EMIGRANT MOVABLES AND APPLICATION FOR REPARATION.

Order issued March 20, 1924, ordering railroads concerned to make reparation and to make certain provisions in their tariff.

Decision No. 653.

CASE NO. 271. THE NORTHERN TRANSFER COMPANY, C. L. PRESTON, VS. CHASE TRANSFER COMPANY, GEORGE BLACK; CONSOLIDATED TRUCK LINES, GALE LEWIS; MIDWEST TRANSIT COMPANY, SOUTHARD & BURBRIDGE. PROTEST AGAINST THE OPERATION OF AUTO TRUCK LINES WITHOUT A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY.

Order issued October 29, 1923, dismissing case, defendants having satisfied the complaint.

Decision No. 654.

CASE NO. 273. THE NORTHERN TRANSFER COMPANY, C. L. PRESTON, VS. MIDWEST TRANSIT COMPANY, SOUTHARD & BURBRIDGE AND A. J. JOHNSTON. PROTEST AGAINST THE OPERATION OF FREIGHT TRUCK BETWEEN DENVER AND GREELEY WITHOUT A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY.

Order issued October 29, 1923, dismissing case, defendants having satisfied the complaint.

Decision Nos. 795 and 767.

CASE NO. 275. HERBERT SOMMERS VS. THE MIDLAND TERMINAL RAILWAY COMPANY. ALLEGED UN-

REASONABLE RATE ON ICE FROM UTE PASS TO COLORADO SPRINGS.

Order issued April 22, 1924, establishing new rates. Order issued October 27, 1924, granting the defendant's petition for rehearing.

Decision No. 704.

CASE NO. 276. PUBLIC SERVICE COMPANY OF COLORADO VS. CITY OF LOVELAND (REOPENING CASE NO. 144). REFRAIN FROM FURTHER CONSTRUCTION OF ELECTRIC LIGHT PLANT OR SYSTEM.

Order issued June 3, 1924, over-ruling plea of defendant city's answer as to Commission's lack of jurisdiction; and disapproving the plan proposed by the City of Loveland for the construction of its electric light plant as not being in the public interest of the public affected thereby. Case carried to the Supreme Court, No. 11095, as to the Commission's jurisdiction.

APPLICATIONS DISPOSED OF FROM DECEMBER 1, 1922, TO DECEMBER 1, 1924.

Decision No. 582½.

APPLICATION NO. 57. COUNTY COMMISSIONERS OF LOGAN COUNTY. APPLICATION TO CONSTRUCT CROSSING OVER CHICAGO, BURLINGTON & QUINCY RIGHT-OF-WAY NEAR PEETZ, COLORADO.

Order issued December 11, 1922, dismissing application.

Decision No. 736.

APPLICATION NO. 97. HAIR AND BALLIE TRANSPORTATION COMPANY. LALOR-BLAIR TRANSPORTATION COMPANY. APPLICATION TO TRANSFER CERTIFICATE OF CONVENIENCE AND NECESSITY ISSUED TO HAIR AND BALLIE TRANSPORTATION CO.

Order issued August 14, 1924, dismissing application.

Decision No. 712.

APPLICATION NO. 121. CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. APPLICATION FOR AUTHORITY TO ABOLISH THE HIGHWAY CROSSING OVER ITS TRACK AT OR NEAR THE POINT WHERE SAID TRACK CROSSES THE SECTION LINE BETWEEN SECTION 34, TOWNSHIP 8 NORTH AND SECTION 3 IN TOWNSHIP 7 NORTH OF RANGE 46 WEST IN PHILLIPS COUNTY (NEAR PAOLI).

Order issued June 12, 1924, dismissing application.

Decision No. 608.

APPLICATION NO. 157. THE DENVER AND SALT LAKE RAILROAD COMPANY. LEON D. WURTZ AND OTHERS, ROLLINSVILLE. PETITION SEEKING ESTABLISHMENT OF AN AGENT AT ROLLINSVILLE.

Order issued May 25, 1923, requiring the Denver and Salt Lake Railroad to re-establish its agency at Rollinsville.

Decision No. 622.

APPLICATION NO. 158. LEWIS J. FUNK. APPLICATION FOR A CERTIFICATE OF CONVENIENCE AND NECESSITY TO OPERATE A PASSENGER AND FREIGHT LINE IN MESA COUNTY.

Order issued July 2, 1923, granting certificate to operate motor bus line for the transportation of passengers between Grand Junction and Palisade.

Decision No. 706.

APPLICATION NO. 164. THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. APPLICATION FOR PERMISSION TO CURTAIL THE TIME OF TRAIN SERVICE UPON THE CREEDE BRANCH.

Order issued June 10, 1924, dismissing application.

Decision No.—.

APPLICATION NO. 165. THE OVER-LAND MOTOR EXPRESS CO. APPLICATION FOR A CERTIFICATE OF CONVENIENCE AND NECESSITY AUTHORIZING A FREIGHT TRANSPORTATION LINE BY MOTOR TRUCKS BETWEEN DENVER AND LONGMONT AND INTERMEDIATE POINTS.

Application withdrawn April 24, 1923, and case closed.

Decision No. 600.

APPLICATION NO. 166. WARREN B. CHASE. APPLICATION FOR A CERTIFICATE OF CONVENIENCE AND NECESSITY TO OPERATE AN AUTOMOBILE FREIGHT LINE BETWEEN DENVER AND LOVELAND AND INTERMEDIATE POINTS.

Order issued April 9, 1923, dismissing application.

Decision No. 600½.

APPLICATION NO. 168. J. B. FORSHAY, R. C. MAUZY AND J. A. BLAIR. APPLICATION FOR ORDER AUTHORIZING TRANSPORTATION OF PASSENGERS AND FREIGHT BY MOTOR CARS FROM DENVER TO IDAHO SPRINGS.

Order issued April 11, 1923, dismissing application.

Decision Nos. 683 and 754.

APPLICATION NO. 173. CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. APPLICATION TO CLOSE PINNEO AS AN AGENCY STATION.

Order issued April 3, 1924, dismissing application.

Order issued September 30, 1924, authorizing the closing of station subject to re-installation of an agency if future conditions should warrant.

Decision No. 597-A.

APPLICATION NO. 180. CHARLES STEWART. APPLICATION FOR PERMISSION TO OPERATE MOTOR PASSENGER CAR BETWEEN ARVADA AND BROADMOOR HOTEL, EL PASO COUNTY.

Order issued April 13, 1923, dismissing application.

Decision No. 597-B.

APPLICATION NO. 188. J. M. HALL. APPLICATION FOR CERTIFICATE AUTHORIZING AUTO STAGE ROUTE BETWEEN MONTROSE AND GRAND JUNCTION, AND BETWEEN DELTA AND PAONIA.

Order issued April 14, 1923, dismissing application.

Decision No. 614.

APPLICATION NO. 189. H. P. KIDD, G. NICHOLS, F. MARTIN AND C. E. MARTIN. APPLICATION FOR PERMISSION TO OPERATE MOTOR TRUCK LINE BETWEEN DENVER AND COLORADO SPRINGS.

Order issued June 15, 1923, denying application.

Decision Nos. 617, 624, 640.

APPLICATION NO. 191. THE COLORADO MOTOR WAY, INC. APPLICATION TO OPERATE LINES OF TRANSPORTATION BETWEEN DENVER AND GREELEY AND BETWEEN DENVER, PUEBLO, CANON CITY AND LA JUNTA.

Order issued February 5, 1923, over-ruling all demurrers and motion to dismiss.

Order issued June 19, 1923, denying motion to dismiss.

Order issued July 17, 1923, granting respondents leave to introduce further evidence.

Order issued September 15, 1923, granting application as to Northern route, but denying Southern route operation.

Order issued November 27, 1923, denying applications for rehearing.

Decision No. 607.

APPLICATION NO. 193. N. W. MURPHY. APPLICATION FOR PERMISSION TO OPERATE A TRUCK EXPRESS BETWEEN PUEBLO AND MONTE VISTA.

Order issued May 23, 1923, dismissing application.

Decision No. 597-C.

APPLICATION NO. 194. L. WILLEY. APPLICATION FOR CERTIFICATE PERMITTING OPERATION OF A FREIGHT AND PASSENGER LINE BETWEEN GRAND JUNCTION AND GATEWAY AND INTERMEDIATE POINTS.

Order issued April 14, 1923, dismissing application.

Decision No. 623.

APPLICATION NO. 195. THE MAYBELL TELEPHONE COMPANY. APPLICATION FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AUTHORIZING THE CONSTRUCTION OF TELEPHONE LINES.

Order issued July 5, 1923, dismissing application upon request of new owners.

Decision Nos. 583 and 770.

APPLICATION NO. 197. W. E. CARVER. APPLICATION TO OPERATE PASSENGER STAGE LINE BETWEEN DENVER AND STEAMBOAT SPRINGS AND INTERMEDIATE POINTS.

Order issued December 18, 1922, granting certificate.

Order issued October 28, 1924, transferring certificate to the Denver and Steamboat Springs Stage Company.

Decision No. 581.

APPLICATION NO. 198. CHEYENNE COUNTY, COLORADO. APPLICATION FOR THE CONSTRUCTION OF A PUBLIC CROSSING OVER THE UNION PACIFIC RAILROAD ON THE SECTION LINE BETWEEN SECTIONS 22 AND 23, TOWNSHIP 14 S., RANGE 50 W. OF THE 6TH PRINCIPAL MERIDIAN, NEAR WILD HORSE, CHEYENNE COUNTY.

Order issued December 11, 1922, dismissing application at the request of the Board of County Commissioners of Cheyenne County.

Decision No. 649.

APPLICATION NO. 199. (AMENDED) CONEJOS COUNTY, COLORADO. APPLICATION FOR A PUBLIC

HIGHWAY CROSSING NEAR MILE POST NO. 330 PLUS 4170 FEET IN THE NORTHEAST QUARTER OF SECTION 18, TOWNSHIP 32 N., RANGE 5 E., NEW MEXICO MERIDIAN.

Order issued October 15, 1923, granting application.

Decision No. 648.

APPLICATION NO. 200. (AMENDED) CONEJOS COUNTY, COLORADO. APPLICATION FOR A PUBLIC HIGHWAY CROSSING AT MILE POST NO. 332 PLUS 4255 FEET IN THE NORTHWEST QUARTER OF SECTION 18, TOWNSHIP 32 N., RANGE 5 E., NEW MEXICO MERIDIAN.

Order issued October 13, 1923, granting application.

Decision No. 593.

APPLICATION NO. 203. COUNTY COMMISSIONERS OF SAN MIGUEL COUNTY, COLORADO. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACKS OF THE RIO GRANDE SOUTHERN RAILROAD COMPANY AT A POINT 3970 FEET SOUTHERLY FROM MILE POST 17.

Order issued February 28, 1923, granting application.

Decision No. 626.

APPLICATION NO. 204. COUNTY COMMISSIONERS OF CHAFFEE COUNTY, COLORADO. APPLICATION FOR THE CHANGING OF TWO PUBLIC HIGHWAYS OVER THE RIGHT-OF-WAY AND TRACKS OF THE DENVER AND RIO GRANDE WESTERN RAILROAD IN SECTIONS 28 AND 33, TOWNSHIP 49 N., RANGE 8 E.

Order issued July 23, 1923, dismissing application.

Decision No. 684.

APPLICATION NO. 206. THE RIO GRANDE SOUTHERN RAILROAD COMPANY. APPLICATION FOR PERMISSION TO CLOSE AND ABANDON ITS AGENCY STATION AT HESPERUS.

Order issued April 3, 1924, dismissing application without prejudice.

Decision No. 665.

APPLICATION NO. 210. TOWN OF DACONO. APPLICATION FOR IMPROVED RAILROAD STATION FACILITIES AND SERVICE (UNION PACIFIC RAILROAD).

Order issued January 18, 1924, dismissing application.

Decision No. 603.

APPLICATION NO. 211. BOARD OF COUNTY COMMISSIONERS OF YUMA COUNTY. APPLICATION FOR CLOSING PUBLIC HIGHWAY ALONG THE SECTION LINE BETWEEN SECTIONS 34 AND 35, TOWNSHIP 2 N., RANGE 45 W., AT THE POINT OF INTERSECTION OF SAID HIGHWAY AND THE RIGHT-OF-WAY AND TRACK OF THE CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY, AND FOR OPENING A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF SAID RAILROAD COMPANY AT A POINT ABOUT 792 FEET NORTH AND ABOUT 825 FEET EAST OF THE SOUTHWEST CORNER OF SAID SECTION 35.

Order issued April 26, 1923, dismissing application upon request of County Attorney. Application No. 245 filed in lieu thereof.

Decision No. 594.

APPLICATION NO. 212. BOARD OF COUNTY COMMISSIONERS OF LOGAN COUNTY. APPLICATION FOR OPENING OF A PUBLIC HIGHWAY ACROSS THE RIGHT-OF-WAY AND TRACK OF THE UNION PACIFIC RAILROAD IN SECTION 5, TOWNSHIP 7, RANGE 52 WEST OF THE 6TH PRINCIPAL MERIDIAN.

Order issued February 28, 1923, dismissing application.

Decision No. 692.

APPLICATION NO. 213. BOARD OF COUNTY COMMISSIONERS OF LOGAN COUNTY. APPLICATION FOR OPENING OF A PUBLIC HIGHWAY ACROSS THE RIGHT-OF-WAY AND TRACK OF THE CHICAGO, BURLINGTON & QUINCY RAILROAD AT A POINT ON SOUTH LINE SECTION 3, TOWNSHIP 7, RANGE 53 W., 6TH PRINCIPAL MERIDIAN.

Order issued April 29, 1924, granting application.

Decision No. 693.

APPLICATION NO. 214. BOARD OF COUNTY COMMISSIONERS OF LOGAN COUNTY. APPLICATION FOR OPENING OF A PUBLIC HIGHWAY ACROSS THE RIGHT-OF-WAY AND TRACK OF THE CHICAGO, BURLINGTON & QUINCY RAILROAD AT A POINT ON WEST LINE OF SECTION 31, TOWNSHIP 8, RANGE 52 W.

Order issued April 29, 1924, granting application.

Decision No. 598.

APPLICATION NO. 218. F. E. JAMES AND L. G. BRADFIELD, THE GREELEY TRANSPORTATION COMPANY,

SUBSTITUTE AND SUCCESSOR PETITIONER. APPLICATION FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY FOR THE OPERATION OF A CERTAIN TRANSPORTATION SYSTEM AT AND WITHIN THE CITY OF GREELEY.

Order issued April 2, 1923, dismissing application.

Decision No.—.

APPLICATION NO. 220. J. M. HALL. APPLICATION FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY FOR THE OPERATION OF AN AUTO STAGE LINE FOR THE TRANSPORTATION OF PASSENGERS AND BAGGAGE BETWEEN GRAND JUNCTION AND PALISADE AND THE INTERMEDIATE TOWN OF CLIFTON.

Application withdrawn April 19, 1923, on motion of applicant.

Decision Nos. 592 and 707.

APPLICATION NO. 221. POTATO GROWERS IN THE MONTE VISTA, CENTER AND DEL NORTE DISTRICTS. DISTRIBUTION OF CARS FOR LOADING OF POTATOES.

Order issued February 28, 1923, transferring hearing from Monte Vista to Denver.

Order issued June 10, 1924, dismissing application.

Decision No.—.

APPLICATION NO. 222. PARADOX LAND & TRANSPORT COMPANY. APPLICATION FOR A CERTIFICATE OF CONVENIENCE AND NECESSITY FOR THE OPERATION OF A PASSENGER BUS LINE BETWEEN DENVER, GREELEY AND FORT COLLINS.

Motion for withdrawal of application granted February 28, 1923.

Decision No. 666.

APPLICATION NO. 223. TOWN OF ARRIBA. APPLICATION FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY FOR THE CONSTRUCTION AND OPERATION OF AN ELECTRIC LIGHTING SYSTEM.

Order issued January 18, 1924, granting certificate.

Decision No. 605.

APPLICATION NO. 224. COUNTY COMMISSIONERS OF COSTILLA COUNTY. APPLICATION FOR CHANGE OF PUBLIC HIGHWAY CROSSING OVER THE RIGHT-OF-WAY AND

TRACK OF THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY AT A POINT 647.3 FEET WEST OF PRESENT CROSSING, SAME BEING THE THIRD CROSSING EAST OF FORT GARLAND.

Order issued May 5, 1923, granting application.

Decision No. 618.

APPLICATION NO. 225. COUNTY COMMISSIONERS OF SAGUACHE COUNTY. APPLICATION FOR OPENING OF A PUBLIC HIGHWAY OVER THE TRACK OF THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY AT CROOKTON, AT MILE POST 265 + 2052.

Order issued June 28, 1923, granting application.

Decision No. 620.

APPLICATION NO. 226. COUNTY COMMISSIONERS OF SAGUACHE COUNTY. APPLICATION FOR OPENING OF A PUBLIC HIGHWAY OVER THE TRACKS OF THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY NEAR SARGENT, MILE POST 258 + 516.

Order issued June 29, 1923, granting application.

Decision No. 634.

APPLICATION NO. 228. CITY OF MONTE VISTA. APPLICATION FOR OPENING OF WASHINGTON AND FARRADAY STREETS ACROSS TRACKS AND RIGHT-OF-WAY OF THE DENVER AND RIO GRANDE WESTERN IN THE CITY OF MONTE VISTA.

Order issued August 20, 1923, denying and dismissing application.

Decision No. 632.

APPLICATION NO. 230. CUSTER WATER & POWER COMPANY. APPLICATION FOR PERMISSION TO CEASE OPERATION OF THE ELECTRIC PLANT AND SYSTEM IN WESTCLIFF, ON DECEMBER 31, 1922, AND TO REMOVE SAID PLANT AND SYSTEM.

Order issued August 3, 1923, granting company's request to withdraw its application.

Decision No. 584.

APPLICATION NO. 231. COUNTY OF PHILLIPS AND STATE OF COLORADO. APPLICATION FOR THE OPENING OF A PUBLIC CROSSING OVER THE RIGHT-OF-WAY

OF THE CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY, AT A POINT ABOUT 1.4 MILES EAST OF HOLYOKE.

Order issued December 21, 1922, granting application.

Decision No. 619.

APPLICATION NO. 232. TOWN OF ANTONITO. APPLICATION FOR OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACKS OF THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY AT A POINT ON SECOND AVENUE.

Order issued June 28, 1923, granting application.

Decision No. 586.

APPLICATION NO. 233. COUNTY COMMISSIONERS OF KIOWA COUNTY. APPLICATION FOR A PUBLIC CROSSING ACROSS THE MISSOURI PACIFIC RAILROAD AT A POINT WHERE THE RAILROAD CROSSES THE SECTION LINE BETWEEN SECTIONS 33 AND 34 IN TOWNSHIP 18 S., RANGE 45.

Order issued January 13, 1923, granting application.

Decision No. 595.

APPLICATION NO. 234. COUNTY COMMISSIONERS OF LOGAN COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY CROSSING AT GRADE OVER THE RIGHT-OF-WAY AND TRACK OF UNION PACIFIC RAILROAD ON THE EAST AND WEST CENTER LINE OF SECTION 5, TOWNSHIP 7 N., RANGE 52 WEST OF THE 6TH PRINCIPAL MERIDIAN.

Order issued February 28, 1923, granting application.

Decision No. 591.

APPLICATION NO. 235. COUNTY COMMISSIONERS OF CHAFFEE COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF THE DENVER AND RIO GRANDE WESTERN RAILROAD AT A POINT 110 FEET SOUTHWESTERLY ALONG THE TRACK FROM MILE POST 227.

Order issued February 28, 1923, granting application.

Decision No. 615.

APPLICATION NO. 236. MOTOR TRANSPORTATION COMPANY OPERATING THE WHITE BUS LINE. APPLI-

CATION FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO CARRY ON THE BUSINESS OF TRANSPORTING PASSENGERS, EXPRESS AND FREIGHT BETWEEN GRAND JUNCTION, DELTA, MONTROSE, HOTCHKISS, CEDAREDGE, PAONIA AND INTERVENING POINTS.

Order issued June 15, 1923, granting application.

Decision No. 613.

APPLICATION NO. 237. PARADOX LAND & TRANSPORT COMPANY. APPLICATION FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY FOR THE OPERATION OF AN AUTOMOBILE BUS LINE FOR THE TRANSPORTATION OF PASSENGERS BETWEEN LAFAYETTE, BOULDER, NEDERLAND AND LYONS.

Order issued June 14, 1923, denying certificate for the operation of a motor bus line between Lafayette, through Boulder to Lyons. Application as to furnishing service between Boulder and Nederland withdrawn.

Decision No. 590.

APPLICATION NO. 238. COUNTY COMMISSIONERS OF HUERFANO COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF THE DENVER AND RIO GRANDE WESTERN RAILROAD AT A POINT 20 FEET SOUTH OF MILE POST 185, NEAR KINCAID.

Order issued February 27, 1923, granting application.

Decision Nos. 717 and 769.

APPLICATION NO. 239. W. M. FULLER. APPLICATION FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY FOR THE OPERATION OF A MOTOR TRUCK LINE FOR THE TRANSPORTATION OF FREIGHT BETWEEN DENVER AND FORT LUPTON AND INTERMEDIATE POINTS. APPLICATION FOR REHEARING FILED BY UNION PACIFIC RAILROAD COMPANY.

Order issued September 26, 1924, granting certificate.

Order issued October 28, 1924, denying motion for rehearing.

Decision No. 664.

APPLICATION NO. 240. DOUD BROTHERS. APPLICATION FOR PERMISSION TO CONDUCT A STAGE LINE, AUTOMOBILE, BETWEEN CERTAIN POINTS IN SAN JUAN COUNTY.

Order issued January 14, 1924, dismissing application.

Decision Nos. 596 and 642.

APPLICATION NO. 241. COLORADO SPRINGS & INTERURBAN RAILWAY COMPANY. APPLICATION FOR AN ORDER AUTHORIZING THE INSTALLATION OF AN UNLIMITED RIDE, TRANSFERABLE WEEKLY PASS. APPLICATION TO EXTEND PERIOD TO TWENTY-SIX WEEKS.

Order issued March 15, 1923, granting application within certain time limits.

Supplementary order issued September 27, 1923, granting application.

Decision No. 601.

APPLICATION NO. 242. L. W. PARCELL. APPLICATION FOR PERMIT TO OPERATE AN AUTOMOBILE STAGE LINE BETWEEN SILVERTON AND OURAY, VIA RED MOUNTAIN.

Order issued April 23, 1923, granting application.

Decision Nos. 633, 639 and 760.

APPLICATION NO. 243. TRINIDAD ELECTRIC TRANSMISSION RAILWAY & GAS CO. APPLICATION FOR PERMISSION TO ABANDON, TAKE UP AND DISPOSE OF CERTAIN PORTIONS OF ITS OPERATED LINE.

Order issued August 15, 1923, granting application to suspend service on the Cokedale line pending further order of the Commission.

APPLICATION FOR PERMISSION TO TEMPORARILY SUSPEND OPERATION OF ITS COKEDALE LINE.

Order issued August 31, 1923, granting application as amended at hearing, to abandon and cease the operation of its street railway and interurban lines.

PROTEST FILED BY THE JEFFRYES FUEL COMPANY.

Order issued October 8, 1924, dismissing protest in accordance with stipulation filed by both parties.

Decision No.—.

APPLICATION NO. 244. THE DENVER AND RIO GRANDE WESTERN RAILROAD SYSTEM. APPLICATION FOR AN ORDER AUTHORIZING IT TO WAIVE THE COLLECTION OF AN UNDERCHARGE OF \$520.70 ON A SHIPMENT OF CATTLE MADE BY THE PREY BROS.

Order issued April 5, 1923.

Decision No. 604.

APPLICATION NO. 245. COUNTY COMMISSIONERS OF YUMA COUNTY. APPLICATION FOR PERMISSION TO OPEN A PUBLIC HIGHWAY CROSSING OVER THE RIGHT-OF-WAY AND TRACK OF THE CHICAGO, BURLINGTON & QUINCY RAILROAD ON SECTION LINE BETWEEN SECTIONS 34 AND 35, TOWNSHIP 2 NORTH, RANGE 45 WEST OF THE 6TH PRINCIPAL MERIDIAN.

Order issued May 4, 1923, granting application.

Decision No. ———.

APPLICATION NO. 246. W. E. CARVER. APPLICATION TO OPERATE A PASSENGER STAGE LINE BETWEEN DENVER AND IDAHO SPRINGS AND INTERMEDIATE POINTS.

Application dismissed February 27, 1924.

Decision No. 602.

APPLICATION NO. 247. CITY AND COUNTY OF DENVER. APPLICATION TO ABANDON CROSSING OVER MAIN LINE TRACK OF THE UNION PACIFIC RAILROAD COMPANY AT A POINT 400 FEET WEST OF WHERE COLORADO BOULEVARD CROSSES SAID RAILROAD TRACK, BETWEEN 42ND AND 43RD AVENUES, AND TO ESTABLISH A GRADE CROSSING AT SAID INTERSECTION OF COLORADO BOULEVARD AND SAID MAIN LINE TRACK.

Order issued May 1, 1923, granting application.

Decision No. 677.

APPLICATION NO. 248. COLORADO MOTOR TRANSPORT. APPLICATION FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO OPERATE A PASSENGER MOTOR BUS LINE BETWEEN DENVER, BERGEN PARK, IDAHO SPRINGS, GEORGETOWN AND SILVER PLUME.

Order issued February 27, 1924, dismissing application.

Decision No. 694.

APPLICATION NO. 249. THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. APPLICATION FOR PERMISSION TO REMOVE SPUR TRACK 874 FEET IN LENGTH AT HAYWOOD, MILE POST 275, AND IN LIEU THEREOF INSTALL 2375 FEET SIDE TRACK AT TORRES, MILE POST 273.

Order issued May 3, 1924, dismissing application.

Decision No. 609.

APPLICATION NO. 250. THE COLORADO POWER COMPANY. APPLICATION FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO OPERATE IN THE TOWN OF ANTONITO.

Order issued May 26, 1923, granting application.

Decision No. 610.

APPLICATION NO. 251. THE COLORADO POWER COMPANY. APPLICATION FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO OPERATE IN THE TOWN OF MANASSA.

Order issued May 26, 1923, granting application.

Decision Nos. 650 and 651.

APPLICATION NO. 252. W. H. RHOADS (THE RHOADS TRUCK LINE). APPLICATION FOR A CERTIFICATE AUTHORIZING APPLICANT TO HAUL FREIGHT BY TRUCK TO AND FROM MONTROSE AND GRAND JUNCTION, INCLUDING THE TOWN OF OLATHE.

Order issued October 26, 1923, denying application.

APPLICATION FOR REHEARING.

Order issued November 30, 1923, dismissing application for rehearing.

Decision Nos. 650 and 651.

APPLICATION NO. 253. HENRY C. DAVIS, HARRY D. DAVIS (DAVIS BROS.). APPLICATION FOR CERTIFICATE UNDER SECTION 35 OF THE PUBLIC UTILITIES ACT, FOR THE OPERATION OF AN AUTOMOBILE TRUCK LINE BETWEEN GRAND JUNCTION AND BOWIE.

Order issued October 26, 1923, denying application.

APPLICATION FOR REHEARING.

Order issued November 30, 1923, dismissing application for rehearing.

Decision No. 612.

APPLICATION NO. 254. UNION PACIFIC RAILROAD COMPANY. APPLICATION FOR AN ORDER AUTHORIZING CONSTRUCTION OF THREE HIGHWAY CROSSINGS IN BOULDER COUNTY. (1) COUNTY ROAD NO. 1 IN THE SOUTH LIMITS OF VALMONT; (2) ON THE LINE BETWEEN SECTIONS 22 AND 27, TOWNSHIP 1-N, R. 70 W. COUNTY ROAD NO. 118; (3) ON THE LINE BETWEEN SEC-

TIONS 26 AND 27, TOWNSHIP 1-N, R. 70 W. NEAR CULBERTSON STATION, COUNTY ROAD NO. 118.

Order issued June 2, 1923, granting application.

Decision No. 656.

APPLICATION NO. 256. COUNTY COMMISSIONERS OF WELD COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF THE CHICAGO, BURLINGTON & QUINCY RAILROAD AT A POINT ON THE LINE RUNNING EAST AND WEST ALONG SECTIONS 16 AND 21 IN T. 1-N., R. 65, ACROSS THE RAILWAY IN WELD COUNTY.

Order issued November 6, 1923, granting application.

PETITION FILED SEPTEMBER 29, 1924, BY THE CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY TO RE-OPEN APPLICATIONS NOS. 256 AND 271.

Decision pending.

Decision No. 621.

APPLICATION NO. 257. JOHN J. MULLEN. APPLICATION FOR PERMISSION TO CONSTRUCT A LOCAL TELEPHONE SYSTEM IN THE COUNTRY SURROUNDING CONIFER.

Order issued June 28, 1923, dismissing application.

Decision No. —.

APPLICATION NO. 258. COUNTY COMMISSIONERS OF CONEJOS COUNTY. APPLICATION FOR OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACKS OF THE DENVER AND RIO GRANDE WESTERN RAILROAD AT A POINT NEAR CUMBRES STATION.

Application withdrawn September 7, 1923.

Decision Nos. 627 and 686.

APPLICATION NO. 259. COUNTY COMMISSIONERS OF CHAFFEE COUNTY. APPLICATION FOR OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF THE DENVER AND RIO GRANDE WESTERN RAILROAD AT A POINT 3155 FEET WEST OF MILE POST 217 ON THE NARROW GAUGE LINE.

Order issued July 23, 1923, granting application.

Supplemental order issued April 10, 1924, amending description in reference to legal sub-division in Decision No. 627.

Decision Nos. 748, 756 and 762.

APPLICATION NO. 260. CAMEL TRUCK LINE COMPANY. APPLICATION FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY FOR THE OPERATION OF A MOTOR TRUCK TRANSPORTATION SYSTEM BETWEEN PUEBLO AND HOLLY.

Order issued September 26, 1924, granting certificate between Pueblo and Rocky Ford and denying certificate between Rocky Ford and Holly.

APPLICATION FOR REHEARING FILED BY THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY.

Order issued October 6, 1924, denying rehearing.

APPLICATION FOR REHEARING FILED BY THE MISSOURI PACIFIC RAILROAD. ABSTRACT OF RECORD AND ASSIGNMENT OF ERRORS FILED IN SUPREME COURT NOVEMBER 8, 1924, THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY VS. THE PUBLIC UTILITIES COMMISSION, SUPREME COURT NO. 11127.

Order issued October 8, 1924, denying rehearing. Supreme Court decision pending.

Decision No. 629.

APPLICATION NO. 261. COLORADO STATE HIGHWAY DEPARTMENT. APPLICATION TO CHANGE LOCATION OF CROSSING ON THE LAKE CITY BRANCH OF THE DENVER AND RIO GRANDE WESTERN RAILROAD NEAR SAPINERO.

Order issued July 31, 1923, granting application.

Decision No. 631.

APPLICATION NO. 262. CUSTER COUNTY ELECTRIC COMPANY. APPLICATION FOR A CERTIFICATE OF CONVENIENCE AND NECESSITY FOR THE CONSTRUCTION OF ITS NEW ELECTRIC SYSTEM.

Order issued August 3, 1923, granting application.

Decision Nos. 628 and 635.

APPLICATION NO. 263. COUNTY COMMISSIONERS OF LOGAN COUNTY. APPLICATION FOR AN ORDER FOR THE CONSTRUCTION BY THE CHICAGO, BURLINGTON & QUINCY RAILROAD OF A RAILROAD CROSSING AT A POINT 0.5 MILES WEST OF GALIEN STATION.

Order issued July 31, 1923, granting application. Supplemental order issued August 21, 1923, correcting error in description of location.

Decision No. 700.

APPLICATION NO. 264. COUNTY COMMISSIONERS OF LOGAN COUNTY. APPLICATION FOR AN ORDER FOR THE CONSTRUCTION BY THE CHICAGO, BURLINGTON & QUINCY RAILROAD OF A RAILROAD CROSSING AT MILE POST 215 PLUS 710 FEET, ABOUT THREE MILES EAST OF GALIEN STATION.

Order issued May 17, 1924, granting application.

Decision No. 657.

APPLICATION NO. 265. COUNTY COMMISSIONERS OF CHEYENNE COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF THE UNION PACIFIC RAILROAD AT A POINT APPROXIMATELY 577 FEET WEST OF THE PRESENT CROSSING NEAR WILD HORSE DEPOT.

Order issued November 14, 1923, granting application.

Decision No. 658.

APPLICATION NO. 266. COUNTY COMMISSIONERS OF CHEYENNE COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF THE UNION PACIFIC RAILROAD AT A POINT ON SECTION LINE BETWEEN SECTIONS 5 AND 6, TOWNSHIP 14, RANGE 51.

Order issued November 14, 1923, granting application.

Decision No. 672.

APPLICATION NO. 267. CHARLIE COLLINS. APPLICATION FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO OPERATE AN AUTOMOBILE TRUCK CARRIER OF FREIGHT AND EXPRESS BETWEEN GRAND JUNCTION AND PALISADE, VIA CLIFTON.

Order issued January 29, 1924, granting application.

Decision No. 636.

APPLICATION NO. 268. R. J. BRYCE AND OTHERS, FOR THE CORTEZ LIGHT & POWER COMPANY. APPLICATION FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY FOR THE CONSTRUCTION OF AN ELECTRIC LIGHT AND POWER SYSTEM IN CORTEZ.

Order issued August 23, 1923, granting application.

Decision No. 637.

APPLICATION NO. 269. COUNTY COMMISSIONERS OF COSTILLA COUNTY. APPLICATION FOR OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF THE DENVER AND RIO GRANDE WESTERN RAILROAD AT A POINT ON SECTION LINE BETWEEN SECTIONS 16 AND 17, TOWNSHIP 30 SOUTH, RANGE 73 WEST.

Order issued August 24, 1923, granting application.

Decision Nos. 639½ and 687.

APPLICATION NO. 270. THE DENVER AND RIO GRANDE WESTERN RAILROAD SYSTEM. APPLICATION TO DISCONTINUE ON AND AFTER AUGUST 31, 1923, OPERATION OF ITS SUBURBAN SERVICE BETWEEN DENVER, FORT LOGAN AND LITTLETON.

Order issued August 30, 1923, denying application.

APPLICATION TO DISCONTINUE ON AND AFTER APRIL 15, 1924, THE OPERATION OF ITS SUBURBAN SERVICE BETWEEN DENVER, FORT LOGAN AND LITTLETON.

Order issued April 15, 1924, granting application.

Decision No. 656.

APPLICATION NO. 271. CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. APPLICATION FOR PERMISSION TO ABANDON THE PUBLIC AND PRIVATE RAILROAD CROSSINGS NOW IN EXISTENCE AND HERETOFORE AUTHORIZED IN APPLICATION NO. 38, DECISION NO. 255, DATED JUNE 13, 1919, AND TO ESTABLISH IN LIEU THEREOF A PUBLIC HIGHWAY CROSSING AT THE POINT WHERE THE MAIN LINE INTERSECTS THE SECTION LINE BETWEEN SECTIONS 20 AND 29, TOWNSHIP 1 NORTH, RANGE 65 WEST, 6TH P. M., PROVIDING THE CROSSING APPLIED FOR IN APPLICATION NO. 256 IS GRANTED.

Order issued November 6, 1923, denying application.

PETITION TO REOPEN ABOVE APPLICATION FILED BY THE CHICAGO, BURLINGTON & QUINCY RAILROAD, SEPTEMBER 29, 1924.

Pending.

Decision No. 673.

APPLICATION NO. 272. RAYMOND L. WEBBER. APPLICATION FOR CERTIFICATE OF PUBLIC CONVENIENCE

AND NECESSITY TO OPERATE A MOTOR TRUCK LINE FOR THE HAULING OF FREIGHT BETWEEN PALISADE AND GRAND JUNCTION.

Order issued February 8, 1924, granting certificate.

Decision No. 651.

APPLICATION NO. 273. GEORGE BLACK (THE DENVER MOTOR TRANSIT CO.). APPLICATION FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY FOR HAULING FREIGHT BETWEEN GREELEY AND DENVER AND INTERMEDIATE TERRITORY.

Order issued October 29, 1923, dismissing application.

Decision No. 652.

APPLICATION NO. 274. GEORGE BLACK (THE DENVER MOTOR TRANSIT CO.). APPLICATION FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY FOR HAULING FREIGHT BETWEEN PUEBLO AND DENVER AND ALL INTERMEDIATE TERRITORY.

Order issued October 29, 1923, dismissing application.

Decision No. 647.

APPLICATION NO. 275. CITY OF FORT COLLINS. APPLICATION FOR AN ORDER AUTHORIZING THE CITY OF FORT COLLINS TO DISCONTINUE A PORTION OF ITS STREET RAILWAY SYSTEM OPERATING OUTSIDE THE CITY LIMITS AND TO DISMANTLE SAME.

Order issued October 8, 1923, granting application.

Decision No. 746.

APPLICATION NO. 276. GAILON LEWIS (THE CONSOLIDATED TRUCK LINES). APPLICATION FOR A CERTIFICATE OF CONVENIENCE AND NECESSITY FOR HAULING FREIGHT AND MERCHANDISE BETWEEN DENVER AND FORT COLLINS AND INTERMEDIATE POINTS.

Order issued September 26, 1924, denying certificate.

Decision No. 746.

APPLICATION NO. 277. GAILON LEWIS (THE CONSOLIDATED TRUCK LINES). APPLICATION FOR A CERTIFICATE OF CONVENIENCE AND NECESSITY FOR HAULING FREIGHT AND MERCHANDISE BETWEEN DENVER AND AULT AND INTERMEDIATE POINTS.

Order issued September 26, 1924, denying certificate.

Decision No. 746.

APPLICATION NO. 278. GAILON LEWIS (THE CONSOLIDATED TRUCK LINES). APPLICATION FOR A CERTIFICATE OF CONVENIENCE AND NECESSITY FOR HAULING FREIGHT AND MERCHANDISE BETWEEN DENVER AND PUEBLO AND INTERMEDIATE POINTS.

Order issued September 26, 1924, denying certificate.

Decision No. 663.

APPLICATION NO. 279. COUNTY COMMISSIONERS OF ARAPAHOE COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF THE COLORADO AND SOUTHERN RAILWAY AT A POINT ON SECTION LINE BETWEEN SECTIONS 2 AND 11, TOWNSHIP 5 SOUTH, RANGE 67 WEST OF THE 6TH P. M.

Order issued January 8, 1924, granting application.

Decision No. 659.

APPLICATION NO. 280. THE COLORADO AND SOUTHERN RAILWAY COMPANY. APPLICATION TO CLOSE AGENCY STATION AT ALMA, COLORADO.

Order issued November 16, 1923, denying application.

Decision No. 669.

APPLICATION NO. 281. T. H. BEACOM AS RECEIVER FOR THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. APPLICATION FOR CERTIFICATE OF CONVENIENCE AND NECESSITY AUTHORIZING THE ABANDONMENT OF THE BLUE RIVER BRANCH.

Order issued January 25, 1924, granting certificate.

Decision No. 670.

APPLICATION NO. 282. T. H. BEACOM AS RECEIVER FOR THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. APPLICATION FOR CERTIFICATE OF CONVENIENCE AND NECESSITY AUTHORIZING THE ABANDONMENT OF THE CALUMET BRANCH.

Order issued January 25, 1924, granting certificate.

Decision No. 753.

APPLICATION NO. 283. A. J. JOHNSTON. APPLICATION FOR CERTIFICATE OF CONVENIENCE AND NECES-

SITY TO OPERATE A MOTOR TRUCK LINE FOR HAULING FREIGHT BETWEEN DENVER AND AULT, DENVER AND PUEBLO, DENVER AND ARRIBA.

Order issued September 29, 1924, denying application.

Decision No. 643.

APPLICATION NO. 284. THE DENVER AND RIO GRANDE WESTERN RAILROAD SYSTEM. APPLICATION FOR AN ORDER AUTHORIZING IT TO WAIVE THE COLLECTION OF AN UNDERCHARGE OF \$1,112.29 ON COAL SHIPMENTS.

Order issued September 29, 1923, granting application.

Decision No. 646.

APPLICATION NO. 285. UNION PACIFIC RAILROAD COMPANY. APPLICATION FOR APPROVAL IN CHANGE OF CROSSING PROTECTION NEAR WILD CAT STATION.

Order issued October 6, 1923, granting application.

Decision No. 668.

APPLICATION NO. 286. JAMES PEARSON. APPLICATION FOR CERTIFICATE OF CONVENIENCE AND NECESSITY TO CONDUCT AN AUTO STAGE LINE BETWEEN SILVERTON AND EUREKA, VIA HOWARDSVILLE.

Order issued January 17, 1924, granting certificate.

Decision No.——.

APPLICATION NO. 287. COMMUNITY CLUB OF RIFLE. APPLICATION FOR THE CONSTRUCTION OF A NEW DEPOT AT RIFLE.

Closed. Depot remodeled.

Decision No.——.

APPLICATION NO. 288. D. W. GREWELL AND D. C. STELSON (WESTERN TRANSPORTATION CO.). APPLICATION FOR CERTIFICATE OF CONVENIENCE AND NECESSITY TO OPERATE MOTOR TRUCK LINE FOR CARRYING OF PARCELS, PACKAGES AND FREIGHT BETWEEN DENVER AND TRINIDAD AND INTERMEDIATE TOWNS.

Closed. No appearance entered for applicants.

Decision Nos. 765 and 768.

APPLICATION NO. 289. DELMAR L. MILLER (AURORA TRUCK LINE). APPLICATION FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO OPERATE AND TRANSPORT BY AUTOMOBILE FREIGHT BETWEEN DENVER AND DEER TRAIL AND ALL INTERMEDIATE POINTS.

Order issued October 23, 1924, granting certificate.

APPLICATION FOR REHEARING FILED BY UNION PACIFIC RAILROAD COMPANY.

Order issued October 27, 1924, denying rehearing.

Decision No. —.

APPLICATION NO. 290. COUNTY COMMISSIONERS OF LOGAN COUNTY. APPLICATION FOR THE CONSTRUCTION BY THE UNION PACIFIC RAILROAD OF A CROSSING ACROSS THE MAIN LINE TRACK AND RIGHT-OF-WAY AT A POINT ON THE EAST LINE OF SECTION 6, TOWNSHIP 10 NORTH, RANGE 48, THREE MILES EAST OF CROOK AND FIVE MILES WEST OF RED LION STATIONS.

Closed. Application withdrawn.

Decision No. 675.

APPLICATION NO. 292. WARREN B. CHASE. APPLICATION FOR A CERTIFICATE OF CONVENIENCE AND NECESSITY FOR THE OPERATION OF AN AUTOMOBILE TRUCK LINE BETWEEN DENVER, PLATTEVILLE, GILCREST, PECKHAM, LA SALLE, GREELEY, EATON AND AULT; ALSO BETWEEN DENVER, LOVELAND, LONGMONT, BERTHOUD AND FORT COLLINS, FOR THE HAULING OF FREIGHT.

Order issued February 18, 1924, dismissing application.

Decision No. 698.

APPLICATION NO. 295. BRUCE WISWALL (THE GRAND LAKE TELEPHONE CO.). APPLICATION FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY FOR THE OPERATION OF A TELEPHONE SYSTEM IN GRAND LAKE AND VICINITY.

Order issued May 14, 1924, granting certificate.

Decision No. 655.

APPLICATION NO. 296. THE DENVER AND RIO GRANDE WESTERN RAILROAD SYSTEM. APPLICATION

FOR AN ORDER AUTHORIZING IT TO WAIVE THE COLLECTION OF AN UNDERCHARGE OF \$200.44 ON SHIPMENTS OF OLD RAILS AND TRACK MATERIAL.

Order issued November 7, 1923, granting application.

Decision No. 680.

APPLICATION NO. 297. COUNTY COMMISSIONERS OF HUERFANO COUNTY. APPLICATION FOR AN ORDER AUTHORIZING THEM TO CONSTRUCT PUBLIC ROAD CROSSING OVER THE COLORADO AND SOUTHERN RAILWAY NEAR MILE POST 167.

Order issued March 10, 1924, granting application.

Decision No. 676.

APPLICATION NO. 298. C. C. CHASE. APPLICATION FOR CERTIFICATE OF CONVENIENCE AND NECESSITY FOR THE OPERATION OF AN AUTOMOBILE TRUCK LINE TO CARRY FREIGHT BETWEEN KIOWA AND ELBERT AND BETWEEN KIOWA AND DENVER.

Order issued February 25, 1924, dismissing application.

Decision No. 662.

APPLICATION NO. 299. COLORADO STATE HIGHWAY DEPARTMENT. APPLICATION FOR OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF THE DENVER AND SALT LAKE RAILROAD NEAR MILE POST D-81.

Order issued January 4, 1924, granting application.

Decision No. 726.

APPLICATION NO. 306. THE PARADOX LAND AND TRANSPORT COMPANY. APPLICATION FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO OPERATE A PASSENGER BUS LINE BETWEEN FORT COLLINS AND WELLINGTON AND BETWEEN BOULDER AND DENVER.

Order issued July 11, 1924, denying right to operate between Denver and Boulder and granting right to operate between Fort Collins and Wellington.

Decision No. 685.

APPLICATION NO. 311. UNION PACIFIC RAILROAD COMPANY. APPLICATION FOR AUTHORITY TO ABOLISH HIGHWAY CROSSING NEAR MILE POST 13, BOULDER

BRANCH, AND TO RELOCATE SAID CROSSING ON SECTION LINE BETWEEN SECTIONS 7 AND 8, TOWNSHIP 1 NORTH, RANGE 68 WEST, 6TH P. M.

Order issued April 5, 1924, granting application.

Decision No. 679.

APPLICATION NO. 312. COUNTY COMMISSIONERS OF DELTA COUNTY. APPLICATION FOR OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF THE DENVER AND RIO GRANDE WESTERN RAILROAD AT A POINT NEAR CAMPBELL'S SWITCH.

Order issued March 10, 1924, granting application.

Decision No. 738.

APPLICATION NO. 313. OTIS WILKERSON. APPLICATION FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO OPERATE AN AUTOMOBILE STAGE BETWEEN COLORADO SPRINGS AND WOODLAND PARK.

Order issued August 23, 1924, dismissing application.

Decision No. 713.

APPLICATION NO. 315. WALTER B. ARNOLD. APPLICATION FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO OPERATE AN AUTOMOBILE PASSENGER AND EXPRESS LINE BETWEEN STEAMBOAT SPRINGS AND CRAIG.

Order issued June 13, 1924, dismissing application.

Decision No. ———.

APPLICATION NO. 316. THE LALOR-BLAIR TRANSPORTATION COMPANY. APPLICATION FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO OPERATE A FREIGHT AND PASSENGER SERVICE BY AUTOMOBILE BUSES FROM A POINT ON THE WYOMING LINE TO FORT COLLINS ON THE MAIN HIGHWAY FROM LARAMIE, WYOMING, TO FORT COLLINS, COLORADO.

Closed. Application withdrawn July 15, 1924.

Decision No. 731.

APPLICATION NO. 318. COUNTY COMMISSIONERS OF WELD COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF THE CHICAGO, BURLINGTON & QUINCY RAIL-

ROAD AT A POINT ON THE LINE RUNNING NORTH AND SOUTH ALONG THE LINE BETWEEN SECTIONS 29 AND 30, TOWNSHIP 2 NORTH, RANGE 64, ACROSS THE BURLINGTON RAILROAD.

Order issued July 28, 1924, granting application.

Decision No. 741.

APPLICATION NO. 319. CHARLES MAXDAY, SR., INC. APPLICATION FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO OPERATE LINES OF TRANSPORTATION FOR CARRYING PASSENGERS, PARCELS AND SMALL PACKAGES BETWEEN TRINIDAD AND WALSENBURG AND INTERMEDIATE POINTS.

Order issued August 26, 1924, granting certificate.

Decision No. 688.

APPLICATION NO. 321. THE SOUTHERN COLORADO POWER COMPANY. APPLICATION FOR PERMISSION TO DISCONTINUE STREET RAILWAY SERVICE AND REMOVE TRACKS ON SANTA FE AVENUE BETWEEN 10TH AND 15TH STREETS, PUEBLO.

Order issued April 15, 1924, granting application.

Decision No. 689.

APPLICATION NO. 322. COUNTY COMMISSIONERS OF HUERFANO COUNTY. APPLICATION FOR A PUBLIC HIGHWAY CROSSING OVER THE DENVER AND RIO GRANDE WESTERN TRACKS AT A POINT WHERE THE SECTION LINE BETWEEN SECTIONS 18 AND 19, TOWNSHIP 26 SOUTH, RANGE 65 WEST, CROSSES SAID TRACKS.

Order issued April 16, 1924, granting application.

Decision No. 711.

APPLICATION NO. 324. BRUCE WISWALL. APPLICATION FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO OPERATE MOTOR BUS LINE CARRYING PASSENGERS BETWEEN DENVER AND GRAND LAKE, NOT SERVING INTERMEDIATE POINTS.

Order issued June 11, 1924, dismissing application.

Decision No.—.

APPLICATION NO. 325. H. A. SCHOLTON. APPLICATION FOR OPENING OF A PUBLIC HIGHWAY OVER THE

RIGHT-OF-WAY AND TRACKS OF THE CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY AT A POINT AT THE NORTH CITY LIMITS OF COLORADO SPRINGS ON NEVADA AVENUE.

Closed November 21, 1924; application withdrawn.

Decision No. 735.

APPLICATION NO. 326. DOUD BROTHERS. APPLICATION FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO OPERATE AUTOMOBILE STAGE LINE BETWEEN SILVERTON, EUREKA AND GLADSTONE.

Order issued August 7, 1924, dismissing application.

Decision No. 744.

APPLICATION NO. 328. W. E. CARVER & SONS. (THE DENVER & STEAMBOAT SPRINGS STAGE CO.). APPLICATION FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO OPERATE PASSENGER MOTOR LINE BETWEEN STEAMBOAT SPRINGS AND HAMILTON AND INTERMEDIATE POINTS.

Order issued September 4, 1924, granting certificate.

Decision Nos. 742 and 752.

APPLICATION NO. 329. ROBERT A. ARNETT. APPLICATION FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO OPERATE AS COMMON CARRIER AUTOMOBILE STAGE CARRYING PASSENGERS, BAGGAGE, FREIGHT AND EXPRESS BETWEEN STEAMBOAT SPRINGS AND CRAIG.

Order issued August 26, 1924, granting certificate to carry baggage, freight and express but not passengers.

MOTION FOR REHEARING FILED BY APPLICANT.

Order issued September 26, 1924, denying rehearing.

Decision No. 749.

APPLICATION NO. 330. COUNTY COMMISSIONERS OF KIOWA COUNTY. APPLICATION FOR A PUBLIC GRADE CROSSING ACROSS THE MISSOURI PACIFIC RAILROAD AT A POINT WHERE THE RAILROAD CROSSES THE EAST SECTION LINE OF SECTION 36, TOWNSHIP 18 SOUTH, RANGE 52 WEST, 6TH P. M.

Order issued September 26, 1924, granting application.

Decision Nos. 714 and 755.

APPLICATION NO. 331. THE COLORADO AND SOUTHERN RAILWAY COMPANY. APPLICATION FOR AN ORDER AUTHORIZING THE DISCONTINUANCE OF REGULAR TRAIN SERVICE BETWEEN DENVER AND MORRISON.

Order issued June 13, 1924, granting discontinuance to October 1, 1924, being in conformity to agreement of parties in interest. Supplemental order issued October 1, 1924, removing suspension in order issued June 13, 1924.

Decision No. 728.

APPLICATION NO. 332. THE COLORADO AND SOUTHERN RAILWAY COMPANY. APPLICATION FOR AN ORDER AUTHORIZING THE CLOSING OF ITS AGENCY STATION AT DILLON.

Order issued July 23, 1924, dismissing application.

Decision No. 699.

APPLICATION NO. 333. THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. APPLICATION FOR AN ORDER AUTHORIZING IT TO WAIVE THE COLLECTION OF AN UNDERCHARGE OF \$77.70.

Order issued May 15, 1924, granting application.

Decision No. 723.

APPLICATION NO. 335. COUNTY COMMISSIONERS OF KIOWA COUNTY. APPLICATION FOR A PUBLIC GRADE CROSSING ACROSS THE MISSOURI PACIFIC RAILROAD AT A POINT WHERE THE RAILROAD CROSSES NEWMAN STREET, CHIVINGTON.

Order issued July 3, 1924, granting application.

Decision No. 702.

APPLICATION NO. 336. UNION PACIFIC SYSTEM. APPLICATION FOR AN ORDER AUTHORIZING IT TO WAIVE THE COLLECTION OF AN UNDERCHARGE OF \$55.00.

Order issued May 22, 1924, granting application.

Decision No. 703.

APPLICATION NO. 337. THE DENVER AND RIO GRANDE WESTERN RAILROAD SYSTEM AND THE COLORADO AND SOUTHERN RAILWAY COMPANY. APPLICA-

TION FOR AN ORDER AUTHORIZING THEM TO WAIVE THE COLLECTION OF UNDERCHARGES OF \$74.29 AND \$46.14.

Order issued May 22, 1924, granting application.

Decision No. 732.

APPLICATION NO. 338. COUNTY COMMISSIONERS OF KIT CARSON COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF THE CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY AT A POINT ABOUT 320 FEET EAST OF MILE POST 459.

Order issued July 28, 1924, granting application.

Decision No. 719.

APPLICATION NO. 340. COUNTY COMMISSIONERS OF WASHINGTON COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF THE CHICAGO, BURLINGTON & QUINCY RAILROAD AT A POINT BETWEEN SECTIONS 2 AND 3, TOWNSHIP 2 NORTH, RANGE 53 WEST, 6TH P. M.

Order issued June 17, 1924, granting application.

Decision No. 740.

APPLICATION NO. 341. THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY. APPLICATION FOR AN ORDER AUTHORIZING IT TO CLOSE ITS AGENCY STATION AT EARL.

Order issued August 26, 1924, denying application.

Decision No. 705.

APPLICATION NO. 344. M. E. RUMBURG (M. E. RUMBURG TELEPHONE EXCHANGE). APPLICATION TO ABANDON AND CEASE TO OPERATE HIS ONLY TELEPHONE LINE BETWEEN SAWPIT AND PLACERVILLE.

Order issued June 6, 1924, granting application.

Decision No. 757.

APPLICATION NO. 345. SANFORD D. BUSTER, CHAIRMAN, BOULDER COUNTY COMMISSIONERS. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND TRACK OF THE CHICAGO, BURLINGTON & QUINCY RAILROAD AT A POINT 95 FEET

EAST AND 11 FEET SOUTH OF THE EAST QUARTER CORNER SECTION 4, TOWNSHIP 2 NORTH, RANGE 69 WEST.

Order issued October 7, 1924, granting application.

Decision No. —.

APPLICATION NO. 346. WILLIAM STUTZ. APPLICATION FOR A STATION AGENT AT BETHUNE ON THE CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY.

Closed July 9, 1924; action taken by railroad satisfactory.

Decision No. 710.

APPLICATION NO. 348. THE COLORADO SPRINGS & INTERURBAN RAILWAY COMPANY. APPLICATION FOR AUTHORITY TO CHANGE ITS EXISTING TARIFF, SCHEDULE, RATES, FARES AND CHARGES.

Order issued June 11, 1924, granting application.

Decision No. 717.

APPLICATION NO. 349. THE COLORADO AND SOUTHERN RAILWAY COMPANY. APPLICATION FOR AN ORDER AUTHORIZING THEM TO MAKE REFUND OF \$117.00 OVERCHARGES.

Order issued June 9, 1924, granting application.

Decision No. 716.

APPLICATION NO. 350. CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. APPLICATION FOR AN ORDER AUTHORIZING THEM TO MAKE REFUND OF \$7.82 OVERCHARGES.

Order issued June 9, 1924, granting application.

Decision No. 715.

APPLICATION NO. 351. THE DENVER AND RIO GRANDE WESTERN RAILROAD SYSTEM. APPLICATION FOR AN ORDER AUTHORIZING THEM TO WAIVE COLLECTION OF UNDERCHARGES OF \$35.89.

Order issued June 10, 1924, granting application.

Decision No. 775.

APPLICATION NO. 352. COUNTY COMMISSIONERS OF CHAFFEE COUNTY. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY OVER THE RIGHT-OF-WAY AND

TRACK OF THE DENVER AND RIO GRANDE WESTERN RAILROAD AT A POINT APPROXIMATELY 3063 FEET NORTHERLY FROM MILE POST 237.

Order issued November 8, 1924, granting application.

Decision No. 718.

APPLICATION NO. 353. T. H. BEACOM, RECEIVER, THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. APPLICATION FOR LEAVE TO TAKE UP AND REMOVE THE OLD LINE OF THE DENVER AND RIO GRANDE WESTERN RAILROAD FROM LASCAR TO LARIMER.

Order issued June 16, 1924, granting application.

Decision No. 720.

APPLICATION NO. 354. THE COLORADO AND SOUTHERN RAILWAY COMPANY. APPLICATION TO REMOVE RAILS UPON ITS GREY CREEK BRANCH LINE.

Order issued June 19, 1924, granting application.

Decision No. 750.

APPLICATION NO. 355. DAN C. STRAIGHT, COUNTY COMMISSIONERS OF WELD COUNTY. APPLICATION FOR THE OPENING OF THE PUBLIC HIGHWAY CROSSING OVER THE RIGHT-OF-WAY AND TRACKS OF THE UNION PACIFIC RAILROAD NEAR DECKER STATION.

Order issued September 26, 1924, granting application.

Decision No. 725.

APPLICATION NO. 356. A. G. DANA. APPLICATION FOR CERTIFICATE OF CONVENIENCE AND NECESSITY TO CONSTRUCT OIL PIPE LINE FROM HAMILTON WELL TO CRAIG.

Order issued July 10, 1924, granting application.

Decision No. 721.

APPLICATION NO. 358. THE MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY. APPLICATION TO INCREASE ITS RATES AT AGUILAR.

Order issued June 30, 1924, granting application.

Decision No. 724.

APPLICATION NO. 360. THE AGUILAR LIGHT & POWER COMPANY. APPLICATION FOR CERTIFICATE OF

CONVENIENCE AND NECESSITY TO EXERCISE THE RIGHTS AND PRIVILEGES GRANTED BY THE BOARD OF TRUSTEES OF AGUILAR.

Order issued July 10, 1924, granting application.

Decision No. 751.

APPLICATION NO. 361. COUNTY COMMISSIONERS OF ARAPAHOE COUNTY. APPLICATION FOR THE ESTABLISHMENT OF A HIGHWAY CROSSING OVER THE UNION PACIFIC RAILROAD ON SECTION LINE ONE MILE WEST OF BYERS.

Order issued September 26, 1924, granting application.

Decision No. 730.

APPLICATION NO. 362. THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. APPLICATION FOR AN ORDER AUTHORIZING IT TO WAIVE THE COLLECTION OF AN UNDERCHARGE OF \$28.00.

Order issued July 26, 1924, granting application.

Decision No. 739.

APPLICATION NO. 365. UNION PACIFIC RAILROAD COMPANY. APPLICATION FOR APPROVAL OF THE LOCATION OF STATIONS ON PROPOSED EXTENSION OF THE FORT COLLINS BRANCH.

Order issued August 21, 1924, granting application.

Decision Nos. 737, 743 and 761.

APPLICATION NO. 368. T. H. BEACON, RECEIVER, THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. APPLICATION FOR LEAVE TO TAKE UP AND REMOVE APPROXIMATELY THREE MILES OF TRACK FROM LEADVILLE TO LEADVILLE JUNCTION.

Order issued August 22, 1924, granting application.

PROTEST AND OBJECTION MADE BY THE LEADVILLE CHAMBER OF COMMERCE, ET AL., AUGUST 27, 1924. INVESTIGATION AND HEARING SET BY THE COMMISSION TO BE HELD AT LEADVILLE, SEPTEMBER 18, 1924.

Order issued August 28, 1924, rescinding Order of August 22, 1924.

Order issued October 9, 1924, denying the application.

Decision No. 759.

APPLICATION NO. 369. THE COLORADO AND SOUTHERN RAILWAY COMPANY. APPLICATION FOR AN ORDER AUTHORIZING THE DISCONTINUANCE OF PASSENGER TRAINS NUMBERS 22 AND 23 BETWEEN GREELEY AND FORT COLLINS.

Order issued October 8, 1924, dismissing application.

Decision No. 745.

APPLICATION NO. 371. CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. APPLICATION FOR AUTHORITY TO DISCONTINUE PASSENGER TRAIN SERVICE BETWEEN LAFAYETTE AND DENVER AND IN LIEU THEREOF ESTABLISH SERVICE FROM LYONS TO DENVER TO CONNECT WITH ELECTRIC TRAINS AT LOUISVILLE TO AND FROM DENVER.

Order issued September 12, 1924, granting application.

Decision No. 766.

APPLICATION NO. 372. THE PRAIRIE OIL AND GAS COMPANY. APPLICATION FOR CERTIFICATE OF CONVENIENCE AND NECESSITY AUTHORIZING THE CONSTRUCTION OF AN OIL PIPE LINE FROM CRAIG, COLORADO, TO PARCO, WYOMING.

Order issued October 22, 1924, granting application.

Decision No. 763.

APPLICATION NO. 375. UNION PACIFIC RAILROAD COMPANY. APPLICATION FOR PERMISSION TO DISCONTINUE COLLEGE SPUR TRACK LOCATED AT MILE POST 636.65, DENVER SUB-DIVISION, AND TO LOCATE A SPUR TRACK SEVEN-TENTHS OF A MILE EAST THEREOF.

Order issued October 15, 1924, granting application.

Decision No. 774.

APPLICATION NO. 376. COLORADO STATE HIGHWAY DEPARTMENT. APPLICATION FOR THE OPENING OF A PUBLIC HIGHWAY CROSSING OVER THE RIGHT-OF-WAY AND TRACK OF THE DENVER AND RIO GRANDE WESTERN RAILROAD AT A POINT ABOUT 570 FEET FROM SWITCH ON THE SMELTER SPUR NORTH OF SALIDA.

Order issued November 8, 1924, granting application.

Decision No. 776.

APPLICATION NO. 381. THE GREAT WESTERN RAILWAY COMPANY. APPLICATION FOR APPROVAL OF THE DISCONTINUANCE OF PASSENGER MOTOR CAR SERVICE BETWEEN EATON AND OFFICER JUNCTION AND FOR SUBSTITUTE OF SERVICE.

Order issued November 29, 1924, granting application.

Decision No. 771.

APPLICATION NO. 387. THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. APPLICATION FOR AN ORDER AUTHORIZING IT TO WAIVE THE COLLECTION OF AN UNDERCHARGE OF \$4.93.

Order issued November 6, 1924, granting application.

Decision No. 772.

APPLICATION NO. 388. THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. APPLICATION FOR AN ORDER AUTHORIZING IT TO WAIVE THE COLLECTION OF AN UNDERCHARGE OF \$34.85.

Order issued November 6, 1924, granting application.

Decision No. 773.

APPLICATION NO. 389. THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY AND THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. APPLICATION FOR AN ORDER AUTHORIZING THEM TO WAIVE THE COLLECTION OF AN UNDERCHARGE OF \$1,798.76.

Order issued November 6, 1924, granting application.

INVESTIGATION AND SUSPENSION CASES DISPOSED OF FROM DECEMBER 1, 1922, TO DECEMBER 1, 1924.

Decision No. 585.

I. AND S. NO. 53. THE COLORADO POWER COMPANY. IN RE ADVANCE IN CHARGES GOVERNING LINE EXTENSIONS BY THE COLORADO POWER CO.

Order issued December 29, 1922, dismissing case. Schedules embodying advances withdrawn.

Decision No. 708.

I. AND S. NO. 54. THE SUMMIT COUNTY POWER CO. IN RE ADVANCE IN RATES FOR POWER SERVICE OF THE SUMMIT COUNTY POWER CO.

Order issued June 10, 1924, dismissing case. Schedules embodying advances permanently suspended.

INFORMAL COMPLAINTS

Filed and Disposed of from December 1, 1922, to December 1, 1924

Case No. 1286.

December 2, 1922.

D. E. McINTOSH, HOOPER, VS. THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. CAR DISCRIMINATION AT HOOPER FOR POTATO AND HAY LOADING.

Railroad advises no discrimination shown against Hooper. Shortage of cars due to lack of narrow gauge motive power.

Case No. 1287.

December 8, 1922.

G. A. JENKINS, ANTONITO, VS. THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. CAR SERVICE FOR HAY LOADING.

Shortage of motive power. Cars for hay loading to be given preference.

Case No. 1288.

December 9, 1922.

M. L. STEWARD, DURANGO, VS. THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. CAR DISCRIMINATION FOR CATTLE LOADING.

Railroad advises no discrimination shown. Car shortage due to weather conditions and lack of motive power.

Case No. 1289.

December 13, 1922.

C. E. ESTERNACHT, GENOA, VS. THE CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY COMPANY. DISCRIMINATION OF CARS FOR GRAIN LOADING AT GENOA.

Railroad advises instructions issued to agents at Genoa to make equitable division of all cars between all shippers.

Case No. 1290. December 18, 1922.

DEWITT & HINMAN, GLENWOOD SPRINGS, VS. GLENWOOD LIGHT & WATER CO. DISCRIMINATION IN LIGHT FURNISHED MOTION PICTURE HOUSES.

Adjusted satisfactorily. Motor generator installed.

Case No. 1291. December 20, 1922.

THE STRATTON EQUITY EXCHANGE COMPANY, STRATTON, VS. THE CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY COMPANY. DISCRIMINATION IN THE DISTRIBUTION OF CARS.

Matter investigated. Records show equal distribution.

Case No. 1292. December 14, 1922.

THE DURANGO EXCHANGE, DURANGO, VS. THE RIO GRANDE SOUTHERN RAILWAY COMPANY. CURTAILMENT OF SERVICE BY TAKING OFF PASSENGER COACH.

Extra coach put on train between Durango and Dolores.

Case No. 1293. December 16, 1922.

MRS. MARY JAKINS, PERINS, VS. THE CALUMET FUEL CO. REFUSAL OF ELECTRIC AND WATER SERVICE.

No jurisdiction.

Case No. 1294. December 20, 1922.

B. W. STILES, DENVER, VS. MOUNTAIN STATES TEL. AND TEL. CO. IN RE RESPONSIBILITY FOR TELEPHONE BILL OF MOTOR IMPLEMENT CO.

Matter investigated and adjustment made.

Case No. 1295. January 2, 1923.

MONTROSE COUNTY HIGH SCHOOL, OLATHIE, VS. WESTERN COLORADO POWER CO. IN RE FURNISHING ELECTRIC SERVICE.

Installation of electric service in accordance with rules and regulations.

Case No. 1296. December 29, 1922.

R. L. BURGNER, LOVELAND, VS. WESTERN LIGHT & POWER CO. IN RE FURNISHING ELECTRIC SERVICE.

Installation of electric service in accordance with rules and regulations.

Case No. 1297. January 6, 1923.

MONTEZUMA NATIONAL BANK, CORTEZ, AND THE FIRST NATIONAL BANK, MANCOS, VS. THE RIO GRANDE SOUTHERN RAILWAY COMPANY. PETITION FOR STOCK CARS.

Car shortage due to weather conditions and lack of narrow gauge motive power.

Case No. 1298. January 10, 1923.

C. C. McCUNE, HAXTUN, VS. MUNICIPAL ELECTRIC LIGHT PLANT. ALLEGED UNREASONABLE ELECTRIC RANGE RATE.

Advised to consult town council and request suitable rates be filed.

Case No. 1299. January 15, 1923.

WESTERN ZINK OXIDE CO., LEADVILLE. REQUEST TO HAVE ELECTRIC METERS TESTED.

Test made by Commission. Meters found correct.

Case No. 1300. January 4, 1923.

R. G. GOOD, RICO, VS. SYNDICATE MINING & MILLING CO. IN RE METERS AND MINIMUM RATE CHARGES.

Matter adjusted.

Case No. 1301. January 17, 1923.

STARK BROTHERS, ST. ELMO, VS. MOUNTAIN STATES TEL. AND TEL. CO. PROTEST AGAINST CONTEMPLATED DISCONTINUANCE OF TELEPHONE SERVICE BETWEEN ST. ELMO AND BUENA VISTA.

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Case No. 1302. January 18, 1923.

VONA JOES TELEPHONE CO. VS. SEIBERT CO-OPERATIVE TELEPHONE CO. ALLEGES ENCROACHMENT OF TERRITORY AT VONA.

Matter adjusted.

Case No. 1303. February 16, 1923.

O. A. CUNNINGHAM, DEL NORTE, VS. THE DENVER AND RIO GRANDE WESTERN RAILROAD CO. IN RE IMPROPER HANDLING OF BUSINESS INTO AND OUT OF DEL NORTE.

Railroad advises daily freight service inaugurated.

Case No. 1304. February 17, 1923.

HENRY E. JOHNSON, HASWELL, VS. AMERICAN RAILWAY EXPRESS CO. LOSS OF CHICKENS SHIPPED FROM MEAD, NEBRASKA, TO HASWELL, COLORADO.

No jurisdiction. Interstate shipment.

Case No. 1305. February 23, 1923.

A. B. WILLIAMS, DENVER, VS. MOUNTAIN STATES TEL. AND TEL. CO. OVERCHARGE PUBLISHING NAME IN DIRECTORY.

Matter adjusted satisfactorily.

Case No. 1306. March 6, 1923.

CANON CITY CHAMBER OF COMMERCE, ET AL., VS. AMERICAN RAILWAY EXPRESS CO. ALLEGED UNREASONABLE EXPRESS RATES CANON CITY TO DENVER, TRINIDAD AND POINTS IN SAN LUIS VALLEY.

Express Company refuses to lower rates. Complainants advised, formal hearing if desired.

Case No. 1307. February 26, 1923.

COMMUNITY CLUB, Q. HUTTON, RIFLE, VS. THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. INADEQUATE STATION AND STOCK YARD FACILITIES AT RIFLE.

Railroad advises improvements will be included in 1924 budget. Complainants advised, formal hearing if desired.

Case No. 1308. March 12, 1923.

MRS. J. L. HINTON, DENVER, VS. MOUNTAIN STATES TEL. AND TEL. CO. INSTALLATION OF TELEPHONE SERVICE.

Company advises service will be installed at cost of construction.

Case No. 1309. March 15, 1923.

LAMAR BOOK AND STATIONERY CO., LAMAR, VS. MOUNTAIN STATES TEL. AND TEL. CO. ALLEGED OVERCHARGE FOR REMOVING PHONE.

Regular rate on file charged.

Case No. 1310. March 15, 1923.

BURLINGTON FUEL CO., ET AL., CRIPPLE CREEK, VS. THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COM-

PANY, THE COLORADO AND SOUTHERN RAILWAY COMPANY, THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY AND THE MIDLAND TERMINAL RAILWAY CO. UNREASONABLE RATE ON COAL, WALSENBURG TO CRIPPLE CREEK DISTRICT.

New tariff filed by carriers involved. Complainant advised, formal hearing necessary if not satisfactory.

Case No. 1311.

March 4, 1923.

CLEAR CREEK LIVESTOCK ASSN., IDAHO SPRINGS, VS. THE COLORADO AND SOUTHERN RAILWAY COMPANY. PETITION FOR NEW LOADING CHUTE AT IDAHO SPRINGS.

Matter adjusted satisfactorily.

Case No. 1312.

March 20, 1923.

VONA COMMERCIAL CLUB, VONA, VS. THE CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY CO. INADEQUATE STOCKYARDS FACILITIES.

Railroad advises improvements will be made.

Case No. 1313.

March 27, 1923.

P. CASIAS, DEL NORTE, VS. MUNICIPAL ELECTRIC LIGHT PLANT. PETITION FOR ELECTRIC LIGHT SERVICE.

Complainant advised owing to distance involved, free extension of line not warranted.

Case No. 1314.

March 26, 1923.

SENATOR J. F. COSS, WALSENBURG, VS. TRINIDAD ELECTRIC TRANS. RAILWAY & GAS CO. ALLEGED UNREASONABLE RATE ON ELECTRIC CURRENT AT WALSENBURG.

Matter investigated. Company advises new meter will be installed.

Case No. 1315.

April 4, 1923.

L. H. WILLIS, EVERGREEN, VS. EVERGREEN PUBLIC SERVICE CO. ALLEGED UNREASONABLE ELECTRIC BILL AND THREAT TO DISCONNECT FOR NON-PAYMENT OF BILL.

Matter adjusted satisfactorily.

Case No. 1316. April 10, 1923.

M. E. BAGGS, ET AL., FIRST VIEW, VS. UNION PACIFIC RAILROAD CO. PETITION FOR A DEPOT AT FIRST VIEW.

Railroad advises business at First View not sufficient to warrant depot. Complainant advised to file formal petition if desired to proceed further.

Case No. 1317. April 16, 1923.

CHAMBER OF COMMERCE, TRINIDAD, VS. COLORADO & SOUTHERN RAILWAY CO. PETITION FOR NEW DEPOT.

Transferred to Formal Case No. 268.

Case No. 1318. April 17, 1923.

JOHN F. HANSON, COLORADO SPRINGS, VS. COLORADO SPRINGS LIGHT, HEAT & POWER CO. COMPLAINT AGAINST FIVE DOLLAR DEPOSIT GUARANTEE CHARGE.

Company advises will waive the five dollar charge.

Case No. 1319. April 27, 1923.

MRS. E. M. WHITE, EDGEWATER, VS. DENVER GAS & ELECTRIC LIGHT CO. COMPLAINT AGAINST SERVICE CONNECTION CHARGE.

Company advises will waive charge if five customers will take service.

Case No. 1320. April 27, 1923.

CITIZENS OF CANON CITY VS. AMERICAN RAILWAY EXPRESS CO. INADEQUACY OF PICK-UP SERVICE.

Company advises present service is adequate. Complainants advised to file formal application if further action is desired.

Case No. 1321. April 24, 1923.

PALISADE COAL & SUPPLY CO., PALISADE, VS. THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. ALLEGED DISCRIMINATORY RATES ON COAL FROM SOUTH CANON TO ASPEN.

Railroad advises satisfactory adjustment will be made.

Case No. 1322. April 3, 1923.

C. A. DAILEY, LONGMONT, VS. UNION PACIFIC RAIL-

ROAD COMPANY. PETITION FOR SIDE TRACK BETWEEN HARNEY AND GOWANDA STATIONS.

Railroad advises present conditions do not warrant expense of installing siding.

Case No. 1323.

March 13, 1923.

WM. GABRIEL, FIRESTONE, VS. FIRESTONE MUNICIPAL WATER PLANT. PROTEST AGAINST RAISE IN WATER RENT.

Matter adjusted. Protest withdrawn.

Case No. 1324.

April 30, 1923.

CITIZENS OF RUGBY, ET AL., VS. COLORADO AND SOUTHERN RAILWAY COMPANY. PROTEST AGAINST PROPOSED NEW TRAIN SCHEDULE.

New train schedule allowed to become effective.

Case No. 1325.

May 2, 1923.

JOHN DUNCAN, ET AL., HOLLY, VS. THE ATCHISON, TOPEKA AND SANTA FE RAILWAY CO. PROTEST AGAINST ANY CHANGE OF TIME IN PASSENGER SERVICE ON THE HOLLY-SWINK BRANCH.

Railroad advises no change proposed in passenger service.

Case No. 1326.

May 15, 1923.

C. C. CHAPIN, STERLING, VS. CHICAGO, BURLINGTON & QUINCY RAILROAD AND UNION PACIFIC RAILROAD COMPANIES. COMPLAINT ABOUT CONDITIONS AT JOINT PASSENGER STATION AT STERLING.

Matter adjusted satisfactorily.

Case No. 1327.

May 12, 1923.

H. K. BROOKS, ET AL., EDWARDS, VS. THE DENVER AND RIO GRANDE WESTERN RAILROAD CO. PHONE SERVICE FROM EDWARDS TO AVON.

Railroad advises it will continue telephone service.

Case No. 1328.

May 18, 1923.

L. A. STURDEVANT, ET AL., BETHUNE, VS. THE CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY CO. PETITION FOR AGENT AT BETHUNE STATION.

Railroad advises business does not warrant installation of agent at this time.

Case No. 1329.

May 23, 1923.

C. McBEARTH, MAYOR, ECKLEY, VS. ECKLEY HAPPY-VILLE TELEPHONE CO. COMPLAINT AGAINST NEWLY INSTALLED SUNDAY TELEPHONE SERVICE.

Company advised to restore and continue former service until further notice.

Case No. 1330.

May 26, 1923.

CITIZENS OF MINERAL COUNTY, ET AL., VS. THE DENVER AND RIO GRANDE WESTERN RAILROAD CO. PETITION TO RE-ESTABLISH AGENCY AT WAGON WHEEL GAP STATION.

Matter adjusted satisfactorily. Agent installed.

Case No. 1331.

June 4, 1923.

J. C. COULSON FRUIT & PROD. CO., TRINIDAD, VS. AMERICAN RAILWAY EXPRESS CO. LACK OF SERVICE AT TRINIDAD.

Matter adjusted satisfactorily.

Case No. 1332.

June 8, 1923.

ROY L. SNYDER, TRINIDAD, VS. TRINIDAD ELEC. TRANS. RAILWAY & GAS CO. RE CHARGES FOR GAS SERVICES.

Complainant advised no cause for reparation.

Case No. 1333.

June 14, 1923.

J. C. COULSON FRUIT & PRODUCE CO., TRINIDAD, VS. COLORADO AND SOUTHERN RAILWAY CO. RE CHARGES ON FREIGHT.

Matter adjusted satisfactorily.

Case No. 1334.

June 19, 1923.

PAWNEE FARMER ELEVATOR & SUPPLY CO., NEW RAYMER, VS. CHICAGO, BURLINGTON & QUINCY RAILROAD CO. PETITION FOR SHEDS IN STOCKYARDS.

Railroad advises business transacted does not warrant expenditure for sheds.

Case No. 1335.

June 26, 1923.

J. MUSICK, AURORA, VS. SUBURBAN LIGHT & POWER CO. RESIDENCE EXTENSION IN AURORA.

Cost of extension found reasonable.

Case No. 1336.

May 9, 1923.

C. R. MONSON, STEAMBOAT SPRINGS, VS. THE DENVER AND SALT LAKE RAILROAD COMPANY. FENCING RIGHT-OF-WAY.

Method of procedure outlined.

Case No. 1337.

June 29, 1923.

MRS. ELLA WARSHAUER, ANTONITO, VS. MOUNTAIN STATES TEL. AND TEL. CO. IN RE CHARGES FOR TELEPHONE EQUIPMENT.

Credit due complainant to be settled by company. Service to be continued.

Case No. 1338.

July 2, 1923.

M. P. CAPP, BUENA VISTA, VS. THE DENVER AND RIO GRANDE WESTERN RAILROAD CO. DISCRIMINATION IN FREIGHT RATES ON COAL.

Railroad advises no discrimination; rates reasonable.

Case No. 1339.

July 17, 1923.

GILPIN COUNTY MINING ASSN., ET AL., VS. THE COLORADO AND SOUTHERN RAILWAY CO. INADEQUATE SERVICE ON THE CENTRAL CITY BRANCH.

Railroad advises better service will be given.

Case No. 1340.

July 19, 1923.

O. F. CLEMENS, CROOK, VS. MUNICIPAL ELECTRIC PLANT. DISCRIMINATION SHOWN IN LIGHT CHARGES.

Meters not provided all consumers pending new type of equipment.

Case No. 1341.

July 23, 1923.

ERNEST J. ADAMS, COLORADO SPRINGS, VS. MIDLAND TERMINAL RAILWAY AND THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. PETITION FOR GRADE CROSSING.

No jurisdiction, private crossing.

Case No. 1342.

July 28, 1923.

J. BALD & CO., FLORENCE, VS. ARKANSAS VALLEY ELECTRIC CO. ALLEGED UNREASONABLE POWER RATES.

New rate schedule filed, power rate reduced.

Case No. 1343.

August 3, 1923.

P. R. KEISER, CRAIG, VS. CRAIG MUNICIPAL WATER PLANT. ALLEGED UNREASONABLE CHARGE FOR WATER IN ODD FELLOWS HALL.

New schedule of water rates to be filed by the town.

Case No. 1344.

July 7, 1923.

PEOPLES INDEPENDENT TELEPHONE CO., BRISTOL, VS. LAMAR MUNICIPAL LIGHT PLANT. INDUCTIVE INTERFERENCE.

Matter adjusted satisfactorily.

Case No. 1345.

August 8, 1923.

ROSS H. COMLY, LOVELAND, VS. UNION PACIFIC RAILROAD AND COLORADO AND SOUTHERN RAILWAY COMPANIES. PETITION FOR JOINT RATE ON COAL, COALMONT TO LOVELAND.

New lower rates to be effective October 6, 1923.

Case No. 1346.

August 21, 1923.

A. J. PORTER, EDGEWATER, VS. DENVER GAS & ELECTRIC LIGHT CO. REQUEST TO REMOVE POLE.

Company advises it will attempt to adjust the matter in a satisfactory manner to complainant.

Case No. 1347.

August 13, 1923.

J. PALLAS, COLORADO SPRINGS, VS. BROOKSIDE WATER CO. APPLICATION FOR WATER CONNECTION.

Matter investigated. Under the rules on file consumer must pay connection charge.

Case No. 1348.

August 8, 1923.

THE SEIBERT SETTLER, SEIBERT, VS. MUNICIPAL ELECTRIC LIGHT PLANT. INTERRUPTION OF SERVICE.

Interruption unavoidable, due to electrical storm.

Case No. 1349.

August 9, 1923.

A. J. PHILBROCK, DENVER, VS. COLORADO POWER CO. PROTEST AGAINST RAISE IN ELECTRIC LIGHT RATES.

Matter adjusted. New contract signed.

Case No. 1350.

August 6, 1923.

BOULDER TUNGSTEN PRODUCTION CO. VS. COLORADO POWER CO. PROTEST AGAINST ADVANCE CHARGE OF \$500.00 FOR POWER SERVICE.

Matter adjusted satisfactorily.

Case No. 1351.

August 20, 1923.

F. WITZEL MOSCA VS. THE DENVER AND RIO GRANDE WESTERN RAILROAD CO. REQUEST FOR CATTLE GUARDS.

Matter adjusted. Cattle guards installed.

Case No. 1352.

August 27, 1923.

PUBLIC UTILITIES COMMISSION VS. LAMAR MUNICIPAL LIGHT PLANT. THREE HAZARDOUS CROSSINGS OF POWER LINE OVER THE INDEPENDENT TELEPHONE CO.'S LINE NEAR BRISTOL.

Crossings corrected.

Case No. 1353.

August 27, 1923.

J. A. DOHERTY, TRINCHERA, VS. MOUNTAIN STATES TEL. AND TEL. CO. REMOVAL OF LONG DISTANCE SERVICE FROM TRINCHERA.

Company advises is willing to reopen toll station if agent can be procured.

Case No. 1354.

August 27, 1923.

O. F. CLARK, ALDER, VS. THE DENVER AND RIO GRANDE WESTERN RAILROAD CO. LOSS OF RAILROAD TIES IN TRANSIT.

No jurisdiction. Damage claim.

Case No. 1355.

August 13, 1923.

CITIZENS OF DEL NORTE VS. THE DENVER AND RIO

GRANDE WESTERN RAILROAD COMPANY. COMPLAINT
AGAINST WITHDRAWAL OF AGENT'S HELPER.

Complaint withdrawn.

Case No. 1356.

August 28, 1923.

DR. E. McINTOSH, HOOPER, VS. THE DENVER AND
RIO GRANDE WESTERN RAILROAD CO. REQUEST TO
HAVE PASSENGER TRAINS HAUL POTATO SHIPMENTS.

Matter adjusted satisfactorily. Request granted.

Case No. 1357.

September 1, 1923.

B. G. D. BISHOFF, VIRGINIA DALE, VS. MOUNTAIN
STATES TEL. AND TEL. CO. COMPLICATIONS OVER TOLL
CHARGES THROUGH CONNECTIONS WITH VIRGINIA
DALE MUTUAL TELEPHONE LINE.

Mountain States Tel. and Tel. Co. instructed to administer
service in accordance with their regular schedules on file.

Case No. 1358.

September 9, 1923.

M. T. HARNED, WELLINGTON, VS. MOUNTAIN STATES
TEL. AND TEL. CO. REQUEST FOR RESIDENCE RATES AT
FORMER STORE LOCATION.

Company advises residence service rates will be granted.

Case No. 1359.

September 21, 1923.

BOYLE COMMISSION CO., MONTE VISTA, VS. THE
DENVER AND RIO GRANDE WESTERN RAILROAD CO.
REQUEST TO INVESTIGATE REFUSAL TO BILL POTATO
SHIPMENTS AFTER FIVE O'CLOCK P. M.

Railroad advises closing time set for billing to allow ship-
ments to move same evening.

Case No. 1360.

September 26, 1923.

R. H. CONLEY, LOVELAND, VS. THE COLORADO AND
SOUTHERN RAILWAY CO. PETITION FOR RATE ON COAL
FROM CHEYENNE, WYO., TO LOVELAND, COLO.

No jurisdiction; interstate shipment.

Case No. 1361.

October 5, 1923.

MRS. MARY ROGERS, DENVER, VS. DENVER GAS &
ELECTRIC LIGHT CO. RE COST OF ELECTRIC LIGHT
CONNECTIONS.

Company advises actual cost only to be charged.

Case No. 1362. October 5, 1923.

F. M. GOODEN, TRINIDAD, VS. TRINIDAD ELEC. TRANS. RY. & GAS CO. POOR GAS SERVICE.

Matter adjusted. Company will make reparation and adjust equipment.

Case No. 1363. October 12, 1923.

COLORADO MARVEL MILLS CO. VS. BRIGHTON ICE, LIGHT & POWER CO. TRANSFORMER INSTALLATION CHARGE.

Matter investigated. No discrimination.

Case No. 1364. October 19, 1923.

E. P. ALBERS, EDGEWATER, VS. PUBLIC SERVICE CO. OF COLORADO. COMPLAINT AGAINST SERVICE EXTENSION CHARGE.

Charge quoted by company substantially correct.

Case No. 1365. November 5, 1923.

T. N. NELSON, EMPIRE, VS. THE COLORADO AND SOUTHERN RAILWAY CO. REQUEST FOR CARETAKER AT EMPIRE STATION.

Railroad advises caretaker appointed.

Case No. 1366. November 2, 1923.

FARMERS CO-OP. ELEVATOR CO., STERLING, VS. CHICAGO, BURLINGTON & QUINCY RAILROAD CO. ALLEGED EXCESSIVE FREIGHT RATES FROM PADRONI.

Railroad advises matter referred to General Freight Agent.

Case No. 1367. November 14, 1923.

BLUE VALLEY TELEPHONE CO., DILLON, VS. MOUNTAIN STATES TEL. AND TEL. CO. PROTEST AGAINST PROPOSED CHANGES IN TELEPHONE SERVICE AND CONNECTION.

Mountain States Tel. and Tel. Co. advises no change will be made.

Case No. 1368. November 10, 1923.

NEWTON LUMBER CO., PUEBLO, VS. SOUTHERN COLORADO POWER CO. COMPLAINT AGAINST POWER RATE.

No discrimination. Charges in accordance with rate filed.

Case No. 1369. December 22, 1923.

COLORADO SILVER MINES CO., DENVER, VS. THE COLORADO AND SOUTHERN RAILWAY CO. INADEQUATE TRAIN SERVICE BEYOND ROMLEY.

Railroad advises traffic and other conditions do not warrant operation beyond Romley.

Case No. 1370. December 28, 1923.

THOMAS NEALE, NIWOT, VS. THE DENVER AND SALT LAKE RAILROAD CO. FENCING RIGHT-OF-WAY.

Railroad advises funds not available. If desired to pursue matter further, complainant advised to file formal petition.

Case No. 1371. December 31, 1923.

JOSEPHINE M. WOOD, ET AL., SUPERIOR, VS. THE DENVER AND INTERURBAN RAILROAD CO. REQUEST FOR STOP AT SPICER'S CROSSING.

Request granted.

Case No. 1372. December 6, 1923.

CITIZENS OF CRESTED BUTTE, VS. THE DENVER AND RIO GRANDE WESTERN RAILROAD CO. PROTEST AGAINST DISCONTINUANCE OF SUNDAY SERVICE.

Sunday train service restored.

Case No. 1373. January 4, 1924.

J. H. GALBREATH, PAGOSA SPRINGS, VS. THE DENVER AND RIO GRANDE WESTERN RAILROAD CO. INADEQUATE PASSENGER FACILITIES ON TRAIN, PAGOSA JUNCTION TO PAGOSA SPRINGS.

Railroad advises coach on mixed train ample to handle traffic. Complainant advised to file formal complaint if matter is to be pursued further.

Case No. 1374. January 4, 1924.

M. L. YOUMANS, NEW CASTLE, VS. WELLER BROS. LIGHT PLANT. EXCESSIVE LIGHT RATE FOR SCHOOL.

Complainant advised minimum light rate not excessive.

Case No. 1375. January 12, 1924.

O. B. SPENCER, LOVELAND, VS. PUBLIC SERVICE CO. OF COLORADO. COMPLAINT ON ELECTRIC LIGHT SERVICE.

Company advises improvements started on this rural line.

Case No. 1376. December 4, 1923.

KOCH LUMBER CO., ASPEN, VS. THE DENVER AND RIO GRANDE WESTERN RAILROAD CO. WEIGHING COAL AT ASPEN.

Railroad advises will endeavor to find some acceptable solution.

Case No. 1377. January 12, 1924.

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY VS. CONGRESS HOTEL, PUEBLO. REQUEST FOR MOVING SIGN ON HIGHWAY NEAR BUTTES.

Matter investigated. Billboard removed.

Case No. 1378. January 12, 1924.

D. C. BURNS, DENVER, VS. PARADOX MOTOR LINE. COMPLAINT OF SERVICE BETWEEN FORT COLLINS AND DENVER.

Complainant advised schedule not always maintained owing to snow and inclement weather.

Case No. 1379. February 7, 1924.

SARAH B. COOPER, GUNNISON, VS. MUNICIPAL WATER PLANT. DISCRIMINATION IN WATER RATES.

Complainant advised her property correctly rated.

Case No. 1380. February 16, 1924.

GEO. B. FOLSOM, ASPEN, VS. ROARING FORK ELECTRIC LIGHT & POWER CO. DISCRIMINATION.

Company advises no discrimination practiced.

Case No. 1381. December 20, 1923.

J. A. FORSYTHE, HOLYOKE, VS. CHICAGO, BURLINGTON & QUINCY RAILROAD CO. APPLICATION TO LEASE

GROUND FOR OIL STATION AT HOLYOKE AND DISCRIMINATION CHARGED.

Railroad advises complainant invited to call in order that the matter may be arranged satisfactorily for him.

Case No. 1382. March 18, 1924.

J. J. GRIPPIN, TRINIDAD, VS. MUNICIPAL WATER PLANT. ALLEGED OVERCHARGE FOR SERVICE.

Charges in accordance with rates, rules and regulations on file.

Case No. 1383. March 13, 1924.

CRAIG FARMERS MILLING & ELEVATOR CO. VS. THE DENVER AND SALT LAKE RAILROAD CO. FAILURE TO FURNISH GRAIN DOORS FOR CAR LOADING.

Railroad advises it has taken matter up with complainant in an endeavor to secure his co-operation.

Case No. 1384. March 26, 1924.

JESSE BOOTH, ET AL., MOSCA, VS. MOUNTAIN STATES TEL. AND TEL. CO. REQUEST FOR TELEPHONE BOOTH AT MOSCA.

Company advises will endeavor to find location for booth and agent.

Case No. 1385. April 28, 1924.

L. J. BARTON, ET AL., MONTROSE, VS. MOUNTAIN STATES TEL. AND TEL. CO. PROTEST AGAINST SERVICE RENDERED ON PARTY LINE.

Complaint not justified.

Case No. 1386. May 27, 1924.

A. J. VOSHELL, OTIS, VS. MUNICIPAL WATER PLANT. ALLEGED UNREASONABLE RATES ON WATER.

Rates charged in accordance with Ordinance No. 33.

Case No. 1387. May 27, 1924.

MRS. J. F. ROMCKE, CRIPPLE CREEK, VS. CRIPPLE CREEK WATER CO. ALLEGED UNREASONABLE WATER RATES, RULES AND REGULATIONS.

Complaint not justified.

Case No. 1388.

June 1, 1924.

E. P. OWEN, ET AL., GENOA, VS. THE CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY CO. STOP PASSENGER TRAIN AT GENOA.

Matter adjusted satisfactorily.

Case No. 1389.

June 4, 1924.

L. K. MULFORD, LAFAYETTE, VS. MOUNTAIN STATES TEL. AND TEL. CO. REQUEST FOR EXTENSION OF TELEPHONE SERVICE NEAR LAFAYETTE.

Prospective business does not warrant cost of extension.

Case No. 1390.

June 7, 1924.

M. O. DAVIS, LA JUNTA, VS. OTERO GAS CO. PROTEST AGAINST PROPOSED INCREASE IN GAS RATES.

Proposed increase not exorbitant compared with rates charged by other gas utilities.

Case No. 1391.

June 12, 1924.

JOHN D. SECOR, MAYOR, PALISADE, VS. THE DENVER AND RIO GRANDE WESTERN RAILROAD CO. COMPLAINT AGAINST CONDITION OF MAIN AND KLYGE AVE. CROSSINGS.

Railroad advises crossings will be properly repaired and maintained.

Case No. 1392.

July 19, 1924.

BURR GLEN, ECKLEY, VS. ECKLEY-HAPPYVILLE TELEPHONE CO. TELEPHONE DISCONNECTED WITHOUT NOTICE.

Telephone reconnected.

Case No. 1393.

July 23, 1924.

LEADVILLE-HOLY CROSS SHEEP GROWERS ASSN. VS. THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. REQUEST FOR SHEEP PENS AT MALTA.

Railroad advises authority to install pens and ehute expected shortly.

Case No. 1394.

August 11, 1924.

C. M. BACON, DENVER, VS. MOUNTAIN STATES TEL. AND TEL CO. OVERCHARGE ON TOLL SERVICE.

Matter adjusted satisfactorily.

Case No. 1395.

August 25, 1924.

J. J. DELANEY, BETHUNE, VS. WESTERN UNION TELEGRAPH CO. CHARGE ON TELEGRAM BETWEEN BURLINGTON AND BETHUNE.

Telegraph Company advises excess amount paid will be refunded.

Case No. 1396.

August 18, 1924.

MONTE VISTA COMMERCIAL CLUB, ET AL., VS. THE DENVER AND RIO GRANDE WESTERN RAILROAD CO. PROTEST AGAINST MIXED TRAIN ON CREEDE BRANCH AND DELAY ON LETTUCE SHIPMENTS.

Railroad advises better service will be rendered.

Case No. 1397.

September 17, 1924.

CHARLOTTE A. BAKER, FORT COLLINS, VS. PARADOX LAND & TRANSPORT CO. COMPLAINT AGAINST SERVICE.

Company advises schedule not adhered to account damaged bus.

Case No. 1398.

August 19, 1924.

GEO. E. LEWIS, MOFFAT TUNNEL COMM., VS. THE DENVER AND SALT LAKE R. R. CO. COMPLAINT AGAINST GRADE CROSSINGS BETWEEN TOLLAND AND EAST PORTAL.

Matter taken up with railroad along with similar conditions at other crossings.

Case No. 1399.

September 24, 1924.

JOHN AIELLO, DENVER, VS. THE ATCHISON, TOPEKA AND SANTA FE AND THE COLORADO AND SOUTHERN RAILWAY COMPANIES. DELAY IN SWITCHING CAR OF GRAPES AT TRINIDAD.

Complainant advised delay caused by lack of instructions from consignee.

Case No. 1400.

October 10, 1924.

PAUL PANIAN, ET AL., CRESTED BUTTE, VS. THE DENVER AND RIO GRANDE WESTERN RAILROAD CO. FAILURE OF CRESTED BUTTE TRAIN TO MAKE CONNECTION WITH MAIN LINE.

Railroad advises change will be made in arrangement.

Case No. 1401. November 10, 1924.

HERBERT MYRICK, SPRINGFIELD, MASS., VS. THE COLORADO AND SOUTHERN RAILWAY CO. REFUND ON HALF OF ROUND TRIP TICKET.

Matter adjusted satisfactorily.

Case No. 1402. October 25, 1924.

L. J. PHILLIPS, DENVER, VS. MOUNTAIN STATES TEL. AND TEL. CO. EXTENSION OF SERVICE TO BONNIE BRAE.

Matter adjusted satisfactorily.

Case No. 1403. November 25, 1924.

A. S. MINKS, LOVELAND, VS. PUBLIC SERVICE CO. OF COLORADO. COMPLAINT AGAINST CHARGE FOR ONE POLE EXTENSION.

Charge in accordance with extension rule on file.

Case No. 1404. November 25, 1924.

MRS. E. L. BARKHOUSE, COLORADO SPRINGS, VS. AMERICAN RAILWAY EXPRESS CO. FREE DELIVERY LIMITS.

Company advises business does not warrant extension of free delivery limits.

Case No. 1405. November 26, 1924.

J. C. BRUNER, LOVELAND, VS. PUBLIC SERVICE CO. OF COLORADO. COMPLAINT AGAINST CHARGE FOR LINE EXTENSION.

Charge in accordance with extension rule on file.

Case No. 1406. November 22, 1924.

S. J. WEAVER, MOFFAT, VS. MOFFAT TELEPHONE CO. PHONE SERVICE AT MOFFAT.

Complaint dismissed; not justified.



SECTION II

STATISTICS

Steam Railroads, Electric Railways, Cable Roads,
Express, Sleeping Car, Electric, Gas, Water,
Telephone and Telegraph Companies

PUBLIC UTILITIES

On January 1, 1924, there were 344 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	1	
Switching and terminal	3	
Non-operating, lessor	2	
		27
Electric Railways		10
Cable Roads		1
Express Companies		1
Sleeping Car Companies		1
Electric Utilities—		
Privately owned or operated	52	
Municipally owned or operated.....	34	
		86
Gas Utilities—		
Privately owned or operated.....		9
Water Utilities—		
Privately owned or operated	22	
Municipally owned or operated	122	
		144
Telephone Utilities		61
Telegraph Utilities		4
Total		344

STEAM RAILROADS

STATEMENT OF MILEAGE OWNED AND OF MILEAGE OPERATED IN
STATE OF COLORADO BY STEAM ROADS, DECEMBER 31, 1923

Roads	Miles of Road	
	Line Owned	Total Line Operated
*The Atchison, Topeka & Santa Fe Ry. Co.	506.60	506.87
*Chicago, Burlington & Quincy R. R. Co.	394.36	429.33
*The Chicago, Rock Island & Pacific Ry. Co.	165.85	257.70
The Colorado R. R. Co.	108.49	Included in C. & S. Ry. Mileage operated
The Colorado-Kansas Ry. Co.	22.20	22.20
*The Colorado & Southern Ry. Co.	686.12	872.13
The Colorado & Southeastern R. R. Co.	7.52	20.78
The Colorado & Wyoming Ry. Co.	36.65	36.25
*The Colorado, Wyoming & Eastern Ry. Co.	43.88	43.88
The Crystal River R. R. Co.	20.66	Included in C. R. & S. J. R. R. mileage operated
The Crystal River and San Juan R. R. Co.	7.32	27.98
*The Denver & Rio Grande Western R. R. Co.	1,575.44	1,678.97
The Denver & Salt Lake R. R. Co.	252.00	255.18
The Great Western Ry. Co.	86.84	86.84
The Manitou & Pike's Peak Ry. Co.	8.70	8.70
The Midland Terminal Ry. Co.	58.21	58.21
*Missouri Pacific R. R. Co.	152.11	152.11
The Rio Grande Junction Ry. Co.	62.08	Included in D. & R. G. W. R. R. mileage operated
The Rio Grande Southern R. R. Co.	175.00	179.79
The San Luis Central R. R. Co.	12.21	15.21
The San Luis Southern Ry. Co.	31.53	31.53
The Silverton Northern R. R. Co.	21.40	17.40
*The Uintah Ry. Co.	50.74	50.74
*Union Pacific R. R. Co.	594.19	598.24
Total	5,080.10	5,350.04

SWITCHING AND TERMINAL

	Yard Tracks and Sidings	
	Owned	Operated
The Denver Union Terminal Ry. Co.	5.90	5.90
The Northwestern Terminal Ry. Co.	10.60	5.53
The Pueblo Union Depot and R. R. Co.	2.59	2.59
Total	19.09	14.02

*Interstate Roads.

ELECTRIC STREET AND INTERURBAN RAILWAYS

MILES OF ROAD OPERATED (SINGLE TRACK) IN THE STATE OF
COLORADO, DECEMBER 31, 1923

Name of Company	Office Address	Miles
The Colorado Springs & Interurban Ry. Co.....	Colorado Springs	25.02
The Denver & Crown Hill Ry. Co.....	Denver	1.50
The Denver & Intermountain R. R. Co.....	Denver	40.76
The Denver and Interurban R. R. Co.....	Denver	45.62
The Denver & South Platte Ry. Co.....	Denver	4.25
The Denver Tramway Co.	Denver	122.45
The Grand River Valley Ry. Co.....	Grand Junction	21.72
The Manitou Electric Ry. and Casino Co.....	Manitou	.70
Public Service Co. of Colo. (Boulder Street Ry.)....	Denver	6.265
Southern Colorado Power Co.....	Pueblo	20.299
*The Trinidad Elec. Transmission Ry. & Gas Co.....	Trinidad	15.13
Total		303.714

*Street railway operation discontinued Sept. 15, 1923.

CABLE ROAD

The Mt. Manitou Park and Incline Ry. Co.....	Colorado Springs	1.25
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ADDITIONAL PUBLIC UTILITIES REPORTING AND
OPERATING IN THE STATE OF COLORADO
DECEMBER 31, 1923**Telegraph Companies**

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.....	Philadelphia, Pa.
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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, 1922									
	Atchison, T. & S.F. Ry.	Chicago, B. & Q. Ry.	Chicago, R.I. & P. Ry.	Chicago, Kansas Ry.	Colorado & Southern Ry. & S.E.R.R.	Colorado (a)	Colorado & Wyo. Ry. W. & E. Ry. (b)	Colorado & Wyo. Ry. W. & E. Ry. (b)	Colorado & Wyo. Ry. W. & E. Ry. (b)
Freight Service—									
Tons—Revenue freight	2,659,864	2,403,648	615,101			5,143,844	598,821	116,062	
Ton—Miles—revenue freight ..	341,871,262	345,549,282	84,737,688			739,338,919	7,461,441	7,342,092	9,099,975
Passenger Service—									
Passengers carried—revenue ..	828,848	452,108	159,186			668,584	35,481	19,170	1,982
Passenger—miles—revenue	108,151,330	49,623,475	21,315,418			56,292,701	107,943	196,362	105,180
Revenues and Expenses—									
Freight revenue	\$5,197,551.98	\$4,405,063.83	\$1,264,509.58			\$10,121,548.15	\$90,988.81	\$133,586.94	\$228,789.14
Passenger revenue	3,126,310.10	1,480,842.90	704,479.22			2,032,089.87	1,842.00	8,307.58	6,310.79
Other operating revenue	955,140.02	608,266.22	363,803.87			1,042,598.49	654.79	547,617.76	11,248.88
(Pass. service train revenue) ...	4,221,391.85	1,871,088.74	971,329.67			2,549,335.22	1,842.00	12,652.19	10,951.94
Railway operating revenues....	\$9,579,002.10	\$6,494,166.95	\$2,332,792.67			\$13,196,236.51	\$93,485.60	\$689,512.28	\$246,348.81
Railway operating expenses....	7,779,824.14	4,917,734.91	2,254,091.79			10,894,665.00	77,599.19	\$614,110.13	175,239.61
Net railway operating revenues:	\$1,799,177.96	\$1,576,432.04	\$78,700.88			\$2,301,571.51	\$15,886.41	\$75,402.15	\$71,109.20
Operating ratio (per cent).....	81.22	75.73	96.63			82.55	83.01	89.06	71.13
(a) Entire line; average mileage of road operated (miles) 1,099.26.									
(b) Entire line; average mileage of road operated (miles) 111.35.									
\$ Depreciation, Traffic and General Expenses for entire line 42.99 miles included in this amount.									

Information not available

STEAM RAILROADS—Continued

STATISTICS OF STEAM ROADS OPERATING IN THE STATE OF COLORADO FOR THE YEAR ENDED
DECEMBER 31, 1922.—Continued.

	Crystl Rvr. & S. J. R.R.	Denver & R. G. W. R.R.	Denver & S. L. R.R.	Great Wst'n Ry.	Manitou & P. P. Ry.	Midland Ter. Ry.	Missouri Fac. R.R.	R. G. So. R.R.
Freight Service—								
Tons—Revenue freight	1,364	5,598,429	373,285	544,188	73	468,418	843,477	113,199
Ton—Miles—revenue freight ..	34,657	968,175,645	69,270,360	8,914,396	255	18,802,143	114,726,639	8,348,439
Passenger Service—								
Passengers carried—revenue ...	552	831,674	44,849	7,112	31,379	203,189	50,311	40,108
Passenger—miles—revenue	13,845	131,880,619	4,041,756	91,661	274,808	2,113,814	5,366,742	1,824,215
Revenues and Expenses—								
Freight revenue	4,027.33	\$15,330,739.63	\$1,262,676.77	\$405,943.68	\$	1,017.62	\$630,460.54	\$1,229,709.36
Passenger revenue	1,156.73	3,813,007.63	209,522.29	3,266.75	65,502.56	61,520.96	175,483.89	107,149.98
Other operating revenue	1.50	1,799,674.32	108,309.99	18,853.58	6,155.02	44,267.15	135,892.74	41,489.43
(Pass. service train revenue) ..	1,156.73	4,901,221.65	278,190.55	5,871.34	65,502.56	87,430.74	261,603.33	144,291.12
Railway operating revenues....	5,185.56	\$20,943,421.58	\$1,580,509.05	\$428,064.01	\$	72,675.20	\$736,248.65	\$1,541,085.99
Railway operating expenses....	20,222.87	16,281,360.86	1,654,917.28	296,375.23	83,633.07	477,237.20	1,519,449.42	619,504.81
Net railway operating revenues.*	\$15,037.31	\$4,662,060.72	\$74,408.23	\$131,688.78	\$10,957.87	\$259,011.45	\$21,636.57	\$61,573.13
Operating ratio (per cent).....	389.98	77.74	104.71	69.24	115.07	64.82	98.60	90.96

*Denotes deficit.

STEAM RAILROADS—Continued

STATISTICS OF STEAM ROADS OPERATING IN THE STATE OF COLORADO FOR THE YEAR ENDED
DECEMBER 31, 1922.—Concluded.

	San Luis Gen. R.R.	San Luis So. R.R.	Silverton Nor. R.R.	Utah Railway (a)	Union Pacific R. R.	Total All Steam Roads
Freight Service—						
Tons—Revenue freight	43,080	10,094	5,428	37,521	8,636,920	28,791,910
Ton—Miles—revenue freight	586,053	287,872	36,265	2,326,302	449,193,938	3,176,103,623
Passenger Service—						
Passengers carried—revenue	2,160	2,905	352	3,628	1,011,955	4,396,013
Passenger—miles—revenue	31,471	78,417	2,756	174,144	75,459,439	457,146,136
Revenues and Expenses—						
Freight revenue	\$52,226.80	\$21,665.92	\$ 8,759.75	\$322,986.36	\$ 7,553,801.12	\$48,808,491.84
Passenger revenue	1,259.10	4,266.47	191.75	9,758.94	2,211,376.85	14,323,646.36
Other operating revenue	1,774.99	3,758.81	33.00	39,023.79	1,048,166.35	6,776,724.70
(Pass. service train revenue)	2,337.28	7,605.63	216.75	14,003.65	2,717,720.51	18,125,653.45
Railway operating revenues	\$55,260.89	\$29,691.20	\$ 8,984.50	\$381,769.09	\$10,813,344.32	\$69,908,862.90
Railway operating expenses	47,418.35	27,525.21	16,463.77	347,287.69	8,057,490.06	56,162,150.39
Net railway operating revenues	\$ 7,842.54	\$ 2,165.99	\$*7,479.27	\$34,481.40	\$ 2,755,854.26	\$13,746,712.31
Operating ratio (per cent)	85.81	92.70	183.25	90.97	74.51	80.34

* 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, 1923

	Atchison T. & S.F. Ry.	Chicago, E. & Q.R.R.	Chicago, R.I. & P. Ry.	Colorado- Kans. Ry.	Colorado & So. Ry.	Colorado & S.E.R.R.	Colo. & Wyo. Ry.	Colorado, W. & E. Ry.
Freight Service—					(a)			(b)
Tons—Revenue freight	3,003,147	2,526,721	608,027		5,278,963	522,570	745,044	105,968
Ton—Miles—revenue freight ..	367,386,899	339,148,695	91,865,900		761,975,058	6,902,610	7,336,824	7,172,333
Passenger Service—								
Passengers carried—revenue ..	823,593	411,999	153,595		623,498	50,665	22,964	2,824
Passenger—miles—revenue	114,926,054	49,387,262	21,626,364		58,025,248	151,995	214,435	142,015
Revenues and Expenses—								
Freight revenue	\$ 5,364,528.70	\$ 4,319,016.63	\$ 1,254,136.47		\$ 9,678,524.98	\$ 84,771.31	\$ 151,388.50	\$ 205,357.07
Passenger revenue	3,595,828.99	1,467,512.84	689,794.20		2,050,327.92	2,526.00	8,264.12	8,520.93
Other operating revenue	1,068,190.56	596,402.69	352,691.86		947,060.19	922.19	708,928.76	14,962.23
(Pass. service train revenue) ..	4,467,747.50	1,869,011.32	945,262.39		2,501,995.86	2,526.00	12,523.32	13,417.22
Railway operating revenues....	\$ 10,028,548.25	\$ 6,382,932.16	\$ 2,296,622.53		\$ 12,675,913.09	\$ 88,219.50	\$ 868,581.38	\$ 228,840.23
Railway operating expenses....	8,013,625.98	4,778,990.17	2,290,759.87		11,154,293.11	69,626.02	\$ 752,011.00	186,446.21
Net railway operating revenues \$	2,014,922.27	\$ 1,603,941.99	\$ 5,862.66		\$ 1,521,619.98	\$ 18,593.48	\$ 116,570.38	\$ 42,394.02
Operating ratio (per cent).....	79.91	74.87	99.74		88.00	78.92	86.58	81.47

Information not available.

(a) Entire line; average mileage of road operated (miles) 1,099.26.

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

§ Depreciation and General Expenses for entire line 42.99 miles included in this amount.

STEAM RAILROADS—Continued

STATISTICS OF STEAM ROADS OPERATING IN THE STATE OF COLORADO FOR THE YEAR ENDED
DECEMBER 31, 1923.—Continued.

	Cryst' Riv. & S.J.R.R.	Denver & R.G.W.R.R.	Denver & S.L.R.R.	Great West'n Ry.	Manitou & P.P.Ry.	Midland Term. Ry.	Missouri Pac. R.R.	Rio Grande So. R.R.
Freight Service—								
Tons—Revenue freight	8,757	6,071,543	701,346	547,845	88	410,915	931,812	152,160
Ton—Miles—revenue freight ..	1,97,664	1,026,148,454	137,453,498	8,574,308	308	16,942,034	127,962,794	10,649,663
Passenger Service—								
Passengers carried—revenue ...	1,978	844,194	65,487	6,753	44,257	169,327	57,027	33,661
Passenger—miles—revenue	49,903	142,410,206	5,369,954	84,464	389,273	2,069,187	6,481,604	1,677,585
Revenues and Expenses—								
Freight revenue	\$20,043.70	\$15,808,281.28	\$2,233,934.29	\$411,741.01	\$	1,424.23	\$572,124.08	\$1,262,769.29
Passenger revenue	3,775.33	3,975,322.08	271,920.40	3,115.00	93,376.41	57,658.65	209,693.62	97,094.45
Other operating revenue	186.04	1,931,172.43	298,317.86	18,237.60	7,234.25	38,419.93	143,161.20	36,658.37
(Pass. service train revenue) ...	3,775.33	5,148,483.04	499,516.31	5,813.76	93,376.41	81,688.74	292,876.33	129,295.31
Railway operating revenues....	\$24,005.07	\$21,714,775.79	\$2,804,172.55	\$433,093.61	\$102,034.89	\$668,202.66	\$1,615,624.11	\$739,272.23
Railway operating expenses....	49,043.53	19,023,278.55	2,629,870.24	331,356.08	95,554.82	437,162.01	1,561,347.62	686,653.63
Net railway operating revenues.*	\$25,038.46	\$2,691,497.24	\$174,302.31	\$101,737.53	\$	6,480.07	\$231,040.65	\$
Operating ratio (per cent).....	204.30	87.61	93.78	76.51	93.65	65.42	54.276.49	92.87

*Denotes deficit.

STEAM RAILROADS—Concluded
 STATISTICS OF STEAM ROADS OPERATING IN THE STATE OF COLORADO FOR THE YEAR ENDED
 DECEMBER 31, 1923.—Concluded.

	San Luis Central R.R.	San Luis Sou. R.R.	Silverton Nor. R.R.	Uintah Railway (a)	Union Pacific R.R.	Total All Steam Roads
Freight Service—						
Tons—Revenue freight	48,307	8,239	33,904	43,108	10,062,728	31,811,192
Ton—Miles—revenue freight	659,731	216,686	274,427	2,543,372	473,704,923	3,387,116,181
Passenger Service—						
Passengers carried—revenue	1,723	2,519	2,440	2,981	997,170	4,318,115
Passenger—miles—revenue	25,109	64,012	19,466	140,107	79,052,374	482,307,217
Revenues and Expenses—						
Freight revenue	\$54,445.31	\$16,086.78	\$53,798.07	\$382,084.64	\$ 7,784,715.85	\$50,264,691.60
Passenger revenue	1,004.37	3,572.96	1,495.30	8,158.08	2,242,776.67	14,791,738.32
Other operating revenue	1,750.25	3,380.39	209.99	41,130.73	1,080,430.83	7,289,448.35
(Pass. service train revenue).....	1,193.72	6,537.20	1,495.30	12,408.05	2,705,388.40	18,794,331.51
Railway operating revenues.....	\$57,199.93	\$23,040.13	\$55,503.36	\$431,373.45	\$11,107,923.35	\$72,345,878.27
Railway operating expenses.....	47,973.77	28,431.33	41,862.31	390,950.80	8,304,876.74	60,874,114.39
Net railway operating revenues.....	\$ 9,226.16	\$ 5,391.80	\$13,641.05	\$ 40,422.65	\$ 2,803,046.61	\$11,471,763.88
Operating ratio (per cent).....	83.87	123.10	75.42	50.63	74.77	84.14

* Denotes deficit.

(a) Entire line; average mileage of road operated (miles) 68.16.

ELECTRIC RAILWAYS

STATISTICS OF ELECTRIC STREET AND INTERURBAN RAILWAYS FOR THE YEAR ENDED DECEMBER 31, 1922.

	Total Passengers Carried	Revenue from Transp't'n	Railway Operating Revenues	Railway Operating Expenses (a)	Railway Operating Income	Operating Ratio (per cent) (b)
Colorado Springs & Interurban Ry. Co.	8,881,253	\$ 496,549.66	\$ 505,942.04	\$ 508,246.85	\$ 2,303.81	30.52
Denver & Crown Hill Ry. Co.	79,663	4,009.43	4,009.43	8,855.09	*4,845.66	214.13
Denver & Intermountain R. R. Co.	1,737,398	371,414.58	395,522.78	285,602.73	109,920.05	67.20
Denver & Interurban R. R. Co.	453,222	274,559.69	276,888.63	231,652.23	45,236.40	80.54
Denver & South Platte Ry. Co.	272,066	21,151.61	21,595.62	18,669.46	2,926.16	80.71
Denver Tramway Co.	78,002,646	4,752,280.05	4,911,872.90	3,669,834.64	1,242,038.26	65.55
Grand River Valley Ry. Co.	369,560	47,145.98	48,498.98	82,829.05	*34,330.07	158.61
Greeley & Denver R. R. Co.	147,852	9,747.63	10,054.96	14,280.21	*4,225.25	142.02
Manitou Electric Ry. & Casino Co.	85,546	4,043.66	4,543.66	14,459.17	*9,915.51	298.04
Southern Colorado Power Co. (Pueblo)	8,335,249	420,703.59	423,876.75	336,724.13	87,152.62	69.97
Trinidad Elec. Transmission Ry. & Gas Co.	427,408	36,024.98	36,374.98	61,035.41	*24,660.43	158.99
Western Light & Power Co. (Boulder)	496,872	27,507.81	27,897.81	45,994.24	*18,186.43	159.67
Total 12	99,198,735	\$6,465,138.67	\$6,666,989.54	\$5,278,183.21	\$1,388,806.33	70.44

CABLE ROAD

Mt. Manitou Park & Incline Ry. Co.	22,723.95	\$ 22,723.95	\$ 22,723.95	\$ 16,463.51	\$ 6,260.44	72.45
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*Denotes deficit
(a) Includes taxes.
(b) Taxes excluded.

ELECTRIC RAILWAYS—Concluded

STATISTICS OF ELECTRIC STREET AND INTERURBAN RAILWAYS FOR THE YEAR ENDED DECEMBER 31, 1923.

	Total Passengers Carried	Revenue from Transp't'n	Railway Operating Revenues	Railway Operating Expenses		Railway Operating Income	Operating Ratio (per cent) (b)
				(a)	(b)		
Colorado Springs & Interurban Ry. Co.....	8,707,724	\$ 468,290.90	\$ 476,380.81	\$ 475,471.14	\$	909.67	88.60
Denver & Crown Hill Ry. Co.....	74,864	3,662.97	3,662.97	8,374.02	*	4,711.05	221.50
Denver & Intermountain R. R. Co.....	1,807,284	399,884.97	399,686.97	351,636.00		48,050.97	81.17
Denver & Interurban R. R. Co.....	403,390	247,280.83	249,039.78	242,684.65		6,355.13	93.49
Denver & South Platte Ry. Co.....	250,435	19,336.84	19,516.84	18,058.36		1,458.48	86.82
Denver Tramway Co.....	76,259,152	4,620,810.51	4,823,273.70	3,684,006.94		1,139,266.76	67.11
Grand River Valley Ry. Co.	315,211	48,790.03	52,061.08	94,314.19		*42,253.11	168.60
Manitou Electric Ry. & Casino Co.....	94,697	4,500.04	5,000.04	4,013.55		986.49	72.29
Public Service Co. of Colo. (Boulder)	449,470	28,143.52	28,443.52	43,894.33		*15,450.81	149.04
Southern Colorado Power Co. (Pueblo)	8,207,536	399,545.59	401,495.20	340,587.06		60,908.14	72.77
\$Trinidad Elec. Transmission Ry. & Gas Co.....	212,203	17,239.83	17,280.89	30,817.12		*13,536.23	160.04
Total 11	96,781,966	\$6,227,486.03	\$6,475,841.80	\$5,293,857.36		\$1,181,984.44	72.50

CABLE ROAD

Mt. Manitou Park & Incline Ry. Co.....	47,783	\$ 22,725.34	\$ 22,725.34	\$ 18,225.24	\$	4,500.10	80.20
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*Denotes deficit.

(a) Includes taxes.

(b) Taxes excluded.

§Street railway operation discontinued Sept. 15, 1923.

ELECTRIC UTILITIES

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, ELECTRIC

	Population of Territory Supplied	Plant Investment (Book Value)	Operating Revenue from Sale of Current
Aguilar Light & Power Co.	800	\$ 17,590.48	\$ 13,591.94
Akron Gas. Elec. Lt. & Power Co.	1,500	45,591.96	21,451.90
Arapahoe Elec. Lt. & Power Co.	12,000	249,455.50	110,744.61
Arkansas Valley Electric Co.	4,000	65,534.93	39,082.21
Arvada Electric Co.	2,500	82,450.56	31,717.24
Austin Electric Light Works	200	1,000.00	121.00
Brighton Ice, Light & Power Co.	6,000	44,546.05	52,487.53
Broadmoor Electric Light System	850	†.....	11,556.95
Buena Vista Elec. Lt. & Power Co.	1,200	31,001.64	9,929.09
Carbondale Light & Power Co.	500	24,629.76	3,477.55
Custer Water & Power Co.	350	6,261.71	4,048.04
Cardiff Light & Water Co. ....	...	9,222.74	659.63
Cedaredge Elec. Lt. & Power Co.	500	5,417.12	2,046.33
Colorado Power Co. ....	...	17,132,517.66	1,014,697.07
Colorado Springs Lt., Heat & Power Co.	40,000	2,109,522.60	603,350.83
Conejos Co-op. Roller Mills & Mfg. Co.	1,200	10,000.00	10,030.67
Craig Light & Power Co.	1,297	21,211.70	9,243.59
Crested Butte Light & Water Co.	1,250	20,000.00	7,375.44
Evergreen Public Service Co.	450	11,231.15	7,094.61
Evergreen Utilities Co. ....	...	11,250.87	4,691.66
Fort Lupton Light & Power Co.	5,000	108,935.16	55,938.10
Gilpin County Lt., Heat & Power Co.	1,200	37,228.70	7,961.70
Glenwood Light & Water Co.	2,200	114,545.17	43,922.47
Grand Jct. Elec., Gas & Mfg. Co.	10,000	†897,502.48	149,038.25
Hayden Milling & Power Co.	500	5,135.96	4,760.35
Total 25	93,497	\$21,061,783.90	\$2,219,018.76

*Indicates deficit.

†Includes taxes.

‡Plant investment not shown.

§Includes Light and Water Taxes.

||Taxes not shown.

¶Includes Gas and Ice Departments.

—PRIVATELY OWNED

UTILITIES, PRIVATELY OWNED, YEAR ENDED DECEMBER 31, 1922

Electric Mdse. & Misc. Revenue	Operating Expenses	Taxes Accrued	Total Operating Expenses	Net Profit from Sale of Electric Current	Operat- ing Ratio %	Return Plant Invsmt. %
\$ 2,496.19	\$ †13,923.43	\$	\$ 13,923.43	\$ *331.49	102	*2.
358.00	16,006.04	770.16	16,776.20	4,675.70	78	10.
4,662.88	83,228.85	9,000.00	92,228.85	18,515.76	83	7.
1,068.06	32,819.77	2,156.51	34,976.28	4,105.93	89	6.
1,045.67	24,425.68	1,800.00	26,225.68	5,491.56	82	7.
.....	138.50	16.70	155.20	*34.20	128	*3.
.....	44,302.82	1,322.50	45,625.32	6,862.21	87	15.
.....	5,533.47	.....	5,533.47	6,023.48	48	..
218.91	7,717.64	466.67	8,184.31	1,744.78	82	6.
.....	2,725.33	322.04	3,047.37	430.18	88	2.
.....	4,011.22	100.00	4,111.22	*63.18	102	*1.
28.29	968.00	\$286.96	1,254.96	*595.33	190	*6.
720.99	1,754.61	12.00	1,766.61	279.72	86	5.
13,382.27	499,371.84	164,000.00	663,371.84	351,325.23	66	2.
5,770.69	305,908.45	67,769.21	373,677.66	229,673.17	62	11.
2,062.87	12,082.52	|| .....	12,082.52	*2,051.85	120	*21.
.....	14,692.90	21.00	14,713.90	*5,470.31	159	*26.
.....	4,112.39	895.47	5,007.86	2,367.58	68	12.
6,166.87	9,169.10	20.31	9,189.41	*2,094.80	130	*19.
467.03	4,917.83	89.52	5,007.35	*315.69	107	*3.
4,806.28	47,964.64	3,900.00	51,864.64	4,073.46	93	4.
.....	6,972.19	978.37	7,950.56	11.14	100	.03
12,949.68	34,757.98	4,688.64	39,446.62	4,475.85	90	4.
3,507.87	89,755.06	8,591.80	98,346.86	50,691.39	66	6.
.....	4,510.36	150.92	4,661.28	99.07	98	2.
<u>\$59,712.55</u>	<u>\$1,271,770.62</u>	<u>\$ 267,358.78</u>	<u>\$1,539,129.40</u>	<u>\$ 679,889.36</u>	<u>69</u>	<u>3.2</u>

ELECTRIC UTILITIES—

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, ELECTRIC

	Population of Territory Supplied	Plant Investment (Book Value)	Operating Revenue from Sale of Current
Hinsdale Mining & Development Co.	400	\$ 22,320.21	\$ 2,767.45
Home Gas & Electric Co.	19,000	311,744.31	236,231.58
Hotchkiss Packing & Power Co.	700	13,629.04	4,759.23
Jefferson County Power & Light Co.	4,000	118,417.00	56,708.75
La Jara Electric Co.	600	22,783.88	4,819.45
La Veta Light, Heat & Power Co.	800	26,000.00	7,974.33
†Meeker Electric Co. ....	...	21,885.59	3,599.75
‡Meeker Light & Water Co.	900	\$15.99	7,001.30
Montezuma Electric Co.	600	5,000.00	5,183.51
New Light & Power Co.	1,100	20,805.86	12,124.95
Oak Creek Service Co.	1,500	18,503.51	9,678.44
Ovid Light & Power Co.	100	3,693.27	1,291.43
Rifle Light, Heat & Power Co.	1,000	55,535.76	15,354.57
Roaring Fork Elec. Light & Power Co.	1,500	624,889.42	40,142.49
Roggen Light Co.	75	2,498.55	789.30
Rust, A. A.	465	10,176.64	2,886.14
Silverton Electric Light Co.	900	¶.....	11,347.84
Southern Colorado Power Co.	96,500	||14,144,883.36	1,385,550.48
Stanley Power Department	1,000	53,060.32	15,799.24
Steamboat Service Co.	1,800	54,982.86	15,607.15
Suburban Light & Power Co.	1,200	27,020.42	9,693.40
Schumm, C., Elec. Light & Power Co.	800	44,962.27	7,506.56
Summit County Power Co.	2,000	863,067.71	44,453.29
Syndicate Mining & Milling Co.	200	¶.....	1,744.05
Tonopah Placers Co.	800	¶.....	7,083.43
Total 25	137,940	\$16,465,875.97	\$1,910,098.11

*Indicates deficit.

†From Jan. 1 to April 30, 1922.

‡From May 1 to Dec. 31, 1922.

§Plant leased.

||Includes street railway.

¶Plant investment not shown.

PRIVATELY OWNED—Continued

UTILITIES, PRIVATELY OWNED, YEAR ENDED DECEMBER 31, 1922—Continued

Electric Mdse. & Misc. Revenue	Operating Expenses	Taxes Accrued	Total Operating Expenses	Net Profit from Sale of Electric Current	Operat- ing Ratio %	Return Plant Invsmt. %
\$.....	\$ 1,100.00	\$ 27.50	\$ 1,127.50	\$ 1,639.95	41	7.
2,086.60	180,974.11	22,469.68	203,443.79	32,787.79	86	11.
146.12	4,930.96	324.76	5,255.72	*496.49	110	*4.
4,593.12	46,855.83	3,709.44	50,565.27	6,143.48	89	5.
*11.58	2,778.19	164.98	2,943.17	1,876.28	61	8.
59.33	7,281.73	405.80	7,687.53	286.80	96	1.
.....	2,793.86	45.45	2,839.31	760.44	78	3.
.....	5,002.76	18.45	5,021.21	1,980.09	72	...
.....	4,303.34	349.25	4,652.59	530.92	90	11.
323.52	12,098.91	260.34	12,359.25	*234.30	102	*1.
.....	9,524.46	900.58	10,425.04	*746.60	108	*4.
107.70	695.09	.....	695.09	596.34	54	16.
1,189.83	9,920.06	1,682.12	11,602.18	3,752.39	76	7.
.....	43,788.15	3,152.25	46,940.40	*6,797.91	117	*1.
.....	734.23	.....	734.23	55.07	93	2.
.....	2,947.75	.....	2,947.75	*61.61	102	*6
71.28	10,969.53	.....	10,969.53	378.31	97	...
14,704.95	697,087.47	134,710.08	831,797.55	553,752.93	60	4.
407.40	9,739.68	621.20	10,360.88	5,438.36	66	10.
1,161.81	15,108.97	1,229.79	16,338.76	*731.61	105	1.
.....	7,864.99	566.37	8,431.36	1,262.04	87	5.
605.81	3,604.98	590.20	4,195.18	3,311.38	56	7.
465.42	37,890.31	5,819.75	43,710.06	743.23	98	.08
110.66	2,935.41	487.59	3,423.00	*1,678.95	196	...
45.00	7,232.79	1,067.50	8,300.29	*1,216.86	117	...
\$26,066.97	\$1,128,163.56	\$ 178,603.08	\$1,306,766.64	\$ 603,331.47	68	3.6

ELECTRIC UTILITIES—PRI

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, ELECTRIC

	Population of Territory Supplied	Plant Investment (Book Value)	Operating Revenue from Sale of Current
Trinidad Elec. Trans., Ry. & Gas, Co.	20,000	\$†6,561,202.51	\$ 861,580.94
Weller Bros.	200	‡1,000.00	1,676.29
Western Colorado Power Co.	19,700	7,545,623.34	472,077.47
Western Light & Power Co.	75,000	§6,272,950.70	841,449.44
Western Public Service Co.	2,500	§2,853,444.42	27,858.71
Total 5	117,400	\$23,234,220.97	\$2,204,642.85
Grand total 55	348,837	\$60,761,880.84	\$6,333,759.72

*Indicates deficit.

†Includes Gas & Railway Departments.

‡Part of plant investment only.

§Includes all properties.

VATELY OWNED—Concluded

UTILITIES, PRIVATELY OWNED, YEAR ENDED DECEMBER 31, 1922—Concluded

Electric Mdse. & Misc. Revenue	Operating Expenses	Taxes Accrued	Total Operating Expenses	Net Profit from Sale of Electric Current	Operat- ing Ratio %	Return Plant Invsmt, %
\$ 106.33	\$ 569,414.62	\$ 58,880.00	\$ 628,294.62	\$ 233,286.32	73	4.
.....	530.00	85.40	615.40	1,060.89	36	...
3,495.52	237,486.16	54,483.86	291,970.02	180,107.45	62	2.
*9,335.65	594,396.85	76,089.71	670,486.56	170,962.88	80	3.
8,447.70	27,541.29	2,100.00	29,641.29	*1,782.58	106	*.06
<u>\$ 2,713.90</u>	<u>\$1,429,368.92</u>	<u>\$ 191,638.97</u>	<u>\$1,621,007.89</u>	<u>\$ 583,634.96</u>	74	2.5
\$88,493.42	\$3,829,303.10	\$ 637,600.83	\$4,466,903.93	\$1,866,855.79	71	3.

ELECTRIC UTILITIES—MUNICIPAL

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, ELECTRIC UTILITIES, MUNICIPAL, YEAR ENDED
DECEMBER 31, 1922

	Population of Territory Supplied	Plant Investment (Book Value)	Operating Revenue from Sale of Cur.	Electric Misc. & Misc. Rev.	Total Operating Expenses	Net Profit from Sale of Electric Current	Operating Ratio %	Return Plant Invest. %
Brush, Town of.....	2,500	\$ 59,910.26	\$ 32,642.57	\$	\$ 22,936.58	\$ 9,705.99	70	16.
Burlington, Town of.....	1,400	119,007.77	27,410.84	500.42	28,787.00	*1,376.16	105	*1.
Cheyenne Wells, Town of.....	700	58,740.00	10,058.41	.....	8,475.06	1,583.35	84	3.
Creede, Town of.....	600	8,103.80	3,855.00	98.00	4,622.08	*767.03	119	*9.
Crook, Town of.....	300	4,000.00	1,725.75	.....	1,691.44	34.31	98	1.
Dacono, Town of.....	200	1,500.00	475.00	.....	439.70	35.30	93	2.
Del Norte, Town of.....	1,200	22,821.20	9,815.26	800.39	9,958.69	*143.43	101	*1.
Eads, Town of.....	460	6,100.00	5,532.00	160.00	3,850.00	1,682.00	70	28.
Erle, Town of.....	700	3,750.00	2,804.00	.....	2,593.91	210.09	93	6.
Firestone, Town of.....	275	1,344.00	491.68	.....	864.63	*372.35	175	*28.
Fort Morgan, City of.....	4,500	161,598.95	76,163.73	2,978.57	44,918.53	31,245.20	59	19.
Fountain, Town of.....	600	21,075.82	4,114.07	277.80	4,268.69	*154.62	104	*1.
Frederick, Town of.....	600	42,020.53	6,613.32	.....	3,263.10	3,350.82	49	—
Gunnison, Town of.....	1,500	38,841.10	20,536.64	.....	17,646.26	2,890.33	86	7.
Haxtun, Town of.....	1,200	91,147.26	20,280.41	.....	11,574.56	8,705.85	57	3.
Holly, Town of.....	1,000	29,179.14	13,607.29	625.39	7,736.41	5,870.88	57	20.
Holyoke, Town of.....	1,500	137,955.48	19,778.95	1,477.57	11,918.97	7,859.98	60	6.
Hugo, Town of.....	1,000	60,006.00	13,700.68	1,150.21	14,248.38	*548.30	104	*1.
Julesburg, Town of.....	2,300	123,192.90	43,623.76	.....	23,353.24	19,664.52	55	16.
Limon, Town of.....	1,047	48,848.61	16,588.63	.....	16,773.74	*185.11	101	*4.
Longmont, City of.....	8,000	132,453.03	66,535.41	80.12	42,998.27	23,537.14	65	18.
Lyons, Town of.....	675	6,679.03	2,462.95	.....	1,709.38	753.57	69	11.
Otis, Town of.....	600	35,971.01	7,085.64	.....	4,779.85	2,305.79	67	6.
Paonia, Town of.....	1,200	22,848.12	14,563.80	1,228.76	14,551.60	12.20	100	.05
Sedgewick, Town of.....	425	32,552.23	7,520.73	194.30	5,482.81	2,037.92	73	6.
Total 25.....	34,482	\$ 1,229,640.24	\$ 427,986.52	\$ 9,571.83	\$ 310,048.28	\$ 117,938.24	72	9.5

* Indicates deficit.

† Distribution system only.

ELECTRIC UTILITIES—MUNICIPAL—Concluded

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, ELECTRIC UTILITIES, MUNICIPAL, YEAR ENDED
DECEMBER 31, 1922—Concluded

	Population of Territory Supplied	Plant Investment (Book Value)	Operating Revenue from Sale of Cur.	Electric Misc. & Miscel. Rev.	Total Operating Expenses	Net Profit from Sale of Electric Current	Operating Ratio %	Return Plant Invest. %
Seibert, Town of.....	350	\$ 17,607.33	\$ 2,446.91	\$	\$ 2,525.79	\$ 478.88	103	4
Walden, Town of.....	250	7,000.00	3,848.41	.....	3,268.00	580.41	85	8
Wray, Town of.....	2,000	100,092.09	26,036.94	.....	21,530.33	4,506.61	83	5
Yuma, Town of.....	1,878	103,590.81	23,191.63	.....	15,226.90	7,964.73	66	8
Total 4.....	4,478	\$ 228,290.23	\$ 55,523.89	\$	\$ 42,551.02	\$ 12,372.87	77	5.6
Grand Total 29.....	38,960	\$ 1,457,930.47	\$ 483,510.41	\$ 9,571.83	\$ 352,599.30	\$ 130,911.11	73	8.9

* Indicates deficit.

ELECTRIC UTILITIES

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, ELECTRIC

	Population of Territory Supplied	Plant Investment (Book Value)	Operating Revenue from Sale of Current
Aguilar Light & Power Co.	1,000	\$ 21,813.06	\$ 16,046.61
Akron Gas, Elec. Lt. & Power Co.	1,500	45,591.96	20,139.56
Arapahoe Elec. Lt. & Power Co.	12,000	248,392.39	140,673.53
Arvada Electric Co.	2,500	85,184.48	36,251.66
Arkansas Valley Electric Co.	4,000	67,026.52	42,332.11
Brighton Ice, Light & Power Co.	6,000	44,670.05	49,411.65
Broadmoor Elec. Light System	950	†.....	12,732.53
Buena Vista Elec. Lt. & Power Co.	1,000	31,047.82	9,915.02
Carbondale Light & Power Co.	500	24,629.76	4,471.77
Cardiff Light & Water Co.	8	†.....	523.40
Cedaredge Light & Power Co.	500	5,942.22	2,856.05
Craig Light & Power Co.	1,297	43,389.39	11,921.15
Crested Butte Light & Water Co.	1,250	20,000.00	7,720.48
‡Custer County Electric Co.	350	22,243.84	1,812.15
§Custer Water & Power Co.	350	†.....	2,664.33
Evergreen Public Service Co.	450	12,555.18	8,055.30
Eagle River Electric Co.	800	30,613.51	7,368.00
Evergreen Utilities Co.	450	11,250.87	5,150.48
Fort Lupton Light & Power Co.	5,000	110,442.76	54,781.10
Gilpin County Lt., Heat & Power Co.	1,200	37,099.64	7,682.20
Glenwood Light & Water Co.	2,200	134,309.36	43,820.67
Grand Jct. Elec., Gas & Mfg. Co.	13,000	||938,017.57	161,135.49
Grand River Valley Ry. Co. (Fruita)	1,193	†.....	8,003.88
Grand River Valley Ry. Co. (Palisade)	855	†.....	19,896.28
Hayden Milling & Power Co.	500	5,093.71	4,964.46
Total 25	58,853	\$ 1,939,314.09	\$ 680,329.86

*Indicates deficit.

†Plant investment not shown.

‡From Aug. 1 to Dec. 31, 1923.

§From Jan. 1 to July 31, 1923.

||Includes gas plant.

—PRIVATELY OWNED

UTILITIES, PRIVATELY OWNED, YEAR ENDED DECEMBER 31, 1923

Electric Mdse. & Misc. Revenue	Operating Expenses	Taxes Accrued	Total Operating Expenses	Net Profit from Sale of Electric Current	Operat- ing Ratio %	Return Plant Invsmt. %
\$ 2,311.89	\$ 13,213.13	\$ 720.00	\$ 13,933.13	\$ 2,113.48	87	10.
1,130.52	16,129.38	770.54	16,899.92	3,239.64	84	7.
8,210.35	103,322.03	9,600.00	112,922.03	27,751.50	80	11.
1,954.86	28,382.82	1,800.00	30,182.82	6,068.84	83	7.
1,689.31	36,236.35	2,558.71	38,795.06	3,537.05	92	5.
.....	37,745.68	1,399.09	39,144.77	10,266.88	79	23.
.....	6,310.52	.....	6,310.52	6,422.01	50	..
476.60	7,400.73	473.43	7,874.16	2,040.86	79	7.
.....	3,324.16	310.92	3,635.08	836.69	81	3.
22.09	272.84	268.59	541.43	*18.03	103	..
665.46	2,642.42	152.30	2,794.72	61.33	98	1.
.....	15,474.66	885.68	16,360.34	*4,439.19	137	*10.
792.72	5,857.97	753.29	6,611.26	1,109.22	86	6.
.....	656.27	.....	656.27	1,155.88	36	5.
.....	1,965.54	95.00	2,060.54	603.79	77	..
8,304.58	12,197.71	116.99	12,314.70	*4,259.40	153	*34.
179.55	4,639.52	606.10	5,245.62	2,122.38	71	7.
.....	5,039.60	198.37	5,237.97	*87.49	102	*1.
6,271.23	51,472.69	3,000.00	54,472.69	308.41	99	.3
499.56	7,434.78	793.66	8,228.44	*546.24	107	*1.
2,977.79	35,634.44	5,496.81	41,131.25	2,689.42	94	2.
2,239.96	95,989.51	10,678.45	106,667.96	54,467.53	66	6.
.....	2,327.54	.....	2,327.54	5,676.34	29	..
31.89	10,901.49	1,288.88	12,190.37	7,705.91	61	..
.....	4,697.30	184.72	4,882.02	82.44	98	2.
<u>\$37,758.36</u>	<u>\$ 509,269.08</u>	<u>\$ 42,151.53</u>	<u>\$ 551,420.61</u>	<u>\$ 128,909.25</u>	<u>81</u>	<u>6.6</u>

ELECTRIC UTILITIES—

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, ELECTRIC

	Population of Territory Supplied	Plant Investment (Book Value)	Operating Revenue from Sale of Current
Hinsdale Mining & Development Co.	400	\$ 21,720.21	\$ 2,658.45
Home Gas & Electric Co.	15,000	325,194.26	232,637.83
†Hotchkiss Packing & Power Co. ....	.....	‡.....	6,539.56
§Hotchkiss Electric Co.	600	9,000.00	1,388.95
Jefferson County Power & Light Co.	4,000	129,041.32	60,944.24
La Jara Electric Co.	400	22,783.88	5,033.26
La Veta Light, Heat & Power Co.	700	25,000.00	8,089.36
Meeker Light & Water Co.	1,000	x703.91	11,102.35
Montezuma Electric Co.	600	5,000.00	5,394.45
New Light & Power Co.	1,100	21,061.00	12,732.72
Oak Creek Service Co.	1,500	18,853.59	11,454.77
Ovid Light & Power Co.	100	3,320.14	1,321.16
Public Service Co. of Colorado	375,000	¶45,006,748.31	5,202,044.88
Rifle Light, Heat & Power Co.	1,000	55,238.62	15,362.78
Roaring Fork Electric Light & Power Co.	1,500	623,568.95	32,020.54
Roggen Light Co.	75	2,498.55	620.10
Rust, A. A.	463	9,224.47	3,234.49
San Luis Power Co.	1,000	5,214.44	1,085.10
Silverton Electric Light Co.	1,000	‡.....	13,864.28
Southern Colorado Power Co.	96,500	¶14,481,652.29	1,532,975.73
Steamboat Service Co.	1,800	55,379.32	15,725.13
Suburban Light & Power Co.	1,300	29,685.97	13,460.41
Summit County Power Co.	2,000	860,964.58	44,875.17
Syndicate Mining & Milling Co.	175	‡.....	2,121.65
Tonopah Placers Co.	800	‡.....	8,475.14
Total 25	508,013	\$61,712,353.81	\$7,245,162.50

*Indicates deficit.

†From Jan. 1 to Sept. 30, 1923.

‡Plant investment not shown.

§From Oct. 1 to Dec. 31, 1923.

¶Includes Gas Plant.

‡Includes street railway.

xPlant Leased.

PRIVATELY OWNED—Continued

UTILITIES, PRIVATELY OWNED, YEAR ENDED DECEMBER 31, 1923—Continued

Electric Mdse. & Misc. Revenue	Operating Expenses	Taxes Accrued	Total Operating Expenses	Net Profit from Sale of Electric Current	Operat- ing Ratio %	Return Plant Invsmt. %
\$.....	\$ 2,979.06	\$ 16.00	\$ 2,995.06	\$ *336.61	113	*2.
3,089.43	176,685.22	10,342.50	187,027.72	45,610.11	80	14.
.....	5,139.63	237.45	5,377.08	1,162.48	82	..
82.30	1,916.96	241.70	2,158.66	*769.71	155	*9.
5,929.40	52,107.11	3,671.03	55,778.14	5,166.10	92	4.
10.80	3,807.18	168.04	3,975.22	1,058.04	79	5.
50.06	7,662.90	334.84	7,997.74	91.62	99	..4
.25	10,311.54	18.33	10,329.87	772.48	93	..
.....	3,945.07	357.37	4,302.44	1,092.01	80	22.
145.18	11,048.20	265.74	11,313.94	1,418.78	89	7.
.....	10,901.03	689.52	11,590.55	*135.78	101	*1.
.....	896.25	.....	896.25	424.91	68	11.
130,613.36*	2,618,606.51	391,846.24	3,010,452.75	2,191,592.13	58	5.
1,782.95	11,194.00	1,889.18	13,083.18	2,279.60	85	4.
240.73	22,613.88	3,177.32	25,791.20	6,229.34	81	1.
.....	538.29	9.20	547.49	72.61	88	3.
.....	3,337.09	.....	3,337.09	*102.60	103	*1.
.....	1,260.00	.....	1,260.00	*174.90	116	*3.
177.41	12,455.83	.....	12,455.83	1,408.45	90	..
24,487.02	692,733.15	160,432.08	853,165.23	679,810.50	56	5.
1,011.11	14,071.36	1,254.42	15,325.78	399.35	97	1.
.....	10,331.19	559.68	10,890.87	2,569.54	81	9.
191.22	31,323.24	4,476.62	35,799.86	9,075.31	80	1.
78.14	2,394.30	589.14	2,983.44	*861.79	141	..
81.93	6,994.72	923.40	7,918.12	557.02	93	..
<u>\$93,255.43*</u>	<u>\$3,715,253.71</u>	<u>\$ 581,499.80</u>	<u>\$4,296,753.51</u>	<u>\$2,948,408.99</u>	<u>59</u>	<u>4.7</u>

ELECTRIC UTILITIES—

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, ELECTRIC

	Population of Territory Supplied	Plant Investment (Book Value)	Operating Revenue from Sale of Current
Trinidad Elec. Trans., Ry. & Gas Co.	20,000	\$16,552,523.34	\$ 956,154.32
Weller Brothers	200	1,000.00	1,776.29
Western Colorado Power Co.	19,700	7,736,728.23	620,703.47
Western Public Service Co.	2,500	\$4,227,438.91	29,362.33
Total 4	42,400	\$18,517,690.48	\$1,607,996.41
Grand Total 54	609,266	\$82,169,358.38	\$9,533,488.77

*Indicates deficit.

†Includes Gas & Railway departments.

‡Part of plant investment only.

§Includes all properties.

PRIVATELY OWNED—Concluded

UTILITIES, PRIVATELY OWNED, YEAR ENDED DECEMBER 31, 1923—Concluded

Electric Mdse. & Misc. Revenue	Operating Expenses	Taxes Accrued	Total Operating Expenses	Net Profit from Sale of Electric Current	Operat- ing Ratio %	Return Plant Invsmt. %
\$ 136.72	\$ 456,317.72	\$ 72,680.00	\$ 528,997.72	\$ 427,156.60	55	7.
.....	1,265.00	211.18	1,476.18	300.11	83	..
6,411.36	321,011.88	63,730.83	384,742.71	235,960.76	62	3.
5,320.97	34,311.30	1,655.85	35,967.15	*6,604.82	122	*.2
<u>\$11,869.05</u>	<u>\$ 812,905.90</u>	<u>\$ 138,277.86</u>	<u>\$ 951,183.76</u>	<u>\$ 656,812.65</u>	59	7.9
\$43,628.02*	\$5,037,428.69	\$ 761,929.19	\$5,799,357.88	\$3,734,130.89	61	4.5

ELECTRIC UTILITIES—MUNICIPAL

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, ELECTRIC UTILITIES, MUNICIPAL, YEAR ENDED
DECEMBER 31, 1923

	Population of Territory Supplied	Plant Investment (Book Value)	Operating Revenue From Sale of Cur.	Electric Mdsc. & Misc. Rev.	Total Operating Expenses	Net Profit from Sale of Electric Current	Operating Ratio %	Return Plant Invest. %
Brush, Town of.....	2,500	\$ 70,460.51	\$ 28,886.18	\$ 212.69	\$ 25,242.49	\$ 3,643.69	87	5.
Burlington, Town of.....	2,000	119,446.52	24,276.67	574.89	23,626.83	649.84	97	.5
Castle Rock, Town of.....	600	25,500.00	5,440.60	20.00	5,635.21	*194.61	104	*.8
Cheyenne Wells, Town of.....	650	60,223.70	9,804.71	448.04	9,442.26	362.45	96	.6
Credce, Town of.....	600	8,103.80	3,669.56	104.20	3,703.77	*34.21	101	*.4
Crook, Town of.....	300	11,560.00	1,640.25	103.00	2,008.54	*368.29	122	*.3
Dacono, Town of.....	200	1,500.00	475.00	.....	734.50	*253.50	155	*17.
Del Norte, Town of.....	1,200	22,821.20	8,739.21	.....	9,065.07	*325.86	104	*1.
Eads, Town of.....	500	5,332.41	5,745.90	661.52	6,422.37	*676.47	120	*1.3.
Eckley, Town of.....	332	21,632.08	2,684.85	.....	3,133.79	*503.94	118	*.2.
Erie, Town of.....	700	3,890.00	3,492.40	.....	2,705.24	787.16	77	20.
Firestone, Town of.....	250	1,344.00	603.52	.....	652.60	*49.08	108	*.4.
Fleming, Town of.....	500	40,681.86	3,676.05	.....	2,408.01	1,268.04	66	3.
Fort Morgan, City of.....	4,600	264,542.24	77,107.62	6,876.61	43,825.19	33,282.43	57	13.
Fountain, Town of.....	600	21,582.80	5,466.90	.....	4,200.67	1,266.23	77	6.
Frederick, Town of.....	600	2020.53	3,689.62	.....	3,905.05	*205.43	106	*10.
Granada, Town of.....	400	23,505.75	1,769.05	.....	2,400.89	*631.84	136	*.3.
Gunnison, Town of.....	1,500	58,649.61	23,531.46	2,919.76	17,922.66	5,698.80	76	10.
Holly, Town of.....	1,000	30,193.26	13,791.07	.....	8,463.23	5,327.84	61	18.
Holyoke, Town of.....	1,500	138,403.97	19,734.10	731.89	12,946.35	6,787.75	66	5.
Haxtun, Town of.....	1,200	91,691.10	21,565.74	.....	9,797.21	11,768.53	45	13.
Hugo, Town of.....	1,000	60,779.40	14,980.32	2,497.66	15,889.19	*908.87	106	*1.
Julesburg, Town of.....	2,300	123,192.90	40,055.13	174.49	21,781.76	18,273.37	54	15.
Lamar, City of.....	7,500	368,960.64	90,751.36	.....	67,080.87	23,670.49	74	6.
Limon, Town of.....	1,047	59,336.85	19,525.09	.....	18,768.26	756.83	96	1.
Total 25.....	33,579	\$1,635,355.13	\$431,112.36	\$ 15,324.75	\$321,822.01	\$109,290.35	75	6.6

* Indicates deficit.

ELECTRIC UTILITIES—MUNICIPAL—Concluded
 PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, ELECTRIC UTILITIES, MUNICIPAL, YEAR ENDED
 DECEMBER 31, 1923—Concluded

	Population of Territory Supplied	Plant Investment (Book Value)	Operating Revenue from Sale of Cur.	Electric Mdse. & Misc. Rev.	Total Operating Expenses	Net Profit from Sale of Electric Current	Operating Ratio %	Return Plant Invest. %
Longmont, City of.....	8,000	\$ 146,515.48	\$ 66,639.89	\$ 1,293.13	\$ 41,781.97	\$ 24,857.92	63	17.
Lyons, Town of.....	675	7,134.47	2,814.68	.....	1,812.96	1,001.72	64	14.
Otis, Town of.....	600	36,943.83	6,062.52	.....	4,954.96	1,107.56	82	3.
Paonia, Town of.....	1,200	22,966.16	14,698.66	621.95	11,617.64	3,081.02	79	13.
Sedgwick, Town of.....	450	32,843.50	7,479.67	94.18	5,704.54	1,775.13	76	5.
Seibert, Town of.....	320	17,923.12	2,623.82	.....	2,745.02	*121.20	105	*7
Walden, Town of.....	250	7,000.00	4,304.14	.....	3,351.06	933.08	78	14.
Wray, Town of.....	2,000	100,338.12	28,474.77	135.37	21,202.91	7,271.86	74	7.
Yuma, Town of.....	1,800	108,036.19	21,291.90	556.63	20,012.28	1,279.62	94	1.
Total 9.....	15,295	\$ 479,700.87	\$154,390.05	\$ 2,701.26	\$113,183.34	\$ 41,206.71	73	8.5
Grand Total 34.....	48,874	\$2,115,056.00	\$585,502.41	\$ 18,026.01	\$435,005.35	\$150,497.06	74	7.1

* Indicates deficit.

GAS

PLANT INVESTMENT, OPERATING REVENUES AND

	Population of Territory Supplied	Plant Investment (Book Value)	Operating Revenue from Sale of Gas
Canon Gas Co.	5,000	\$ 73,039.05	\$ 18,232.45
Colorado Springs Lt., Heat & Power Company..	30,000	965,616.28	254,409.06
Federal Gas Co.	11,000	213,859.26	95,765.84
Greeley Gas & Fuel Co.	10,958	352,058.48	101,427.74
Otero County Gas Co.	13,500	139,052.46	40,201.64
Pueblo Gas & Fuel Co.	43,200	1,024,324.97	230,559.83
Poudre Valley Gas Co.	8,000	125,588.25	66,039.15
Trinidad Elec. Transmission Ry. & Gas Co.	7,500	†6,561,202.51	39,965.49
Total 8	129,158	\$ 9,455,241.26	\$ 846,601.20

* Indicates deficit.

† Includes Electric and Street Railway properties.

GAS

PLANT INVESTMENT, OPERATING REVENUES AND

	Population of Territory Supplied	Plant Investment (Book Value)	Operating Revenue from Sale of Gas
Canon Gas Co.	5,000	\$ 73,039.86	\$ 16,444.50
Federal Gas Co.	11,000	219,958.35	95,141.32
Greeley Gas & Fuel Co.	10,983	354,426.40	97,355.66
Grand Jct. Electric, Gas & Mfg. Co.	7,000	128,921.85	36,160.37
Otero County Gas Co.	13,000	140,912.32	41,565.85
Poudre Valley Gas Co.	10,000	142,103.49	66,467.65
Public Service Co. of Colorado	375,000	†45,006,748.31	1,850,994.65
Pueblo Gas & Fuel Co.	59,065	1,032,396.81	228,309.44
Trinidad Elec. Transmission Ry. & Gas Co.	7,500	†6,552,523.34	49,702.07
Total 9	498,548	\$53,651,030.73	\$2,482,141.51

* Indicates deficit.

† Includes electric property.

‡ Includes electric and street railway properties.

UTILITIES

EXPENSES, GAS UTILITIES, YEAR ENDED DECEMBER 31, 1922

Misc. Revenue	Operating Expenses	Taxes Accrued	Total Operating Expenses	Net Profit from Sale of Gas	Operat- ing Ratio %	Return Plant Invsmt. %
\$ 368.41	\$ 13,458.36	\$ 1,062.33	\$ 14,520.69	\$ 3,711.76	80	5.
747.20	188,879.40	17,443.87	206,323.27	48,085.79	81	5.
601.92	73,191.37	7,521.86	80,713.23	15,052.61	84	7.
1,917.45	85,502.41	4,927.34	90,429.75	10,997.99	89	3.
905.43	36,836.47	722.92	37,559.39	2,642.25	93	2.
3,035.94	45,087.82	6,002.95	51,090.77	14,948.38	77	12.
3,160.76	199,033.58	13,955.45	212,989.03	17,570.80	92	2.
*74.35	39,560.30	1,920.00	41,480.30	*1,514.81	104	*.02
<u>\$10,662.76</u>	<u>\$ 681,549.71</u>	<u>\$ 53,556.72</u>	<u>\$ 735,106.43</u>	<u>\$ 111,494.77</u>	<u>87</u>	<u>1.1</u>

UTILITIES

EXPENSES, GAS UTILITIES, YEAR ENDED DECEMBER 31, 1923

Misc. Revenue	Operating Expenses	Taxes Accrued	Total Operating Expenses	Net Profit from Sale of Gas	Operat- ing Ratio %	Return Plant Invsmt. %
\$ 516.32	\$ 12,926.48	\$ 1,163.31	\$ 14,089.79	\$ 2,354.71	86	3.
451.84	72,177.60	7,460.22	79,637.82	15,503.50	84	7.
1,068.63	79,370.22	5,153.11	84,523.33	12,832.33	87	4.
2,283.57	31,076.30	2,362.05	33,438.35	2,722.02	92	2.
993.82	42,178.87	915.00	43,093.87	*1,528.02	103	*1.
2,676.14	41,666.43	6,912.23	48,578.66	17,888.99	73	13.
28,318.93	1,563,869.90	188,746.47	1,752,616.37	98,378.28	95	.2
3,563.06	211,486.79	12,601.13	224,087.92	4,221.52	98	.4
1,554.92	47,341.07	3,160.00	50,501.07	*799.00	102	*.01
<u>\$41,427.23</u>	<u>\$2,102,093.66</u>	<u>\$ 228,473.52</u>	<u>\$2,330,567.18</u>	<u>\$ 151,574.33</u>	<u>94</u>	<u>.3</u>

WATER UTILITIES—

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, WATER

	Population of Territory Supplied	Plant Investment (Book Value)	Operating Revenue from Sale of Water
Altman Water Co.	300	\$ 137,053.10	\$ 25,619.76
Broadmoor Water System	850	†	6,092.42
Brookside Water Co.	2,500	107,118.49	8,104.18
Buffalo Park Association	134	5,000.00	1,049.45
Cardiff Light & Water Co.	100	24,307.47	1,298.83
Castle Creek Water Co.	1,300	141,911.51	15,008.90
Coal Creek Water & Light Co.	1,000	10,000.00	2,864.25
Commonwealth Land Co.	200	15,688.00	1,903.50
Crested Butte Light & Water Co.	1,250	30,000.00	7,434.05
Cripple Creek Water Co.	2,000	205,750.87	21,479.96
Crystal Springs Pipe Line & Water Co.	2,000	33,034.00	5,598.13
Custer Water & Power Co.	350	†	2,388.50
Estes Park Water Co.	1,000	56,176.69	6,909.75
Evergreen Public Service Co.	480	†	1,982.52
Evergreen Utilities Co.		25,863.17	879.84
Home Water Supply Co.		2,350.00	689.81
Leadville Water Co.	4,959	602,267.19	47,161.07
Meeker Light & Water Co.	900	‡3,765.36	7,969.19
Mesa Water Works Co.	200	2,405.00	474.00
Northfield Land & Water Co.	1,650	358,692.98	17,502.43
Pure Springs Water Supply Co.	7,000	143,928.87	16,309.87
Total 21	28,173	\$ 1,905,312.70	\$ 198,720.41

* Indicates deficit.

† Property leased.

‡ Part investment only, balance leased.

PRIVATELY OWNED

UTILITIES, PRIVATELY OWNED, YEAR ENDED DECEMBER 31, 1922

Miscl. Revenues	Operating Expenses	Taxes Accrued	Total Operating Expenses	Net Profit from Sale of Water	Operat- ing Ratio %	Return Plant Invsmt. %
\$	\$ 19,865.61	\$ 1,952.45	\$ 21,818.06	\$ 3,801.70	85	3.
.....	1,514.04	.....	1,514.04	4,578.38	25	..
145.72	5,207.55	551.34	5,758.89	2,345.29	71	2.
.....	828.19	150.00	976.19	73.26	93	1.
.....	879.06	286.96	1,166.02	132.81	90	1.
.....	10,718.47	2,060.34	12,778.81	2,230.09	85	2.
72.20	1,985.39	260.39	2,245.78	618.47	78	6.
227.50	1,653.20	76.80	1,730.00	173.50	91	1.
*89.46	4,368.59	1,343.21	5,711.80	1,722.25	77	6.
.....	15,270.23	6,526.73	21,796.96	*317.00	101	*.2
.....	839.03	1,172.06	2,011.09	3,587.04	36	11.
.....	1,910.80	.....	1,910.80	477.70	80	..
.....	4,452.34	626.10	5,078.44	1,831.31	73	3.
1,196.66	4,362.20	17.05	4,379.25	*2,396.73	221	..
198.00	2,537.60	114.98	2,652.58	*1,772.74	301	*7.
.....	558.04	11.00	569.04	120.77	82	5.
.....	23,054.97	9,933.04	32,988.01	14,173.06	70	2.
.....	6,641.67	22.55	6,664.22	1,304.97	84	..
.....	75.00	11.00	86.00	338.00	18	16.
487.55	6,776.98	3,165.67	9,942.65	7,559.78	57	2.
.....	3,665.98	1,656.54	5,322.52	10,987.35	33	8.
<u>\$ 2,238.17</u>	<u>\$ 117,162.94</u>	<u>\$ 29,938.21</u>	<u>\$ 147,101.15</u>	<u>\$ 51,619.26</u>	<u>74</u>	<u>2.7</u>

WATER UTILITIES—MUNICIPAL
DECEMBER 31, 1922

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, WATER UTILITIES, MUNICIPAL, YEAR ENDED

	Population of Territory Supplied	Plant Investment (Book Value)	Operating Revenue from Sale of Water	Miscellaneous Revenues	Total Operating Expenses	Net Profit from Sale of Water	Operating Ratio %	Return on Plant Invest. %
Agular, Town of	1,800	\$ 25,000.00	\$ 7,126.15		\$ 6,736.22	\$ 389.93	95	2
Akron, Town of	1,800	100,000.00	9,227.05		7,665.32	1,561.73	83	2
Alamoga, City of	4,000	132,000.00	3,333.54		7,322.99	2,210.55	77	2
Antonito, Town of	1,000	60,000.00	3,837.20		1,286.74	2,550.46	34	4
Arvada, Town of	1,250	45,000.00	6,497.23		4,223.20	2,274.03	65	5
Ault, Town of	1,000	40,578.56	6,212.62	109.00	3,547.16	2,665.46	57	7
Basalt, Town of	135	11,000.00	798.00		1,078.55	*280.55	135	*2
Bayfield, Town of	350	17,000.00	873.00		1,803.82	*930.82	207	*2
Berthoud, Town of	1,250	58,223.31	7,570.67		3,262.79	4,307.88	43	7
Blaek Hawk, Town of	225	75,000.00	840.29		227.26	612.94	27	1
Breckenridge, Town of	750	50,880.74	2,433.70		1,301.54	1,132.16	53	2
Brighton, City of	3,215	217,345.95	17,283.90	139.20	11,408.09	5,875.81	66	3
Brush, Town of	2,500	142,993.56	10,450.73		7,956.35	2,494.38	76	2
Buena Vista, Town of	1,100	30,000.00	2,962.11		591.96	2,370.15	20	8
Burlington, Town of	1,400	†176,007.77	5,625.84	286.00	5,923.24	*297.40	105	*2
Canon City, City of	4,551	524,489.93	41,004.11		12,581.49	28,419.62	31	5
Castle Rock, Town of	600	61,227.12	2,924.50		1,474.99	1,449.51	59	2
Cedaredge, Town of	600	34,913.12	2,957.75		3,771.08	*813.33	127	*2
Cheyenne Wells, Town of	700	37,500.00	3,319.85		1,436.80	2,183.05	34	6
Collbran, Town of	300	11,000.00	1,013.95		744.00	269.95	73	2
Colorado Springs, City of	35,500	3,461,861.43	163,918.20	12,127.45	18,322.24	121,735.96	28	1
Cortez, Town of	800	†	2,325.24		2,839.41	*314.17	112	*1
Craig, Town of	1,300	‡54,450.06	5,144.56		5,389.38	*241.82	105	*2
Crook, Town of	300	24,000.00	262.60		828.86	*566.26	316	*2
Dacono, Town of	200	1,500.00	475.00		439.70	35.30	93	2
Total 25	66,625	\$ 5,396,973.55	\$ 320,817.70	\$ 12,652.65	\$ 141,726.78	\$ 179,090.92	44	3.3

* Indicates deficit.
† Includes light plant.
‡ Plant investment not shown.

WATER UTILITIES—MUNICIPAL—Continued

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, WATER UTILITIES, MUNICIPAL, YEAR ENDED
DECEMBER 31, 1922—Continued

	Population of Territory Supplied	Plant Investment (Book Value)	Operating Revenue from Sale of Water	Misc. Revenues	Total Operating Expenses	Net Profit from Sale of Water	Operating Ratio %	Return Plant Invest. %
De Beque, Town of	500	\$ 30,000.00	\$ 2,889.00		2,889.00	\$	100	.
Delta, City of	4,500	300,000.00	26,981.09		7,001.23	19,979.86	26	7.
Del Norte, Town of	1,200	41,235.80	2,314.50		1,542.02	772.48	67	2.
Denver, City of	300,000	15,562,905.02	1,869,289.25		704,694.74	1,164,594.51	38	7.
Dolores, Town of	500	45,000.00	3,250.65		1,112.35	2,138.30	34	5.
Eads, Town of	460	71,300.00	1,255.10		410.00	845.10	33	1.
Eagle, Town of	500	29,310.00	3,741.65		4,201.98	*460.33	112	.
Eaton, Town of	1,500	42,760.00	14,254.58		4,630.73	9,623.85	32	23.
Empire, Town of	105	11,800.00	692.05	20.00	1,97.00	.495.05	28	4.
Etie, Town of	900	40,765.64	1,588.12		2,553.16	*967.34	161	*2.
Evans, Town of	505	31,301.00	1,937.69		2,444.08	*506.39	126	*2.
Fairplay, Town of	240	10,000.00	958.61		745.22	208.39	78	2.
Firestone, Town of	375	1,500.00	1,240.95	175.80	803.33	437.62	65	29.
Florence, City of	3,500	180,508.06	13,121.98		11,214.82	1,907.16	85	1.
Fort Lupton, Town of	1,800	69,397.00	8,558.98	180.00	4,455.55	4,102.53	52	6.
Fort Morgan, City of	4,500	135,232.24	27,470.35	658.85	16,558.53	10,911.82	60	8.
Fountain, Town of	600	59,399.34	4,540.51		1,747.92	2,792.59	38	5.
Frederick, Town of	600	6,745.80	4,885.91		2,373.92	2,515.09	49	37.
Fruita, Town of	2,000	150,000.00	25,247.33		7,198.37	18,048.96	29	12.
Georgetown, Town of	450	50,637.23	1,514.45	100.00	1,292.67	221.78	85	.4
Glenwood Springs, City of	2,400	185,000.00	16,393.57		13,695.32	2,698.25	84	1.
Golden, City of	3,000	178,533.00	16,361.72		6,014.24	10,347.48	37	6.
Grand Valley, Town of	275	44,000.00	3,117.04		2,867.28	249.76	92	1.
Greeley, City of	15,000	586,274.41	104,744.67	1,162.56	51,708.20	53,036.47	49	9.
Grover, Town of	1,175	41,739.20	2,189.34		2,988.72	*799.38	137	*2.
Total 25	345,585	\$17,905,513.74	\$2,158,536.29	\$ 2,297.21	\$ 855,342.68	\$1,303,193.61	40	7.2

* Indicates deficit.

WATER UTILITIES—MUNICIPAL—Continued

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, WATER UTILITIES, MUNICIPAL, YEAR ENDED
DECEMBER 31, 1922—Continued

	Population of Territory Supplied	Plant Investment (Book Value)	Operating Revenue from Sale of Water	Misc. Revenues	Total Operating Expenses	Net Profit from Sale of Water	Operating Ratio %	Return Plant Invest. %
Gunnison, Town of	1,500	\$ 47,435.21	\$ 5,816.63	\$ 1,007.14	\$ 5,560.76	\$ 255.87	96	.5
Gypsum, Town of	250	18,910.04	2,050.90	414.75	1,880.73	170.17	8	10.
Haxton, Town of	1,200	38,945.53	5,381.72	.....	4,954.80	426.92	92	1.
Hayden, Town of	500	42,612.79	2,355.11	.....	1,995.48	1,259.63	47	3.
Holly, Town of	1,000	80,402.54	7,416.52	37.55	4,751.49	2,565.03	64	3.
Holyoke, Town of	1,500	54,877.87	8,584.21	985.04	7,919.46	634.75	92	1.
Hotchkiss, Town of	600	73,000.00	5,258.05	.....	1,510.06	3,717.99	23	5.
Hot Sulphur Springs, Town of	175	11,111.23	2,975.50	.....	1,756.46	*338.96	190	*3.
Hudson, Town of	400	37,192.00	2,576.00	.....	1,772.95	803.05	69	2.
Hugo, Town of	1,000	41,000.00	6,134.60	.....	3,725.19	2,409.41	61	6.
Idaho Springs, City of	1,500	183,790.10	7,715.40	.....	2,601.69	5,113.71	34	3.
Ilfr, Town of	450	26,631.93	1,292.78	.....	750.94	541.84	58	2.
Johnstown, Town of	500	40,000.00	4,883.51	.....	3,220.00	1,663.51	66	4.
Julesburg, Town of	1,320	65,398.10	9,471.26	.....	8,154.11	1,703.77	83	2.
Kersey, Town of	300	48,226.66	586.38	.....	744.50	*158.12	127	*.3
Lafayette, Town of	1,800	91,760.25	7,015.16	.....	6,037.26	977.90	86	1.
La Junta, City of	5,000	237,693.01	27,813.36	214.33	17,764.85	10,048.51	64	4.
Las Animas, City of	3,000	107,388.52	9,471.26	.....	9,387.80	83.46	99	.1
La Veta, Town of	1,000	.....	2,400.00	.....	1,000.00	1,400.00	42	..
Limon, Town of	1,047	42,518.28	3,199.96	.....	1,822.45	1,377.51	57	3.
Littleton, Town of	1,750	34,227.20	6,818.00	1,005.58	7,599.75	*781.75	111	*2.
Longmont, City of	6,000	384,094.38	60,727.39	78.00	20,595.92	40,131.47	34	10.
Louisville, Town of	1,800	55,000.00	6,680.00	.....	1,720.00	4,960.00	26	9.
Loveland, City of	6,000	236,685.22	36,865.53	2,821.25	30,026.58	6,838.95	81	3.
Lyons, Town of	675	27,797.12	1,808.75	.....	241.56	1,567.19	13	6.
Total 25	40,267	\$ 2,025,698.04	\$ 233,106.60	\$ 6,563.64	\$ 143,944.23	\$ 89,162.37	62	4.4

* Indicates deficit.
† No plant investment shown.

WATER UTILITIES—MUNICIPAL—Continued

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, WATER UTILITIES, MUNICIPAL, YEAR ENDED
DECEMBER 31, 1922—Continued

	Population of Territory Supplied	Plant Investment (Book Value)	Operating Revenue from Sale of Water	Misc. Revenues	Total Operating Expenses	Net Profit from Sale of Water	Operating Ratio %	Return Plant Invest. %
Mancoos, Town of	700	25,992.50	2,261.65	\$	1,355.65	\$ 906.00	23	3.
Manitou, Town of	500	192,879.94	12,510.65	714.66	2,926.74	9,583.91	60	5.
Manzanola, Town of	1,200	30,000.00	4,988.80		4,570.50	418.30	92	1.
Minturn, Town of	300	20,000.00	2,126.15		560.59	1,565.56	26	8.
Monument, Town of	150	4,800.00	561.70		542.41	19.29	97	4.
New Castle, Town of	550	15,068.89	2,032.80		1,598.84	433.96	79	3.
Oak Creek, Town of	1,000	43,719.22	4,635.05		1,166.01	3,469.04	36	8.
Olahe, Town of	600	83,787.23	11,781.41	60.00	6,742.95	5,038.46	57	6.
Olney Springs, Town of	300	10,000.00	2,311.52		1,036.95	1,280.57	45	13.
Orchard City, Town of	300	53,307.50	5,449.13		1,928.44	3,520.69	35	7.
Ordway, Town of	1,186	69,129.08	15,633.00	537.90	11,280.12	4,352.88	72	6.
Otis, Town of	600	73,088.83	5,436.43	165.00	4,312.15	1,144.28	79	2.
Ouray, City of	1,100	79,857.40	6,832.90	1,567.03	7,951.81	*1,118.91	116	*1.
Paonia, Town of	1,200	65,661.71	8,053.13	60.00	3,389.63	4,663.50	42	7.
Pierce, Town of	327	40,456.00	993.25	25.75	833.38	159.87	84	.4
Platteville, Town of	600	37,500.00	1,700.00		1,560.00	140.00	92	.4
Red Cliff, Town of	356	20,000.00	1,542.26		1,568.96	*26.70	102	*1.
Rico, Town of	250	27,000.00	680.41		422.06	258.35	62	1.
Ridgway, Town of	400	26,100.00	3,009.70		1,600.85	1,408.85	53	5.
Rifle, Town of	1,200	60,000.00	8,856.71		3,960.63	4,896.08	45	8.
Rockvale, Town of	1,400	72,500.00	4,958.65		3,090.97	1,867.68	62	3.
Rocky Ford, City of	5,000	111,485.44	23,448.12	475.48	14,062.73	9,385.39	60	8.
Saldia, City of	4,689	193,705.95	23,249.40		6,827.26	16,422.14	29	8.
Sedgewick, Town of	375	42,668.99	1,090.12	188.09	1,711.71	*621.59	157	*1.
Selbert, Town of	350	41,987.06	932.57		267.43	125.14	68	.3
Total 25	29,933	\$ 1,441,195.80	\$ 164,555.51	\$ 3,793.91	\$ 85,262.77	\$ 69,292.74	55	4.8

* Indicates deficit.

WATER UTILITIES—MUNICIPAL—Concluded

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, WATER UTILITIES, MUNICIPAL, YEAR ENDED
DECEMBER 31, 1922—Concluded

	Population of Territory Supplied	Plant Investment (Book Value)	Operating Revenue from Sale of Water	Misc. Revenues	Total Operating Expenses	Net Profit from Sale of Water	Operating Ratio %	Return Plant Invest. %
Silver Plume, Town of	225	\$ 20,000.00	\$ 910.50	\$	1,001.66	\$ *91.16	110	*.5
Silverton, Town of	1,000	60,119.40	6,166.61	240.00	1,896.40	4,270.21	31	7.
Simla, Town of	525	16,000.00	1,443.50	.....	2,250.00	*806.40	156	*.5
Steamboat Springs, Town of	2,000	92,900.14	7,514.17	.....	2,795.12	4,719.05	37	5.
Sterling, City of	10,000	513,148.05	41,806.29	112.00	23,131.13	18,675.16	55	4.
Sugar City, Town of	1,100	19,614.00	3,716.62	15.38	2,164.31	1,552.31	58	8.
Swink, Town of	500	20,000.00	2,171.06	.....	3,294.84	*1,223.78	156	*.6
Telluride, City of	1,500	56,866.95	10,038.82	.....	3,097.39	4,941.43	51	9.
Trinidad, City of	30,000	1,295,623.24	91,960.39	*216.66	46,433.28	45,027.71	51	3.
Walden, Town of	250	15,000.00	1,015.68	.....	715.00	300.68	70	2.
Walsenburg, City of	6,500	179,603.20	20,808.20	2,660.42	8,931.97	11,816.23	43	7.
Ward, Town of	250	4,000.00	100.00	.....	300.00	*200.00	300	*.5
Wellington, Town of	500	41,142.15	3,480.21	.....	2,883.37	596.84	83	1.
Westcliffe, Town of	338	9,732.25	281.46	.....	281.46	.....	100	*.1
Westminster, Town of	350	29,374.69	1,846.73	.....	2,217.09	*370.36	120	*.1
Windsor, Town of	1,800	41,738.93	10,838.75	.....	11,137.50	*288.75	103	*.7
Wray, Town of	2,000	47,360.01	6,216.50	.....	5,401.01	815.49	87	2.
Yampa, Town of	300	16,856.00	1,017.50	75.00	619.78	397.72	61	2.
Yuma, Town of	1,878	61,460.95	8,238.06	3,198.37	6,526.53	1,711.53	79	3.
Total 19	61,016	\$ 2,548,545.96	\$ 219,571.75	\$ 6,084.51	\$ 127,737.84	\$ 91,833.91	58	3.6
Grand total 119	543,427	\$ 29,317,927.09	\$ 3,086,587.85	\$ 31,391.92	\$ 1,354,014.30	\$ 1,732,573.55	44	5.9

* Indicates deficit.



WATER UTILITIES—

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, WATER

	Population of Territory Supplied	Plant Investment (Book Value)	Operating Revenue from Sale of Water
Altman Water Co.	250	\$ 185,389.89	\$ 25,098.53
Broadmoor Water System	950	†.....	5,615.23
Brookside Water Co.	2,500	107,169.24	8,732.64
Buffalo Park Association	140	5,000.00	871.00
Cardiff Light & Water Co.	100	13,739.15	890.80
Castle Creek Water Co.	1,200	141,911.51	10,484.45
Coal Creek Water & Light Co.	1,000	10,000.00	3,152.40
Commonwealth Land Co.	200	15,762.00	1,974.35
Crested Butte Light & Water Co.	1,250	30,000.00	7,558.76
Cripple Creek Water Co.	1,750	205,764.74	20,024.78
Crystal Springs Pipe Line & Water Co.	2,000	33,034.00	5,820.29
Custer Water & Power Co.	350	†.....	2,478.30
Estes Park Water Co.	1,000	61,131.37	6,932.67
Evans Addition Pipe Owners	150	748.71	32.68
Evergreen Public Service Co.	450	†.....	2,388.83
Evergreen Utilities Co. ....	....	25,858.67	600.00
Home Water Supply Co. ....	....	2,350.00	705.95
Leadville Water Co.	4,959	602,600.69	49,010.84
Meeker Light & Water Co.	1,000	4,287.95	8,045.55
Mesa Water Works Co.	100	2,680.00	399.35
Northfield Land & Water Co.	1,650	418,544.18	17,928.32
Pure Springs Water Supply Co.	6,000	143,928.87	16,833.42
Total 22	26,999	\$ 2,009,900.97	\$ 195,579.14

* Indicates deficit.

† Plant investment not shown.

PRIVATELY OWNED

UTILITIES, PRIVATELY OWNED, YEAR ENDED DECEMBER 31, 1923

Miscl. Revenues	Operating Expenses	Taxes Accrued	Total Operating Expenses	Net Profit from Sale of Water	Operat- ing Ratio %	Return Plant Invstmt. %
\$ 50.00	\$ 21,078.83	\$ 1,994.91	\$ 23,073.74	\$ 2,024.79	92	1.
.....	1,810.90	.....	1,810.90	3,804.33	32	..
48.90	5,039.65	550.32	5,589.97	3,142.67	64	3.
23.00	740.00	150.00	890.00	*19.00	102	*.4
235.00	4,852.17	268.59	5,120.76	*4,229.96	575	*31.
119.30	12,224.40	2,020.02	14,244.42	*3,759.97	136	*3.
27.50	1,913.37	272.94	2,186.31	966.09	69	10.
125.00	1,647.19	76.80	1,723.99	250.36	87	2.
1,171.02	5,736.93	1,129.92	6,866.85	691.91	91	2.
.....	14,057.85	5,979.07	20,036.92	*12.14	100	*.005
.....	887.53	1,284.36	2,171.89	3,648.40	37	11.
.....	1,982.64	.....	1,982.64	495.66	80	..
217.76	4,575.69	604.70	5,180.39	1,752.28	75	3.
.....	.....	.....	.....	32.68	..	4.
1,237.98	3,792.15	117.00	3,909.15	*1,520.32	64	..
96.00	1,860.76	239.00	2,099.76	*1,499.76	350	*6.
.....	562.33	11.00	573.33	132.62	81	6.
.....	21,443.21	9,978.27	31,421.48	17,589.36	64	3.
.20	7,697.65	22.64	7,720.29	325.26	96	8.
127.93	94.80	11.00	105.80	293.55	26	11.
502.67	7,777.41	3,383.41	11,160.82	6,767.50	62	2.
.....	5,998.99	.....	5,998.99	10,834.43	36	8.
\$ 3,982.26	\$ 125,774.45	\$ 28,093.95	\$ 153,868.40	\$ 41,710.74	79	2.

WATER UTILITIES—MUNICIPAL
PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, WATER UTILITIES, MUNICIPAL, YEAR ENDED
DECEMBER 31, 1923

	Population of Territory Supplied	Plant Investment (Book Value)	Operating Revenue from Sale of Water	Misc. Revenues	Total Operating Expenses	Net Profit from Sale of Water	Operating Ratio %	Return Plant Invest. %
Akron, Town of	1,800	\$ 100,000.00	\$ 10,359.23		\$ 9,213.92	\$ 1,145.31	89	1.
Alamosa, City of	4,000	152,000.00	10,142.00		7,670.00	2,472.00	76	2.
Animas City, Town of	300	25,000.00	1,073.69		647.71	425.98	60	2.
Antonia, Town of	1,000	60,000.00	4,335.49		187.70	4,147.79	4	7.
Arvada, Town of	1,290	45,000.00	6,763.28		3,569.20	3,194.08	53	7.
Ault, Town of	1,000	38,549.63	6,180.16	36.50	2,136.42	4,043.74	35	10.
Basile, Town of	1,235	11,000.00	698.50		375.95	322.57	54	3.
Berthoud, Town of	1,230	58,223.31	7,812.27		3,271.85	4,540.42	42	8.
Black Hawk, Town of	230	23,000.00	913.55		113.90	799.65	12	1.
Breckenridge, Town of	750	50,880.74	2,787.15		1,919.06	868.09	69	2.
Brighton, City of	3,215	217,345.95	17,159.79		7,954.40	9,205.39	46	4.
Brush, Town of	2,200	143,222.27	11,260.92		10,162.25	1,098.67	90	1.
Buena Vista, Town of	1,100	30,000.00	2,894.55		2,833.85	2,610.70	10	9.
Burlington, Town of	2,000	†	5,241.70	149.50	2,140.26	3,101.44	41	
Canon City, City of	4,551	528,923.52	46,375.65		17,623.27	28,752.38	38	5.
Carbondale, Town of	300	37,500.00	3,170.60		1,880.00	1,290.60	59	3.
Castle Rock, Town of	600	61,984.31	3,767.44		2,025.87	1,741.57	63	3.
Cedaradege, Town of	600	39,915.12	2,834.79		2,839.38	64.59	102	*.2
Cheyenne Wells, Town of	650	41,260.00	3,595.39		1,808.58	1,786.81	30	4.
Collbran, Town of	300	11,000.00	1,392.51		447.70	944.81	32	9.
Colorado Springs, City of	35,500	3,494,097.34	184,536.32		52,362.31	132,174.01	28	4.
Cortez, Town of	800	†	2,513.39		6,304.37	*3,790.98	251	1.
Craig, Town of	1,300	56,879.76	7,471.79		7,071.46	400.33	95	1.
Crook, Town of	300	28,000.00	378.00		210.17	167.83	56	1.
Dacono, Town of	200	1,500.00	475.00		475.00	.....	100	..
Total 25	65,391	\$ 5,307,281.95	\$ 344,133.16	\$ 186.00	\$ 142,754.56	\$ 201,378.60	41	3.7

* Indicates deficit.

† Plant investment not shown.

WATER UTILITIES—MUNICIPAL—Continued

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, WATER UTILITIES, MUNICIPAL, YEAR ENDED		DECEMBER 31, 1923—Continued						
Population of Territory Supplied	Plant Investment (Book Value)	Operating Revenue from Sale of Water	Misc. Revenues	Total Operating Expenses	Net Profit from Sale of Water	Operating Ratio %	Return on Plant Invest. %	
De Beque, Town of	500	\$ 2,538.32	\$	\$ 3,535.37	\$ *997.05	139	*2.	
Del Norte, Town of	1,200	41,205.80	3.50	1,370.91	879.04	61	2.	
Delta, City of	4,500	300,000.00	2,249.95	5,414.33	18,830.84	22	6.	
Denver, City of	300,000	16,358,187.74	24,245.17	751,011.99	1,168,740.81	39	7.	
Dolores, Town of	500	45,000.00	1,919,752.80	76,369.47	1,579.75	42	4.	
			2,747.20	1,167.45				
Badg, Town of	500	74,911.14	1,404.65		380.38	73	1.	
Eagle, Town of	500	20,310.00	4,047.09	2,002.09	2,045.00	49	7.	
Eaton, Town of	1,500	42,760.00	10,934.77	4,836.15	6,498.62	41	15.	
Eckley, Town of	332	22,527.15	486.46	936.10	*449.64	192	*2.	
Empire, Town of	105	11,800.00	393.77	380.67	13.10	97	.1	
Erie, Town of	900	71,825.64	3,665.99	2,680.51	985.48	73	1.	
Evans, Town of	505	32,016.89	1,841.56	5,468.42	*3,626.86	297	*11.	
Fairplay, Town of	280	10,000.00	1,367.81	1,920.99	346.82	75	3.	
Firestone, Town of	380	17,000.00	1,415.53	363.28	350.22	40	5.	
Fleming, Town of	500	60,219.07	1,243.05	169.43	*317.36	174	*2.	
Florence, City of	3,500	180,676.06	13,192.51		8,205.98	38	5.	
Frederick, Town of	600	20,776.71	2,504.54	4,986.53	2,272.15	91	1.	
Fruita, Town of	2,000	150,000.00	16,927.69	5,401.13	11,826.56	30	3.	
Fort Lupton, Town of	1,800	68,697.00	9,012.13	187.00	4,454.05	51	6.	
Fort Morgan, City of	4,600	186,792.25	28,489.79	483.90	9,537.78	64	5.	
Fountain, Town of	600	60,036.99	6,221.61		4,067.65	35	7.	
Georgetown, Town of	425	50,637.23	1,587.05	2,153.96	*101.16	106	*2.	
Glenwood Springs, City of	2,400	190,500.00	19,203.27	10,059.91	9,143.36	52	5.	
Golden, City of	3,000	186,533.00	16,096.44	4,151.18	11,945.26	26	6.	
Graham, Town of	400	27,636.69	1,540.99	285.00	480.99	69	2.	
Total 25	331,527	\$18,288,049.36	\$2,091,110.14	\$ 77,498.30	\$ 836,158.70	\$1,254,951.44	40	6.8

* Indicates deficit.

WATER UTILITIES—MUNICIPAL—Continued

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, WATER UTILITIES, MUNICIPAL, YEAR ENDED
 DECEMBER 31, 1923—Continued

	Population of Territory Supplied	Plant Investment (Book Value)	Operating Revenue from Sale of Water	Miscellaneous Revenues	Total Operating Expenses	Net Profit from Sale of Water	Operating Ratio %	Return on Plant Invest. %
Grand Valley, Town of	280	\$ 44,000.00	\$ 3,060.70	\$	\$ 4,449.31	\$ *1,388.61	145	*3.
Greeley, City of	15,000	653,998.80	101,064.57	986.06	48,916.38	52,148.19	48	8.
Grover, Town of	175	41,739.20	1,856.60	24.00	2,317.69	*461.09	125	*1.
Gunnison, Town of	1,500	81,740.10	8,304.06	1,097.84	6,626.79	1,677.27	80	2.
Gypsum, Town of	260	18,910.04	2,060.95	580.90	1,207.77	1,940.18	6	10.
Haxtun, Town of	1,200	38,998.53	3,588.06	342.00	3,988.13	*400.07	111	*1.
Hayden, Town of	500	40,860.46	1,831.63	.....	1,752.02	79.61	96	2.
Holly, Town of	1,000	81,479.26	6,906.46	.....	5,642.15	1,264.31	82	2.
Holyoke, Town of	1,500	55,243.50	7,402.69	487.92	8,630.92	*1,238.23	117	*2.
Hotchkiss, Town of	600	72,000.00	5,715.00	.....	2,734.33	2,980.67	48	4.
Hot Sulphur Springs, Town of	150	11,111.29	1,102.84	.....	1,959.21	*156.37	114	*1.
Hudson, Town of	400	37,192.00	2,681.00	.....	2,135.00	546.00	80	1.
Hugo, Town of	1,000	41,132.19	6,050.88	107.61	4,811.53	1,863.35	69	5.
Idaho Springs, City of	1,500	183,790.10	7,357.14	150.00	2,214.87	5,142.27	30	3.
Iliff, Town of	450	26,631.93	1,959.70	.....	732.34	327.36	69	1.
Johnstown, Town of	500	40,000.00	5,140.20	.....	1,890.00	3,250.20	37	8.
Julesburg, Town of	1,320	65,398.10	5,911.37	22.20	7,406.50	*1,895.13	134	*3.
Kersey, Town of	300	48,226.66	1,134.29	.....	847.24	287.05	75	6.
Lafayette, Town of	1,800	109,432.42	6,907.42	215.35	8,064.19	*1,156.77	117	*1.
La Junta, City of	6,000	247,191.56	40,245.81	214.62	13,647.97	26,597.84	34	11.
Lamar, City of	2,512	243,112.40	27,998.70	.....	7,222.63	22,576.07	24	9.
Las Animas, City of	3,000	108,208.51	8,947.23	.....	7,925.80	1,021.43	82	5.
La Veta, Town of	800	29,000.00	2,400.00	.....	1,000.00	1,400.00	42	5.
Limon, Town of	1,047	42,615.28	3,841.85	.....	5,794.07	*1,952.22	151	*5.
Littleton, Town of	1,800	35,215.20	6,578.60	562.00	5,977.87	600.73	91	2.
Total 25	44,594	\$ 2,397,227.53	\$ 270,547.75	\$ 4,790.50	\$ 155,477.71	\$ 115,070.04	57	4.8

* Indicates deficit.

WATER UTILITIES—MUNICIPAL—Continued

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, WATER UTILITIES, MUNICIPAL, YEAR ENDED
DECEMBER 31, 1923—Continued

	Population of Territory Supplied	Plant Investment (Book Value)	Operating Revenue from Sale of Water	Misc. Revenues	Total Operating Expenses	Net Profit from Sale of Water	Operating Ratio %	Return Plant Invest. %
Longmont, City of	6,000	\$ 420,048.14	\$ 57,814.95	657.63	18,018.16	\$ 39,786.79	31	9.
Louisville, Town of	1,800	55,000.00	6,680.00	.....	1,720.00	4,960.00	26	9.
Loveland, City of	6,800	250,000.00	36,153.54	44.00	8,825.45	27,328.09	24	11.
Lyons, Town of	675	27,803.42	1,911.75	.....	201.52	1,710.23	11	6.
Mancos, Town of	700	25,992.50	2,138.20	18.30	1,587.69	550.51	74	2.
Manitou, Town of	3,000	195,278.59	13,832.03	631.17	3,479.17	10,352.86	25	5.
Manzanola, Town of	1,200	30,000.00	4,750.41	.....	4,276.89	473.52	90	2.
Minturn, Town of	350	20,000.00	2,283.10	.....	717.46	1,565.64	31	8.
Monument, Town of	150	5,208.29	576.53	.....	555.54	90.99	96	5.4
New Castle, Town of	550	15,440.13	2,170.27	.....	1,415.01	755.26	65	5.
Oak Creek, Town of	1,200	46,360.77	5,421.35	.....	1,253.66	3,867.69	24	8.
Olathe, Town of	600	83,817.23	10,010.02	30.00	5,629.80	5,287.22	52	6.
Olney Springs, Town of	500	10,000.00	2,173.52	.....	1,199.79	973.79	55	10.
Orchard City, Town of	300	53,307.50	5,001.75	.....	1,023.49	3,978.26	20	7.
Ordway, Town of	1,186	69,129.08	15,741.60	498.45	10,752.11	4,989.49	68	7.
Otis, Town of	600	75,335.06	7,819.53	125.00	6,257.78	1,561.75	80	2.
Ouray, City of	1,000	79,857.40	7,235.05	1,635.60	3,351.58	*1,102.53	115	*1.
Pagosa Springs, Town of	1,000	†.....	3,019.56	.....	4,185.24	*1,165.68	139	..
Palisade, Town of	950	75,000.00	8,065.88	.....	7,921.44	144.44	94	..2
Paonia, Town of	1,200	65,661.71	8,294.74	60.00	1,187.39	7,107.35	18	11.
Pierce, Town of	400	43,000.00	472.00	.....	340.00	132.00	72	.3
Platteville, Town of	600	37,500.00	1,700.00	.....	1,560.00	140.00	92	.4
Red Cliff, Town of	300	20,000.00	2,257.64	.....	2,780.91	*523.27	123	*3.
Rico, Town of	200	27,000.00	604.00	.....	180.25	423.75	30	2.
Ridgway, Town of	400	26,100.00	3,092.00	.....	1,920.28	1,171.72	62	4.
Total 25	31,661	\$ 1,756,839.88	\$ 209,819.48	\$ 3,700.15	\$ 95,319.61	\$ 114,499.87	45	6.5

* Indicates deficit.

† Plant investment not shown.

WATER UTILITIES—MUNICIPAL—Concluded
 PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, WATER UTILITIES, MUNICIPAL, YEAR ENDED
 DECEMBER 31, 1923—Concluded

	Population of Territory Supplied	Plant Investment (Book Value)	Operating Revenue from Sale of Water	Miscellaneous Revenues	Total Operating Expenses	Net Profit from Sale of Water	Operating Ratio %	Return on Plant Invest. %
Hills, Town of	1,200	\$ 60,000.00	\$ 9,571.49		\$ 5,204.72	\$ 4,366.77	54	7.
Rockvale, Town of	1,350	72,500.00	5,166.06		2,838.85	2,327.21	55	3.
Rocky Ford, City of	5,000	111,485.44	22,007.82	60.10	11,710.89	10,296.93	53	9.
Salida, City of	4,689	193,854.65	24,159.22		7,259.68	16,899.54	30	9.
Sedgwick, Town of	375	42,896.92	1,450.54	296.00	1,812.24	*361.70	125	*.8
Silbert, Town of	320	42,714.31	894.97		475.83	419.14	53	1.
Silver Plume, Town of	192	20,000.00	853.56		824.89	38.61	96	2.
Silverton, Town of	1,000	60,119.10	6,979.60	240.00	1,954.90	5,024.70	28	8.
Steamboat Springs, Town of	2,000	96,090.07	8,273.85		2,552.96	5,722.89	31	6.
Sterling, City of	8,000	556,420.46	33,583.41	681.15	20,746.10	18,843.31	52	3.
Sugar City, Town of	1,000	19,975.00	2,781.43	15.00	1,937.70	846.43	70	1.
Telluride, City of	1,500	86,709.21	9,645.63		6,394.48	3,251.15	66	1.
Trinidad, City of	30,000	1,500,460.00	98,884.98	1,013.56	54,202.66	44,682.32	55	3.
Victor, City of	2,000	510,301.36	78,76.80		6,394.24	1,342.56	83	3.
Walden, Town of	250	15,500.00	1,131.93		835.00	296.93	74	2.
Walsenburg, City of	6,500	429,603.20	21,110.92	9,663.20	14,247.20	6,862.82	67	2.
Ward, Town of	250	4,000.00	100.00		275.00	*175.00	275	*1.
Wellington, Town of	500	14,257.69	3,362.16		2,376.10	986.06	71	7.
Westminster, Town of	400	29,374.69	2,006.24		2,849.54	*843.30	142	*3.
Windsor, Town of	1,800	41,426.66	11,018.45		10,395.79	622.36	94	2.
Wray, Town of	2,000	47,360.01	6,325.95		5,377.13	947.92	85	2.
Yuma, Town of	1,800	63,907.01	10,555.95		2,712.02	7,843.93	26	12.
Total 22	72,126	\$ 4,018,956.08	\$ 293,719.50	\$ 11,969.01	\$ 163,477.92	\$ 130,241.58	56	3.2
Grand Total 122	545,299	\$31,768,354.80	\$3,209,330.03	\$ 98,143.96	\$1,393,188.50	\$1,816,141.53	43	5.7

* Indicates deficit.



TELEPHONE

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES,

	Number of Sub- scribers	Plant Investment (Book Value)
Arriba Telephone Exchange	201	\$ 4,005.05
Atwood Telephone Co.	49	220.00
Bennett Mutual Telephone Co.	73	250.00
Bowen Telephone Co.	20	2,000.00
Boyero Telephone Co. ....	....	295.00
Branson Telephone Co.	39	3,800.00
Byers Co-op. Telephone Co.	142	†
Cache & Beaver Creek Telephone Co.	44	2,881.41
Cherry Creek Telephone Co.	84	2,840.25
Cheyenne County Telephone Co.	192	2,600.00
Crook Telephone Exchange	140	†
Deer Trail Telephone Co.	90	1,175.00
Delta County Co-op. Telephone Co.	1,875	75,104.30
Eagle Valley Telephone Co.	150	8,500.00
Eastonville Telephone Exchange	39	40.00
Eckley-Happyville Telephone Co.	196	7,941.66
Edwards & Avon Telephone Co.	7	130.00
Elbert Telephone Association	156	200.00
El Paso Co. Mutual Telephone Co.	75	4,020.65
Enterprise Telephone Co.	34	1,485.00
Farmers Co-op. Telephone Co.	68	1,607.86
Fleming Telephone Exchange	238	8,873.00
Gardner Rural Telephone Co.	52	4,254.00
Garfield County Telephone Co.	†105	5,500.00
Grover Telephone Co. ....	....	1,176.26
Total 25	4,069	\$ 138,899.44

* Indicates deficit.

† Plant investment not shown.

‡ Not classified by prescribed accounts.

UTILITIES

TELEPHONE UTILITIES, YEAR ENDED DECEMBER 31, 1922

Operating Revenues	Operating Expenses	Taxes Accrued	Total Operating Expenses	Operating Income	Operat- Return ing Plant Ratio Invsmt.	
					%.	%
\$ 2,168.90	\$ 2,410.00	\$ 60.68	\$ 2,470.68	\$ *301.78	114	*8.
387.15	373.35	.....	373.35	13.80	96	6.
1,174.63	1,099.40	36.62	1,136.02	38.61	97	15.
100.00	177.79	.....	177.79	*77.79	178	*4.
398.50	427.84	5.92	433.76	*35.26	109	*12.
367.00	447.00	32.00	479.00	*112.00	131	*3.
1,639.70	1,563.92	.....	1,563.92	75.78	95	..
801.00	684.14	38.11	722.25	78.75	90	3.
1,431.25	1,169.30	19.90	1,189.20	242.05	83	9.
5,174.66	4,499.46	356.96	4,856.42	318.24	94	12.
2,144.00	1,277.75	77.13	1,354.88	789.12	63	..
1,464.54	1,395.10	34.21	1,429.31	35.23	98	3.
40,038.24	32,909.55	1,769.95	34,679.50	5,358.74	87	7.
8,435.86	7,301.57	305.67	7,607.24	828.62	90	10.
281.13	281.13	.....	281.13	.....	100	..
3,504.30	2,755.78	93.40	2,849.18	655.12	81	8.
74.35	89.96	.....	89.96	*15.61	121	*12.
955.00	955.00	.....	955.00	.....	100	..
812.55	335.28	.....	335.28	477.27	41	12.
472.89	455.64	15.50	471.14	1.75	99	.1
1,505.90	1,589.51	44.86	1,634.37	*128.47	109	*8.
4,896.00	3,117.00	201.54	3,318.54	1,577.46	68	18.
858.92	404.53	.....	404.53	454.39	47	11.
.....
1,763.88	1,889.46	.....	1,889.46	*125.58	107	*11.
<u>\$ 80,850.35</u>	<u>\$ 67,609.46</u>	<u>\$ 3,092.45</u>	<u>\$ 70,701.91</u>	<u>\$ 10,148.44</u>	<u>87</u>	<u>7.3</u>

TELEPHONE

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES,

	Number of Sub- scribers	Plant Investment (Book Value)
Haxtun Telephone Co.		\$ 8,970.30
Hollandville Telephone Co.	74	3,000.00
Illinois Telephone Association	11	800.00
Independent Telephone Co.	100	8,200.00
Interurban Telephone Co.	128	17,450.50
Kiowa Telephone Exchange	150	1,250.00
La Garita Telephone Co.	292	13,919.30
La Jara Telephone Co.	26	1,686.65
Maybell Telephone Co.	20	1,500.00
Model Telephone Co.	32	2,000.00
Montezuma Co. Telephone Co.	365	25,637.19
Mountain States Tel. & Teleg. Co.	128,742	22,631,122.64
McCone, Geo. E. Telephone Co.	12	270.00
Nunn Telephone Exchange	101	3,635.10
Omer Telephone Co.	38	760.00
Pagosa Springs Telephone Co.	160	†
Paoli Telephone Co.	86	11,358.70
Peetz Co-op. Telephone Co.	134	11,000.00
Redvale & Cedar Telephone Co.	11	6,947.40
Rico Telephone Co.	39	10,350.00
Rifle Creek Telephone Co.	177	4,211.88
Rockland Telephone Co.	16	800.00
Rosa & Ignacio Telephone Co. ....	....	3,000.00
Rumburg, M. E. Telephone Exchange	9	491.90
Shahan Telephone Co.	25	525.00
Total 25	130,748	\$22,768,886.56

* Indicates deficit.

† Plant investment not shown.

UTILITIES—Continued

TELEPHONE UTILITIES, YEAR ENDED DECEMBER 31, 1922—Continued

Operating Revenues	Operating Expenses	Taxes Accrued	Total Operating Expenses	Operating Income	Operat- ing Ratio %	Return Plant Invsmt. %
\$ 13,854.60	\$ 10,053.05	\$ 2,268.10	\$ 12,321.15	\$ 1,533.45	89	17.
1,867.55	918.36	54.99	973.35	894.20	52	30.
60.00	60.00	.....	60.00	.....	100	..
2,730.22	2,651.09	79.13	2,730.22	.....	100	..
1,638.43	1,444.67	103.37	1,548.04	90.39	94	.5
1,565.00	1,715.00	.....	1,715.00	*150.00	110	*12.
8,104.62	7,650.23	.....	7,650.23	454.39	94	3.
1,023.22	968.53	.....	968.53	54.69	95	3.
1,341.26	1,296.40	44.74	1,341.14	.12	100	..
910.00	1,100.00	.....	1,100.00	*190.00	121	*10.
13,630.93	11,325.25	738.95	12,064.20	1,566.73	89	6.
5,952,886.44	4,348,642.06	631,457.42	4,980,099.48	972,786.96	84	4.
216.00	205.58	10.42	216.00	.....	100	..
1,049.92	735.87	86.96	822.83	227.09	78	6.
336.00	412.00	45.00	457.00	*121.00	136	*16.
4,969.37	4,083.36	81.74	4,165.10	804.27	84	..
2,104.76	1,660.01	126.81	1,786.82	317.94	85	3.
4,306.22	2,464.43	180.00	2,644.43	1,661.79	61	15.
610.83	694.74	.....	694.74	*83.91	114	*1.
1,167.93	1,076.21	38.24	1,114.45	53.48	95	.5
2,612.56	2,404.52	302.55	2,707.07	*94.51	104	*2.
498.04	520.60	24.56	545.16	*47.12	109	*6.
1,072.69	1,019.81	77.66	1,097.47	*24.78	102	*1.
427.30	750.92	12.70	763.62	*336.32	179	*68.
373.88	400.00	49.32	449.32	*75.44	120	*14.
<u>\$6,019,357.77</u>	<u>\$4,404,252.69</u>	<u>\$ 635,782.66</u>	<u>\$5,040,035.35</u>	<u>\$ 979,322.42</u>	<u>84</u>	<u>4.3</u>

TELEPHONE

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES,

	Number of Sub- scribers	Plant Investment (Book Value)
Siloam Telephone Exchange	35	\$ †
Simla Telephone Exchange	65	1,500.00
Springfield-Lamar Telephone Co.	224	12,416.82
Strasburg Telephone Exchange	70	.....
Vona-Joes Telephone Co.	111	4,350.00
Wray Telephone Co.	696	110,769.82
Total 6	1,201	\$ 129,036.64
Grand Total 56.....	136,018	\$23,036,822.64

* Indicates deficit.

† Plant investment not shown.

TELEPHONE

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES,

	Number of Sub- scribers	Plant Investment (Book Value)
Arkansas Valley Telephone Line	‡25	\$
Arriba Telephone Exchange	226	4,159.65
Atwood Telephone Co.	49	220.00
Bennett Mutual Telephone Co.	76	155.00
Bowen Telephone Co.	20	2,000.00
Box Elder Telephone Assn.	8	360.00
Boyero Telephone Co. ....	....	295.00
Branson Telephone Co.	45	3,150.00
Byers Co-op. Telephone Co.	142	‡.....
Cache & Beaver Creek Telephone Co.	44	2,881.41
Carr Farmers Mutual Telephone Co.	‡25	.....
Cherry Creek Telephone Co.	87	2,840.25
Cheyenne County Telephone Co.	157	26,000.00
Crook Telephone Exchange	152	‡.....
Deer Trail Telephone Assn.	84	1,200.00
Delta County Co-op. Telephone Co.	1,849	76,857.03
Divide Mutual Telephone Co.	‡41	.....
Eagle Valley Telephone Co.	150	9,494.50
Eastonville Telephone Exchange	40	40.00
Edwards & Avon Telephone Co.	8	130.00
Eckley-Happyville Telephone Co.	150	7,174.99
Elbert Telephone Assn.	156	200.00
El Paso Co. Mutual Telephone Co.	75	3,153.09
Enterprise Telephone Co.	32	‡.....
Farmers Co-op. Telephone Co.	40	16,007.86
Total 25	3,681	\$ 156,318.78

* Indicates deficit.

† Not classified by prescribed accounts.

‡ Plant investment not shown.

UTILITIES—Concluded

TELEPHONE UTILITIES, YEAR ENDED DECEMBER 31, 1922—Concluded

Operating Revenues	Operating Expenses	Taxes Accrued	Total Operating Expenses	Operating Income	Operat- ing Ratio %	Return Plant Invsmt. %
\$ 290.35	\$ 374.00	\$ 4.78	\$ 378.78	\$ *88.43	130	..
1,659.61	1,427.63	26.61	1,454.24	205.37	88	14.
7,183.42	5,921.74	751.54	6,673.28	510.14	93	4.
832.10	981.00	.....	981.00	*148.90	117	..
2,070.00	1,080.00	83.00	1,163.00	907.00	56	21.
16,678.52	14,055.21	1,260.55	15,315.76	1,362.76	92	1.
\$ 28,714.00	\$ 23,839.58	\$ 2,126.48	\$ 25,966.06	\$ 2,747.94	90	2.1
\$6,128,922.12	\$4,495,701.73	\$ 641,001.59	\$5,136,703.32	\$ 992,218.80	84	4.3

UTILITIES

TELEPHONE UTILITIES, YEAR ENDED DECEMBER 31, 1923

Operating Revenues	Operating Expenses	Taxes Accrued	Total Operating Expenses	Operating Income	Operat- ing Ratio %	Return Plant Invsmt. %
\$	\$	\$	\$	\$
2,316.51	3,038.65	38.65	3,077.30	*760.79	133	*18.
1,218.55	1,180.52	.....	1,180.52	38.03	97	17.
1,153.55	1,354.62	11.03	1,365.65	*212.10	118	*137.
356.26	347.39	.....	347.39	8.87	98	.4
81.50	70.45	10.41	80.86	.64	99	.2
519.45	457.15	3.28	460.43	59.02	89	20.
355.00	905.00	42.00	947.00	*592.00	105	*19.
1,790.92	1,498.55	.....	1,498.55	292.37	84	..
742.00	756.15	41.40	797.55	*55.55	107	*2.
.....
1,378.07	913.09	20.38	933.47	444.60	68	16.
4,385.91	3,635.95	310.71	3,946.66	439.25	90	2.
3,005.00	1,565.00	79.08	1,644.08	1,360.92	55	..
1,398.80	945.42	46.84	992.26	406.54	71	34.
40,338.20	32,766.35	1,706.20	34,472.55	5,865.65	85	8.
.....
9,378.21	7,106.13	210.64	7,316.77	2,061.44	78	22.
253.07	253.07	.....	253.07	.....	100	..
98.50	59.18	23.71	82.89	15.61	84	12.
3,164.89	2,987.22	.....	2,987.22	177.67	94	2.
910.08	910.08	.....	910.08	.....	100	..
805.31	650.57	.....	650.57	154.74	81	5.
350.00	366.73	15.00	381.73	*31.73	109	..
1,690.78	1,600.48	44.75	1,645.23	45.55	97	.3
\$ 75,690.56	\$ 63,367.75	\$ 2,604.08	\$ 65,971.83	\$ 9,718.73	87	6.2

TELEPHONE

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES,

	Number of Sub- scribers	Plant Investment (Book Value)
Farmers Mutual Telephone Assn.	110	\$ 300.00
Fleming Telephone Exchange	238	9,450.00
Gardner Rural Telephone Co.	51	4,169.00
Garfield Co. Telephone Co.	†72	5,500.00
Genoa-Arickaree Telephone Co.	‡38	1,440.00
Grover Telephone Co. ....	....	1,176.26
Gunnison Co. Co-op. Telephone Co.	16	1,055.00
Haxtun Telephone Co.	561	8,970.30
Hollandville Telephone Co.	74	3,000.00
Illinois Telephone Assn.	10	1,000.00
Independent Telephone Co.	94	7,800.00
Interurban Telephone Co.	90	3,150.50
Kiowa Telephone Exchange	150	1,500.00
La Garita Telephone Co.	295	13,500.00
La Jara Telephone Co.	27	1,831.71
Model Telephone Co.	24	2,470.00
Montezuma Co. Telephone Co.	360	26,417.46
Mountain States Tel. & Teleg. Co.	133,717	23,732,790.25
McCone, Geo. E. Telephone Co.	11	270.00
New Maybell Telephone Exchange	20	1,400.00
Nunn Telephone Exchange	111	3,285.09
Omer Telephone Co.	28	†.....
Pagosa Springs Telephone Co.	190	†.....
Paoli Telephone Co.	88	11,393.15
Peetz Co-op. Mutual Telephone Co.	155	6,670.00
Total 25	136,530	\$23,848,538.72

* Indicates deficit.

† Not classified by prescribed accounts.

‡ Plant investment not shown.

TELEPHONE

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES,

	Number of Sub- scribers	Plant Investment (Book Value)
Redvale-Cedar Telephone Co.	7	\$ 6,974.40
Rifle Creek Telephone Co.	160	4,111.88
Rockland Telephone Co. ....	....	850.00
Rosa-Ignacio Telephone Co. ....	....	3,000.00
Rumburg, M. E. Telephone Exchange	5	491.90
Shahan Farmers Telephone Co.	25	525.00
Siloam Telephone Co.	36	†.....
Simla Telephone Exchange	62	1,500.00
Springfield-Lamar Telephone Co.	224	14,340.55
Strasburg Telephone Exchange	71	.....
Vona-Joes Telephone Co.	111	4,150.00
Total 11	701	\$ 35,916.73
Grand Total 61	140,912	\$24,040,774.23

* Indicates deficit.

† Plant investment not shown.

UTILITIES—Continued

TELEPHONE UTILITIES, YEAR ENDED DECEMBER 31, 1923—Continued

Operating Revenues	Operating Expenses	Taxes Accrued	Total Operating Expenses	Operating Income	Operat- ing Ratio %	Return Plant Invsmt. %
\$ 3,917.94	\$ 3,918.96	\$	\$ 3,918.96	\$ *1.02	100	*3
4,896.00	3,107.00	214.64	3,321.64	1,574.36	68	17.
831.30	734.37	.....	734.37	96.93	88	2.
.....
.....
1,807.44	1,826.48	48.95	1,875.43	*67.99	104	*6.
62.00	31.08	21.51	52.59	9.41	85	1.
13,668.95	6,506.25	290.85	6,797.10	6,871.85	50	77.
1,803.95	951.89	66.24	1,018.13	785.82	56	26.
50.00	50.00	.....	50.00	.....	100	..
2,353.83	1,912.01	53.55	1,965.56	388.27	84	5.
1,647.15	1,498.32	113.74	1,612.06	35.09	98	1.
1,495.00	1,640.00	.....	1,640.00	*145.00	110	*10.
8,380.95	8,197.81	1,321.82	9,519.63	*1,138.68	114	*8.
1,130.04	1,266.87	49.38	1,316.25	*186.21	116	*10.
614.39	749.00	.....	749.00	*134.61	122	*5.
16,691.49	14,422.01	1,178.80	15,600.81	1,090.68	93	4.
6,172,366.99	4,449,622.45	658,850.65	5,108,473.10	1,063,893.89	83	4.
216.00	207.48	8.52	216.00	.....	100	..
335.38	200.00	.....	200.00	135.38	60	10.
2,198.10	2,029.57	95.62	2,125.19	72.91	97	2.
140.00	140.00	30.00	170.00	*30.00	121	..
5,500.26	4,356.35	91.82	4,448.17	1,052.09	81	..
1,734.47	1,808.05	86.28	1,894.33	*159.86	109	*1.
4,124.96	3,752.16	188.10	3,940.26	184.70	96	3.
<u>\$6,245,966.59</u>	<u>\$4,508,928.11</u>	<u>\$ 662,710.47</u>	<u>\$5,171,638.58</u>	<u>\$1,074,328.01</u>	<u>83</u>	<u>4.5</u>

UTILITIES—Concluded

TELEPHONE UTILITIES, YEAR ENDED DECEMBER 31, 1923—Concluded

Operating Revenues	Operating Expenses	Taxes Accrued	Total Operating Expenses	Operating Income	Operat- ing Ratio %	Return Plant Invsmt. %
\$ 607.03	\$ 652.58	\$	\$ 652.58	\$ *45.55	108	*1.
2,725.30	3,580.01	248.00	3,828.01	*1,102.71	140	*27.
1,603.60	1,606.31	28.74	1,635.05	*31.45	102	*4.
944.01	939.78	83.84	1,023.62	*79.61	108	*3.
276.45	335.50	12.45	347.95	*71.50	126	15.
378.88	381.62	49.32	430.94	*52.06	114	*10.
67.58	251.61	4.78	236.39	*168.81	350	..
1,774.82	1,540.35	.....	1,540.35	234.47	87	16.
7,815.02	6,535.32	714.10	7,249.42	565.60	93	4.
954.73	1,001.08	.....	1,001.08	*46.35	105	..
2,215.93	1,960.12	96.93	2,057.05	158.88	93	4.
<u>\$ 19,363.35</u>	<u>\$ 18,764.28</u>	<u>\$ 1,238.16</u>	<u>\$ 20,002.44</u>	<u>\$ *639.09</u>	<u>103</u>	<u>*1.7</u>
<u>\$6,341,020.50</u>	<u>\$4,591,060.14</u>	<u>\$ 666,552.71</u>	<u>\$5,257,612.85</u>	<u>\$1,083,407.65</u>	<u>83</u>	<u>4.5</u>

SUMMARY OF OPERATING REVENUES AND EXPENSES

Year	Number Reporting	Population of Territory Supplied	Plant Investment (Book Value)	Operating Revenues
Electric Utilities:				
Privately owned or operated—				
1922	55	348,837	\$ 60,761,880.84	\$ 6,333,759.72
1923	54	609,266	82,169,358.38	9,533,488.77
Municipal—				
1922	29	38,960	1,457,930.47	483,510.41
1923	34	48,874	2,115,056.00	585,502.41
Total all electric utilities—				
1922	84	387,797	62,219,811.31	6,817,270.13
1923	88	658,140	84,284,414.38	10,118,991.18
Gas Utilities:				
Privately owned or operated—				
1922	8	129,158	9,455,241.26	846,601.20
1923	9	498,548	53,651,030.73	2,482,141.51
Water Utilities:				
Privately owned or operated—				
1922	21	28,173	1,905,312.70	198,720.41
1923	22	26,999	2,009,900.97	195,579.14
Municipal—				
1922	119	543,427	29,317,927.09	3,086,587.85
1923	122	545,299	31,768,354.80	3,209,330.03
Total all water utilities—				
1922	140	571,600	31,223,239.79	3,285,308.26
1923	144	572,298	33,778,255.77	3,404,909.17
Telephone Utilities:				
Privately owned or operated—				
		Subscribers		
1922	56	136,018	23,036,822.64	6,128,922.12
1923	61	140,912	24,040,774.23	6,341,020.50
Total Electric, Gas, Water and Telephone Utilities reporting—				
1922	288	1,224,573	125,935,115.00	17,078,101.71
1923	302	1,869,898	195,754,475.11	22,347,062.36

* Indicates deficit.

OF ELECTRIC, GAS, WATER AND TELEPHONE UTILITIES

Mdse. & Misc. Revenue	Operating Expenses	Taxes Accrued	Total Operating Expenses	Net Profit from Operation	Operating Ratio %	Return Plant Invsmt. %
\$88,493.42	\$3,829,303.10	\$ 637,600.83	\$4,466,903.93	\$1,866,855.79	71	3.0
*43,628.02	5,037,428.69	761,929.19	5,799,357.88	3,734,130.89	61	4.5
9,571.83	352,599.30	.....	352,599.30	130,911.11	73	8.9
18,026.01	435,005.35	.....	435,005.35	150,497.06	74	7.1
98,065.25	4,181,902.40	637,600.83	4,819,503.23	1,997,766.90	71	3.2
*25,602.01	5,472,434.04	761,929.19	6,234,363.23	3,884,627.95	62	4.6
10,662.76	681,549.71	53,556.72	735,106.43	111,494.77	87	1.1
41,427.23	2,102,093.66	228,473.52	2,330,567.18	151,574.33	94	0.3
2,238.17	117,162.94	29,938.21	147,101.15	51,619.26	74	2.7
3,982.26	125,774.45	28,093.95	153,868.40	41,710.74	79	2.0
31,391.92	1,354,014.30	.....	1,354,014.30	1,732,573.55	44	5.9
98,143.96	1,393,188.50	.....	1,393,188.50	1,816,141.53	43	5.7
33,630.09	1,471,177.24	29,938.21	1,501,115.45	1,784,192.81	46	5.7
102,126.22	1,518,962.95	28,093.95	1,547,056.90	1,857,852.27	45	5.5
.....	4,495,701.73	641,001.59	5,136,703.32	992,218.80	84	4.3
.....	4,591,060.14	666,552.71	5,257,612.85	1,083,407.65	83	4.5
142,358.10	10,830,331.08	1,362,097.35	12,192,428.43	4,885,673.28	71	3.8
117,951.44	13,684,550.79	1,685,049.37	15,369,600.16	6,977,462.20	69	3.5

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